

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

Meeting No. 318

DATE: Thursday, April 11, 2019

TIME: 6:00 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
- 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. 317 dated March 14, 2019.

ACTION p. 1

- 5.2 Review and approval of Resolution 19-18 determining that the 201 Haskins Way Project in South San Francisco, including rezonings, zoning text amendments and related development entitlements, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 7
- 5.3 Review and approval of Resolution 19-16 adopting the distribution policy for fiscal year 2019/2020 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year. ACTION p. 32
- 5.4 Review and approval of Resolution 19-20 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Iteris for development of the Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor – South San Francisco Extension for an additional \$7,297 for a new total of \$111,486 and a time extension to June 30, 2019. ACTION p. 45
- 5.5 Review and approve the appointment of James Choe, staff of the Metropolitan Transportation Commission, to serve on C/CAG’s Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 49
- 5.6 Review and approval of the appointment Menlo Park Councilmember Drew Combs to the Resource Management and Climate Protection (RMCP) Committee. ACTION p. 51
- 5.7 Review and approval of Resolution 19-21 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$251,000 in the Town of Atherton. ACTION p. 55
- 5.8 Receive a copy of Amendment No.2 to Task Order EOA-06 issued to Eisenberg, Olivieri, and Associates, Inc., extending the term through June 30, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy. ACTION p. 60
- 5.9 Receive a copy of Amendment No. 1 to Task Order LWA-03 issued to Larry Walker Associates, extending the term through January 31, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy. ACTION p. 65

6.0 REGULAR AGENDA

- 6.1 Review and approve C/CAG legislative policies, priorities, positions, and legislative update (a position may be taken on any legislation, including legislation not previously identified). ACTION p. 68
- 6.2 Review and approval of Resolution 19-22 authorizing the C/CAG Chair to execute the Joint Exercise of Powers Agreement (JPA) for the San Mateo County Express Lanes between C/CAG and the San Mateo County Transportation Authority. (*Special voting procedures apply*). ACTION p. 84
- 6.3 Review and approval of the appointments of C/CAG Board members Alicia Aguirre, Doug Kim, and Diane Papan to serve as Board members on the San Mateo County Express Lanes JPA, when established, for a two-year term. ACTION p. 85

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

- 9.1 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Tom Daly, California State Assembly, dated 3/14/19. RE: for AB 252 (Daly)
- 9.2 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Cecilia Aguiar-Curry, California State Assembly, dated 3/14/19. RE: for Assembly Constitutional Amendment 1 (Aguiar-Curry)
- 9.3 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Jim Beall, California State Senate, dated 3/14/19. RE: for Senate Bill 128 (Beall)
- 9.4 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Bill Dodd, California State Senate, dated 3/14/19. RE: for Senate Bill 137 (Dodd)

10.0 ADJOURNMENT

Next scheduled meeting May 19, 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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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BOARD MEETING MINUTES

Meeting No. 317

March 14, 2019

1.0 CALL TO ORDER/ ROLL CALL

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

Atherton	– Elizabeth Lewis
Belmont	– Doug Kim (Arrived 6:34 p.m.)
Brisbane	– Madison Davis (Arrived 6:40 p.m.)
Burlingame	– Ricardo Ortiz
East Palo Alto	– Lisa Gauthier (Arrived 6:32 p.m.)
Foster City	– Sam Hindi (Arrived 6.34 p.m.)
Half Moon Bay	– Harvey Rarback
Hillsborough	– Marie Chuang
Menlo Park	– Betsy Nash
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
San Bruno	– Irene O’Connell
San Carlos	– Laura Parmer-Lohan
San Mateo	– Diane Papan
San Mateo County	– David Canepa
South San Francisco	– Karyl Matsumoto – SamTrans & TA
Woodside	– Ned Fluet

Absent:

Colma
Daly City
Redwood City

Others:

Sandy Wong	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk
Matthew Sanders	– 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
 Kim Springer – San Mateo County
 April Chan – SMCTA
 Bill Chiang – PG&E
 Francisco Salguero – PG&E
 Frank Fraone – PG&E
 Colby Peterson – PG&E
 Pam Perdue – PG&E
 Andrew Antwih – Shaw/Yoder/Antwih
 Deborah Gordon – Public
 Katie – 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.

Board Member Lewis announced the number of affordable housing units completed in the Town of Atherton from 2014-2018 on below market housing was 11%. Current under construction below market housing is 24%.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Certificate of Appreciation to Deborah Gordon for her years of dedicated service to C/CAG.

4.2 Presentation was provided by Sebastian of Caltrain on the Caltrain Business Plan.

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 Canepa MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13 and 5.14. Board Member Gauthier SECONDED. **MOTION CARRIED 19-0-0**

5.1 Approval of the Minutes of regular business meeting No. 316 dated February 14, 2019.

APPROVED

5.2 Review and approval of Resolution 19-03 authorizing the approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

APPROVED

- 5.3 Review and approval of Resolution 19-11 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with the San Mateo County Superintendent of Schools for the San Mateo County Safe Routes to School Program adjusting the budget to accommodate changes in staff time at no extra cost. APPROVED
- 5.4 Review and approval of Resolution 19-12 authorizing the C/CAG Chair to execute an Agreement with the San Mateo County Superintendent of Schools to administer and manage the San Mateo County Safe Routes to School Program in an amount not to exceed \$591,400 for FY 2019-20. APPROVED
- 5.5 Receive an update on the County of San Mateo's Safe Routes to School/Green Stormwater Infrastructure grant project. INFORMATION
- 5.7 Receive a copy of the Feasibility Study on Energy Efficiency Job Order Contracting for San Mateo County Cities. INFORMATION
- 5.8 Review and approval of Resolution 19-13 authorizing the C/CAG Chair to execute an agreement with Placeworks in the amount of \$168,809 to update the Bayshore and East Palo Alto Community Based Transportation Plans, and to further authorize the Executive Director to enter into contracts with local Community Based Organizations for expanded Community Outreach in an aggregate amount not to exceed \$30,000. APPROVED
- 5.9 Review and approval of Resolution 19-17 authorizing the C/CAG Chair to execute a funding agreement with City of Menlo Park for \$374,000 and reallocating funds from Willow Road to the (*Replacement page 50 was handed out in the meeting*) Haven Avenue Improvement Project. APPROVED
- 5.10 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2018. APPROVED
- 5.11 Review and approval of Resolution 19-14 authorizing the C/CAG Chair to execute an agreement with Kimley-Horn to provide Project Approval and Environmental Document (PA&ED) Services for the Smart Corridor Northern Cities in an amount not to exceed \$581,000. APPROVED
- 5.12 Review and approval of the appointments of MTC Commissioner Gina Papan and Belmont City Councilmember Julia Mates (Belmont) to the Congestion Management & Environmental Quality (CMEQ) Committee. APPROVED
- 5.13 Review and approval of the appointments of Burlingame Mayor Donna Colson and Redwood City Councilmember Janet Borgens to the Resource Management and Climate Protection (RMCP) Committee. APPROVED
- 5.14 Review and approval of a request from the City of Menlo Park to accept a modified Crosstown shuttle route, comprised of the previously funded M1 Midday and M2 Belle Haven routes, as compliant with the funding agreements for both the San Mateo County Shuttle Programs and the MTC Lifeline Transportation Program. APPROVED

Items 5.6.1 and 5.6.2 were removed from the Consent Calendar.

5.6 Review and approval of appointments on the BPAC committee.

- 5.6.1 Review and approval of the appointment of Councilmember Karen Cunningham (Brisbane) to fill one vacant elected official seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). APPROVED

The Board received an in-person presentation from one candidate:

Karen Cunningham, Councilmember City of Brisbane

Board Member G. Papan (Millbrae) MOVED approval to appoint Councilmember Karen Cunningham of City of Brisbane to fill the vacant seat on the C/CAG Bicycle and pedestrian Advisory Committee (BPAC). Board Member Ortiz SECONDED. **MOTION CARRIED 19-0-0**

- 5.6.2 Review and approval of the re-appointments of Marina Fraser, Malcolm Robinson, Matthew Self, and the appointment of Alan Uy to fill four vacant public member seats on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms. APPROVED

Board Member Matsumoto suggests the C/CAG Board to consider in the future allowing the BPAC Committee to interview the public member applicants and make a recommendation to the C/CAG Board.

Board Member Matsumoto MOVED approval of Item 5.6.2. Board Member Hindi SECONDED. **MOTION CARRIED 19-0-0**

6.0 REGULAR AGENDA

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

Andrew Antwih, with Shaw/ Yoder/ Antwih Inc., provided a legislative update from Sacramento which included a description of bills that the Legislative Committee recommended for approval. SB 128, SB 137, AB 252, ACA 1, and AB 825 are bills that address Enhanced Infrastructure Financing Districts, the State Exchange Programs, NEPA delegation, Local Government Financing, and the San Mateo County Flood and Sea Level Rise Resiliency District respectively.

Board Member D. Papan (San Mateo) MOVED approval to pass and support SB 128, SB 137, AB 252, ACA 1 and AB 825. Board Member Lewis SECONDED. **MOTION CARRIED 19-0-0**

- 6.2 Review and approval of Resolution 19-15 adopting the definition of northern, central, southern, and coastal areas of San Mateo County for the purpose of representation on the proposed San

Mateo County Flood and Sea Level Rise Resiliency District Board of Directors. APPROVED

Matt Fabry, C/CAG staff, provided a brief presentation on the definition of northern, central, southern, and coastal areas of San Mateo County for the purpose of representation on the proposed San Mateo County Flood and Sea Level Rise Resiliency District Board of Directors.

Board Member Canepa MOVED approval of Item 6.2. Board Member Gauthier SECONDED.
MOTION CARRIED 19-0-0

- 6.3 Receive an update on the US 101 Express Lanes Ad Hoc committee progress. INFORMATION

Sandy Wong, Executive Director of C/CAG, provided an update on the US Express Lanes Ad Hoc committee progress.

- 6.4 Receive a presentation on the C/CAG Request for Regionally Significant Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050. INFORMATION

Jeff Lacap, C/CAG staff, provided a presentation of the C/CAG Request for Regionally Significant Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050.

- 6.5 Receive a presentation from PG&E on the Community Wildfire Safety Program (CWSP) and public safety power shutoff (PSPS). INFORMATION

Bill Chiang and Pam Perdue, PG&E, provided an update on how to prepare for the upcoming 2019 fire season.

- 6.6 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. ACTION

Board Member O'Connell (San Bruno) MOVED to elect Maryann Moise Derwin as the C/CAG Chairperson and Marie Chuang as the C/CAG Vice Chair. Board Member Ortiz SECONDED. **MOTION CARRIED 19-0-0.**

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

Board member G. Papan (Millbrae) shares information on an overview of the Counties that are involved with MTC. MTC's Legislative committee had many feedback and criticism on CASA. And Chairman of MTC clearly states MTC has not endorsed any legislation that is out there.

- 7.2 Chairperson's Report.

- 7.3 Board Members Report/ Communication.

Board Member Davis announced the City of Brisbane is hosting the Counsel of Cities Dinner on March 29, 2019.

8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, Executive Director announced that C/CAG and Home for All is co-hosting a special meeting on the topic of CASA on March 22, 2019. C/CAG Board business meeting was announced to start at 6:00pm, April 11, 2019, no objection. C/CAG Retreat to follow right after the business meeting. Announced newest staff member to C/CAG, Van Ocampo.

9.0 COMMUNICATIONS - Information Only

10.0 ADJOURNMENT – 8:45 p.m.

C/CAG AGENDA REPORT

Date: April 11, 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 19-18 determining that the 201 Haskins Way Project in South San Francisco, including rezonings, zoning text amendments and related development entitlements, 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 at 650-599-1467)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 19-18 determining that the 201 Haskins Way Project in South San Francisco, including rezonings, zoning text amendments and related development entitlements, is conditionally consistent with 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 South San Francisco an FAA determination of no hazard to air navigation.*
2. *The City of South San Francisco shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance 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 South San Francisco has referred the subject zoning amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

DISCUSSION

The 201 Haskins Way Project (Project) site is located in easterly portion of the City of South San Francisco, adjacent to San Francisco Bay, roughly one mile north of San Francisco International Airport. The Project comprises eight parcels totaling approximately 18.2 acres, and involves rezoning seven of these parcels from Mixed Industrial (MI) to Business Technology Park (BTP) and one parcel from the Business Commercial (BC) to BTP to allow for potential construction of

new office/research and development (R&D) uses on the properties. A specific development application is proposed for a portion of the site consisting of a 25,000 sf office/R&D building addition at 400-450 East Jamie Court, and a 311,368 sf office/research building and a five-level parking garage at 201 Haskins Way. The Project also includes minor zoning text amendments to clarify permitted new and existing uses that will continue to be allowed in the new zone district – specifically provisions to allow continuation and expansion of freight/truck terminals, warehousing and storage, and light fleet-based uses.

The City of South San Francisco’s zoning ordinance presently allows building heights in the East of US 101 area, where the Project is located, to maximum height limits permissible under Federal Aviation Regulations Part 77.

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP, as depicted on Attachment 3. Since the Project is located outside of the 65dB CNEL noise contour, the noise policies would not apply, and therefore the Project would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. However, as shown on Attachment 4, the Project is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to this proposed policy action.

(c) Airspace Protection Policy Consistency Analysis

Building Heights – 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) Airport Imaginary Surfaces, 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 (FAR Part 77 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 Project includes three new structures, the tallest of which is a 99-foot tall structure, with a ground elevation of approximately 20 feet above mean sea level (MSL), for an overall height of about 120’ above MSL. The height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above MSL, as shown on Attachment 5, so structure heights would be well below the imaginary surface height established. However, as shown on the Attachment 6,

the Project is located in an area that requires FAA notification for projects between 65-100' above ground level. 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 South San Francisco an FAA determination of no hazard to air navigation.

Other Flight Hazards – Impacts to Migratory Birds from Building and Lighting

Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight can be incompatible in AIA B. The Draft EIR prepared for the Project includes an analysis of these potential impacts and includes mitigation measures to reduce the impacts to less than significant.

Subject to the condition noted above regarding FAA notification, the Project would be compatible with the Airspace Protection Policies of the SFO ALUCP.

II. Airport Influence Area A – Real Estate Disclosure Area

(a) 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 application materials, the following condition is proposed:

- The City of South San Francisco 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 March 28, 2019 meeting, but the meeting was cancelled due to lack of a quorum.

ATTACHMENTS

1. Resolution 19-18
2. ALUCP application, together with related project description and exhibits.
3. SFO ALUCP Exh. IV-6 - Noise Compatibility Zones
4. SFO ALUCP Exh. IV-7 – Safety Compatibility Zones
5. SFO ALUCP Exh IV-14 - 14 CFR Part 77 Airport Imaginary Surfaces – North
6. SFO ALUCP Exh IV-11 – FAA Notification Filing Requirements – North

RESOLUTION 19-18

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 THE THAT THE 201 HASKINS WAY PROJECT IN SOUTH SAN FRANCISCO, INCLUDING REZONINGS, ZONING TEXT AMENDMENTS AND RELATED DEVELOPMENT 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 South San Francisco has submitted its proposed 201 Haskins Way Project, including rezonings, zoning text amendments 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) Airport Imaginary Surfaces, 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 (FAR Part 77 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 Project includes three new structures, the tallest of which is a 99-foot tall structure, with a ground elevation of approximately 20 feet above mean sea level (MSL), for an overall height of about 120’ above MSL. The height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above MSL, so structure heights would be well below the imaginary surface height established. However, based on the location of the site, the proposed building height requires the project sponsor to file a notification with the FAA for a “Determination of No Hazard to Air Navigation”, which has been included as a condition of approval. Subject to this condition, the Project is found to be consistent with the airspace protection policies of the SFO ALUCP; and

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, the City of South San Francisco’s proposed 201 Haskins Way Project, including related rezonings, zoning text amendments 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 11TH DAY OF APRIL 2019.

Maryann Moise Derwin, Chair

Resolution 19-18 – 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 South San Francisco an FAA determination of no hazard to air navigation.*
- 2. The City of South San Francisco 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: City of South San Francisco

Project Name: 201 Haskins Way Project

Address: 201 Haskins Way; 400-450 E. Jamie Court

APN: 015-102-230; 015-102-250

City: South San Francisco

State: CA

ZIP Code: 94080

Staff Contact: Ryan Wassum

Phone: 650-877-8535

Email: Ryan.wassum@ssf.net

PROJECT DESCRIPTION

The proposed project would involve rezoning seven parcels from the Mixed Industrial (MI) district to a Business Technology Park (BTP) district and one parcel from the Business Commercial (BC) district to the BTP district. The project would allow development at a floor area ratio (FAR) of 1.0 or a total of approximately 677,600 gross square feet (gsf) of new BTP office use. It is assumed that the additional office/R&D space would be built out in two phases. Alexandria Real Estate Equities (ARE) is proposing a specific development application for the proposed Phase 1 area site plan to construct 336,368 gsf of new office/R&D use; however, currently there is no site-specific development program proposed for the Phase 2 area. Please see attached project description for additional details.

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:

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>

**C/CAG Application for Land Use Consistency Determination
– Supplemental Information**

AGENCY NAME: City of South San Francisco

PROJECT NAME: 201 Haskins Way Project

PROJECT DESCRIPTION

The project site is part of the City of South San Francisco’s (City’s) “East of 101” planning area, bounded by the San Francisco Bay on the east and U.S. 101 and railway lines on the west. The project site is composed of eight parcels encompassing approximately 18.2 acres of land bounded by East Grand Avenue to the north, Haskins Way to the west, San Francisco Bay to the south, and a recycling center and the Genentech campus to the east. Six of the parcels have trucking, warehouse, and distribution uses, one is used for parking, and one has office/research and development (R&D) use.

The proposed project would involve rezoning seven parcels from the Mixed Industrial (MI) district to a Business Technology Park (BTP) district and one parcel from the Business Commercial (BC) district to the BTP district. The project would allow development at a floor area ratio (FAR) of 1.0 or a total of approximately 677,600 gross square feet (gsf) of new BTP office use. It is assumed that the additional office/R&D space would be built out in two phases. Alexandria Real Estate Equities (ARE) is proposing a specific development application for the proposed Phase 1 area site plan; however, currently there is no site-specific development program proposed for the Phase 2 area. For the purposes of analysis under the California Environmental Quality Act (CEQA), this EIR assumes the project would be constructed in two phases with the proposed Phase 1 site plan and a conceptual Phase 2 development for buildout of the project site.

Phase 1

In the Phase 1 area, ARE would construct 336,368 gsf of new BTP office use on 201 Haskins Way and 400-450 East Jamie Court. The Phase 1 project would demolish a 24,075-gsf building at 201 Haskins Way which previously contained a light industrial trucking use, and construct a new 311,368-gsf office building (201 Haskins Way Building) with a 63-foot-tall, three-story wing and a 95-foot-tall, five-story wing; a 720-stall, five-level parking structure (up to 48 feet in height); and 183 surface parking spaces. At 400-450 East Jamie Court, ARE would construct an approximately 25,000-gsf, two-story addition to the existing western building. Construction in the Phase 1 area would begin in 2019 and occur over approximately 18 months, for anticipated completion in 2021.

Phase 2

The Phase 2 area includes two additional parcels along Haskins Way, two additional parcels along East Jamie Court, two parcels along East Grand Avenue, and additional development on the 400-450 East Jamie Court parcel (also in the Phase 1 area). At this time, no specific development in the Phase 2 area is proposed. Development of Phase 2 would require subsequent project-level site design.

The proposed rezoning of the parcels in the Phase 2 area would allow the existing uses to continue indefinitely and would allow redevelopment at 1.0 FAR in accordance with the BTP rezoning. The Phase

2 project rezoning would allow up to a total of 341,232 gsf of new BTP office use on 101 and 151 Haskins Way, 410 and 430 East Grand Avenue, 451 East Jamie Court, and an unaddressed parcel at Assessor's Parcel Number (APN) 015-102-290. Five of the parcels contain five existing one- to two-story light industrial buildings totaling approximately 157,995 gsf that would be removed. A portion of the 451 East Jamie Court parcel and APN 015-102-290 contain a parking lot that would be removed. The EIR evaluates the impacts of development of the maximum 341,232 gsf of new BTP use. For illustrative purposes, the EIR identifies a conceptual Phase 2 area development plan that would include construction of a new 256,232-gsf three- and five-story office building (East Grand Building) of up to 95 feet in height. In addition, in the conceptual plan, the parking garage would be expanded to two parcels to the east at 451 East Jamie Court (APN 015-102-240 and APN 015-102-290) to accommodate a total of 1,060 stalls (340 additional stalls), and a total of 243 additional surface parking stalls would be constructed. It is uncertain when or if such development for the Phase 2 area would occur or whether it would occur as a single redevelopment of all Phase 2 parcels together, or as individual development projects on one or more Phase 2 area parcels. To provide a conservative analysis of construction impacts in the EIR, it is assumed that construction in the Phase 2 area would commence in 2021 (immediately after completion of construction in the Phase 1 area) and would occur over an 18-month period.

The 201 Haskins Way project will require the following entitlements that are subject to a Land Use Consistency Determination:

- Zoning Map Amendment (to amend the existing zoning for eight parcels to the BTP district)
- Zoning Ordinance Amendment (to codify the combined General Plan designation of CC / MI and clarify permitted new and existing uses)

An environmental document has been prepared for the 201 Haskins Way project - the 201 Haskins Way Project Draft Environmental Impact Report (DEIR) (Link to DEIR: www.ssf.net/ceqadocuments). Excerpts from the DEIR are included in some of the discussion areas below. In instances where mitigation measures are proposed to be revised, the revisions are indicated in strikeout/underline format, with ~~strikeout~~ text being removed, and underline text being inserted.

DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY

Noise

ALUCP Exhibit IV-8 "Noise Compatibility Zones – Detail" is attached (Attachment 4), and the 201 Haskins Way Project Area that is subject to the proposed amendments is indicated in the map. As indicated on the map, and referenced in DEIR, the 201 Haskins Way project area remains well outside of the airport's noise-affected 65 dBA CNEL noise contour. Therefore, the noise policy is not applicable to the proposed project.

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.7.*

"Existing Noise Environment

The major noise sources affecting the East of 101 Area are vehicular traffic, railroad, aircraft, BART, and commercial/industrial activities. Land uses in the area are mostly limited to offices, commercial and light industrial. The project site is generally bounded by East Grand Avenue to the north, Haskins Way to the west, the Bay Trail and shoreline to the south, and adjacent parcels containing a recycling center and portions of the Genentech campus to the east. The project site is served by East Grand Avenue as the primary arterial road, fed by Haskins Way and East Jamie Court. To the south, the existing industrial development meets the Bay shoreline. Haskins Way and East Jamie Court are not thru-roads; therefore, the majority of ambient traffic noise comes from thru traffic on East Grand Avenue.”

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.4.*

“Ambient Noise Environment

To characterize the background noise environment in the project vicinity, a total of six noise measurements were collected.10 Two long-term (48 hour) measurements and six short-term (15 minute) measurements (at four short-term measurement locations) were collected in May 2018 in order to determine noise characteristics of the existing ambient environment near the project site and along East Grand Avenue, the nearest and primary arterial road. Measurement locations are indicated on Figure 4.8.1: Noise Measurement Locations. Generally, the major noise source at each long-term measurement location was traffic on East Grand Avenue. Aircraft flyovers were also clearly noticeable and contributed to the overall noise level. Noise measurement data are included in Appendix E.”

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.19.*

“Aircraft Noise

Intermittent aircraft noise resulting from operations of San Francisco International Airport would be audible at the project site, but aircraft noise levels would not be considered incompatible with the proposed uses. The General Plan noise contour map shows where the projected 2020 65 dBA CNEL contours are located. According to the data on the contour map, the project site would be located well outside the airport's 65 dBA CNEL noise contour. The exterior noise environment at the project site resulting from aircraft would be considered compatible with proposed uses, which are indoor office/R&D uses. The proposed project is not within the vicinity of any private airstrip. There would be no impacts associated with aircraft noise.”

Safety

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The 2012 SFO ALUCP includes five safety zones and related land use compatibility criteria. The proposed project site is located outside of all safety zones established for the 2012 SFO ALUCP. The DEIR also includes a discussion of compatibility with the airport land use plan, and if the project would result in a safety hazard for people residing or working in the project area. Following is the specific reference from the document.

201 Haskins Way Project DEIR Reference:

Chapter 4.11 – Hazards, page 4.11.37

“Impact HZ-5: The proposed project is located within an airport land use plan, but would not result in a safety hazard for people residing or working in the project area. (Less than Significant)

(Paragraph revised) The closest airport is SFO, approximately 1 mile south of the project site. The project site is within the Airport Influence Area A boundary and Area B boundary of the ALUCP. The project does not involve proposed residential or overnight uses; therefore, real estate disclosure requirements under Airport Influence Area A are not required at this time. Because the proposed buildings under either the Phase 1 development or project buildout would have an area of greater than 100,000 sf and would require a rezoning of the project site, the proposed project is subject to advisory review by the ALUC. Within Area B, the C/CACG Board, acting within their ALUC capacity, would review the proposed rezoning action to determine project consistency with the ALUCP and other regulatory review procedures. With the proposed buildings at a maximum height of approximately 99 feet, the proposed project would not exceed the 2012 SFO ALUCP height limit of 161 feet. Due to proximity to the airport, however, the project would be required to submit a Notification of Proposed Construction or Alteration under 14 CFR Part 77 to allow the Federal Aviation Administration to chart the new structures in their database and provide a formal determination of the effect of the proposed structures on navigable airspace. Overall, the proposed project would be compatible with the ALUCP and the proposed structures would remain below the established height limits of the project site, and would not pose a safety hazard for people working in the project area. Therefore, this impact would be less than significant. No mitigation is necessary.”

Airspace Protection

Building Heights

ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” is attached (Attachment 5), and the 201 Haskins Way Project Area that is subject to the proposed amendments is indicated in the exhibit. As indicated on the map, and referenced in the DEIR, the height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above MSL. The proposed project parcels are located at between 12 and 23 feet above MSL. The proposed buildings under the proposed project are designed to be constructed at a maximum building height of 99 feet above ground level. Maximum structure heights would be approximately 110 to 122 feet above MSL. A structure built at a

maximum of 122 feet above MSL would be well below the imaginary surface height established. Based on the proposed project's maximum height of 122 feet above MSL, no additional safety requirements are anticipated. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2012 SFO ALUCP.

The City of South San Francisco includes the following general policies related to limiting building heights within the East of 101 Area:

General Plan Implementing Policy 3.5-I-4 – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

Zoning Ordinance – Chapter 20.110 Employment Districts
Table 20.110.003, Additional Development Standards

“A. Maximum Heights East of 101. Unless otherwise stipulated in a specific plan, building heights east of 101 are allowed the maximum height limits permissible under Federal Aviation Regulations Part 77.”

Impacts to Migratory Birds from Building and Lighting

The 201 Haskins Way Project Draft EIR included an analysis of impacts to migratory birds from buildings and lighting. Following is the specific language proposed in the mitigation measures; implementation of these measures would reduce the impact to less than significant:

201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Biological Resources, pages 4.3.16 – 4.3.17.

“Mitigation Measures

MM-BI-1b: Lighting Measures to Reduce Impacts on Birds. During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify lighting-related measures to minimize the effects of the building's lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design and operation.

- Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams.
- Install shields onto light sources not necessary for air traffic to direct light towards the ground.
- Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.
- When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide

- lighting, which may include installing motion-sensitive lighting, using desk lamps and task lighting, reprogramming timers, or using lower-intensity lighting.
- Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.

MM-BI-1c: Building Design Measures to Minimize Bird Strike Risk. During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design.

- Minimize the extent of glazing.
- Use low-reflective glass and/or patterned or fritted glass.
- Use window films, mullions, blinds, or other internal or external features to “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus to a bird may not appear noticeably different from, vegetation or the sky.”

Attachments:

1. Zoning Map Amendment
2. Zoning Text Amendment

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Exhibit A
Zoning Map Amendment

Proposed Re-Zoning: 201 Haskins Way Project

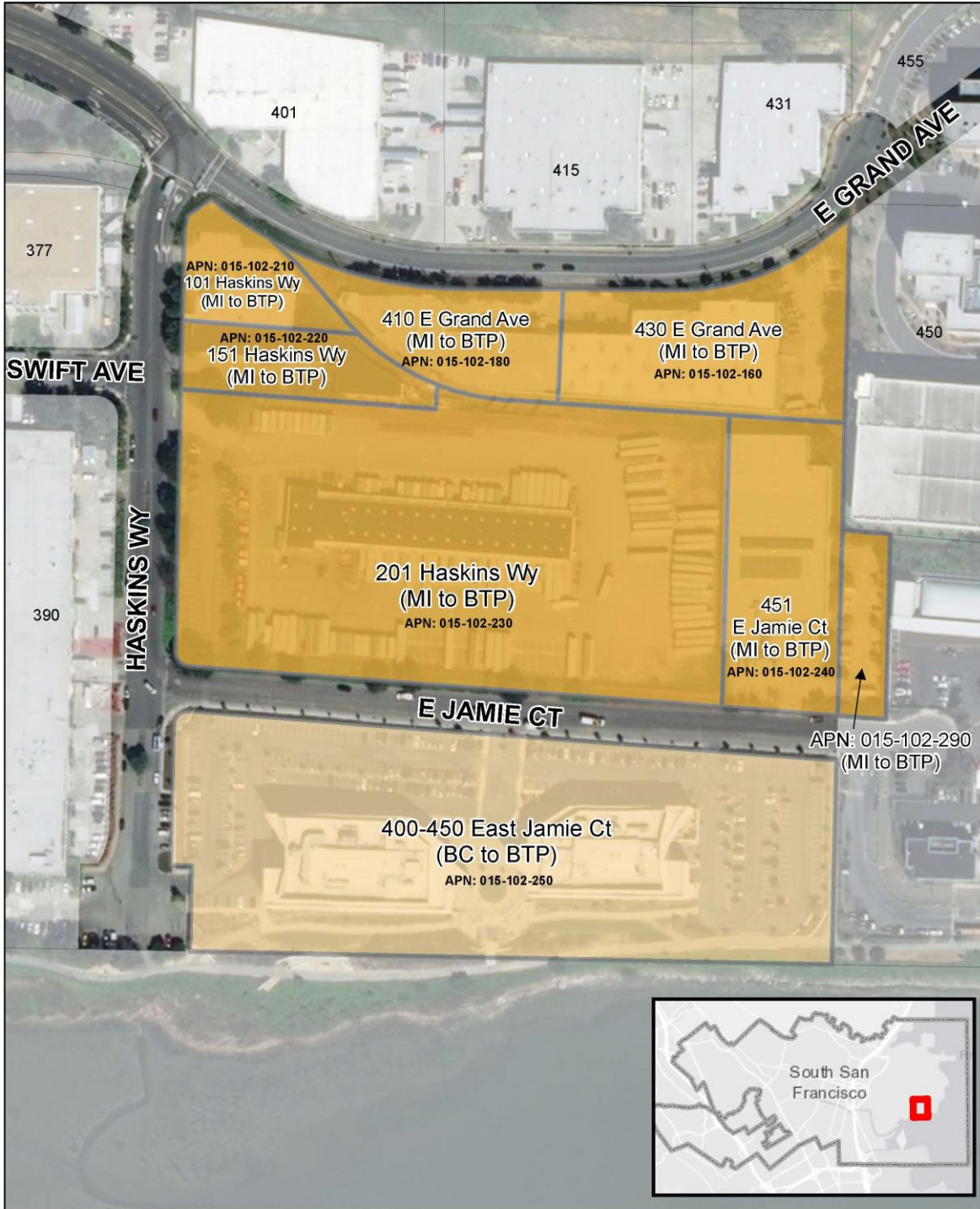


Exhibit B
Zoning Text Amendment

The City Council hereby amends the following sections of the South San Francisco Municipal Code to read as follows (with text in ~~strikeout~~ indicating deletion and double underline indicating addition). Sections and subsections that are not amended by this Ordinance are not included below, and shall remain in full force and effect.

Update Table 20.110.002 “Land Use Regulations – Employment Districts” as indicated below to codify the combined General Plan designation of Coastal Commercial (CC) and Mixed Industrial (MI)

Use Classification	BC	BTP	FC	MI	Additional Regulations
Residential Uses					
Caretaker Unit	-	-	-	C(1)	
Mobile Home Park	C	-	-	-	See Section 30.350.026 Mobile Home Parks
Residential Care Facilities	<i>See sub-classifications below</i>				
<i>General</i>	C	-	-	-	See Section 20.350.020 Group Residential Facilities
<i>Limited</i>	C(2)	-	-	-	
Public and Semi-Public Uses					
Colleges and Trade Schools	P	P	-	P	
Community Assembly, 2,000 sq. ft. or less	P	-	-	-	See Section 20.350.012 Community Assembly Facilities
Community Assembly, more than 2,000 sq. ft.	C	-	-	-	See Section 20.350.012 Community Assembly Facilities
Cultural Institutions	P	P	-	C	
Day Care Centers	P	P	-	P	See Section 20.350.014 Day Care Centers
Emergency Shelter	MUP	-	-	P	See Section 20.350.017 Emergency Shelters
Government Offices	P	P	-	P	
Hospitals and Clinics	<i>See sub-classifications below</i>				
<i>Clinics</i>	MUP	MUP(3)	-	-	
<i>Hospitals</i>	C	MUP(3)	-	-	
Park and Recreation Facilities, Public	MUP	MUP	MUP	MUP	
Public Safety Facilities	P	P	P	P	
Schools, Public or Private	C	C	-	-	
Social Service Facilities	MUP	-	-	P	See Section 20.350.034 Social Service Facilities
Commercial Uses					
Adult Oriented Businesses	C(4)	-	-	C(4)	See Section 20.350.003 Adult Oriented Businesses
Animal Care, Sales and Services	<i>See sub-classifications below</i>				
<i>Kennels</i>	MUP	-	-	MUP	See Section 20.350.005 Animal Care, Sales, and Services
<i>Pet Stores</i>	P	-	P	-	See Section 20.350.005 Animal Care, Sales, and Services
<i>Pet Day Care</i>	MUP	-	-	P	See Section 20.350.005 Animal Care, Sales, and Services
<i>Veterinary Services</i>	MUP	-	-	MUP	See Section 20.350.005 Animal Care, Sales, and Services
Automobile/Vehicle Sales and Services	<i>See sub-classifications below</i>				
<i>Automobile/Vehicle Rentals</i>	MUP(1)	MUP	-	MUP	See Section 20.350.006 Automobile Rental Facilities in Hotels
<i>Automobile/Vehicle Sales and Leasing</i>	C	C	C	C	See Section 20.350.008 Automobile/Vehicle Sales and Leasing
<i>Automobile/Vehicle Repair, Major</i>	-	-	-	P(5)	See Section 20.350.009 Automobile/Vehicle Service and Repair

<i>Automobile/Vehicle Service and Repair, Minor</i>	-	-	-	P(5)	See Section 20.350.009 Automobile/Vehicle Service and Repair
<i>Automobile/Vehicle Washing</i>	C(1)	-	-	P(5)	See Section 20.350.007 Automobile/Vehicle Service Stations and Washing
<i>Service Station</i>	C(1)	C	C	C	See Section 20.350.007 Automobile/Vehicle Service Stations and Washing and Section 20.350.013 Convenience Market
<i>Towing and Impound</i>	-	-	-	CUP	
Banks and Financial Institutions	<i>See sub-classifications below</i>				
<i>Banks and Credit Unions</i>	P	P	-	P	
<i>Pawnbrokers</i>	C	C	-	C	See Section 20.350.039 Pawnbrokers and Chapter 6.92 Pawnbroker/Secondhand Dealer
<i>Other Financial Services</i>	<i>See sub-classifications below</i>				
<i>Alternative Loan Businesses</i>	MUP	MUP	-	MUP	See Section 20.350.011 Other Financial Services
Building Materials Sales and Services	P	-	-	MUP	
Business Services	P	MUP	-	P	
Commercial Cannabis Businesses	<i>See sub-classifications below</i>				
<i>Cannabis Delivery-Only Operations</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Distribution</i>	-	-	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Indoor Cultivation</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Manufacturing</i>	-	-	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Testing</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
Commercial Entertainment and Recreation	<i>See sub-classifications below</i>				
<i>Amusement Arcade</i>	MUP(6)	-	-	-	
<i>Indoor Entertainment</i>	C	-	C	C(7)	
<i>Indoor Sports and Recreation</i>	C	C	C	C(7)	
<i>Outdoor Entertainment</i>	C	C	-	-	
<i>Outdoor Sports and Recreation</i>	C	C	-	-	
Crop Production, Limited	-	-	-	C	
Eating and Drinking Establishments	<i>See sub-classifications below</i>				
<i>Bars/Night Clubs/Lounges</i>	C	-	-	-	
<i>Coffee Shops/Cafés</i>	P	P	C	P	See Section 20.350.028 Outdoor Seating
<i>Restaurant, Full Service</i>	P	P	P	MUP	See Section 20.350.028 Outdoor Seating
<i>Restaurant, Limited Service</i>	P	P	C	P	See Section 20.350.028 Outdoor Seating
Food and Beverage Retail Sales	<i>See sub-classifications below</i>				
<i>Convenience Market</i>	P	P	-	P	See Section 20.350.014 Convenience Market
<i>Grocery Store</i>	P(1)	-	C(1)	C(1)	
<i>Supermarket</i>	P(1)	-	C(1)	-	
Funeral Parlors and Mortuaries	C	-	-	-	
Lodging	<i>See sub-classifications below</i>				
<i>Hotels and Motels</i>	C	-	P	-	
Maintenance and Repair Services	P	P	-	P	
Massage Businesses	MUP	-	MUP	MUP	See Section 20.350.026.5 Massage Businesses
Offices	<i>See sub-classifications below</i>				
<i>Business and Professional</i>	P	P	C	P	
<i>Medical and Dental</i>	P	P	-	P	
Parking Services	<i>See sub-classifications below</i>				
<i>Commercial Parking</i>	MUP	MUP	P(8)	C	
<i>Public Parking</i>	P	P	P	P	
Personal Services	<i>See sub-classifications below</i>				
<i>General Personal Services</i>	P	-	P	P	Section 20.350.030 Personal Services

<i>Tattoo or Body Modification Parlor</i>	-	-	C	-	See Section 20.350.035 Tattoo or Body Modification Parlor
Retail Sales	<i>See sub-classifications below</i>				
<i>General Sales</i>	P	P	P	P	
<i>Firearm Sales</i>	-	-	-	C	
<i>Large Format Retail</i>	P	-	P	-	See Section 20.350.024 Large Format Retail
<i>Second Hand Store</i>	C	-	-	-	
<i>Swap Meet</i>	C	-	-	C	
Employment Uses					
Automobile/Vehicle Sales and Service	P	P	-	P	
<i>Rental Car Storage</i>	-	-	-	MUP(4) (8)	
Construction and Material Yard	-	-	-	P	
Food Preparation	-	C	-	P(9)	
Handicraft/Custom Manufacturing	MUP	P	-	P	
Industry, General	-	-	-	P	
Industry, Limited	-	P	-	P	
Recycling Facility	<i>See sub-classifications below</i>				
<i>Collection Facility</i>	MUP	MUP	-	MUP	See Section 20.350.032 Recycling Facilities
<i>Intermediate Processing</i>	-	-	-	MUP	See Section 20.350.032 Recycling Facilities
Research and Development	P	P	-	P	
<i>Clean Technology</i>	P	P	-	P	
Salvage and Wrecking	-	-	-	CUP	
Warehousing, Storage, and Distribution	<i>See sub-classifications below</i>				
<i>Chemical, Mineral, and Explosives Storage</i>	-	-	-	C	
<i>Freight/Truck Terminals and Warehouses</i>	-	(10)(12)	-	P	See Section 20.350.019 Freight/Truck Terminals and Warehouses
<i>Indoor Warehousing and Storage</i>	-	(10)(12)	-	P	
<i>Outdoor Storage</i>	MUP	-	-	P	See Section 20.350.029 Outdoor Storage
<i>Personal Storage</i>	-	-	-	C	See Section 20.350.031 Personal Storage
<i>Wholesaling and Distribution</i>	-	P(11)	-	P	
Transportation and Utilities Uses					
Airports and Heliports	C	-	-	C	
Light Fleet-Based	C	(10)(12)	-	C	See Section 20.350.036 Taxi and Limousine Services
Transportation Passenger Terminals	MUP	MUP	-	MUP	
Utilities, Major	C	C	-	C	
Utilities, Minor	P	P	P	P	
Other Applicable Use Regulations					
Accessory Uses	See Section 20.300.002 Accessory Buildings and Structures				
Nonconforming Use	See Chapter 20.320 Nonconforming Uses, Structures, and Lots				
Temporary Use	See Chapter 20.340 Temporary Use				

Limitations:

1. Prohibited east of 101.
2. Subject to state licensing requirements.
3. Only in conjunction with research facility.
4. Limited to locations east of South Airport Boulevard and the Bayshore Freeway.
5. Must be located a minimum of 500 feet from any Residential district.
6. Only within hotels and motels.
7. Must be associated with a hotel or retail use when located within 1000 feet of SFO.
8. Restricted to: (a) areas located underneath major utility lines or under elevated freeways; or (b) consistent with General Plan Policy 3.2-I-5, airport-oriented parking facilities on Produce Avenue that were legally approved prior to 1999.
9. Tasting rooms require Minor Use Permit approval.
10. In accordance with General Plan Policy 3.5-I-11 and Resolution 84-97, legally approved freight forwarding, customs brokering, wholesale, warehousing, and distribution uses that existing in 1997 (or were approved prior to July 10, 2000 with a Use Permit) are considered conforming uses and may convert to other industrial uses including wholesale, warehouse, and distribution uses, and may expand within parcel boundaries as they existed at the time Resolution 84-97 was adopted, subject to meeting the current development standards (Municipal Code); however, said uses may not expand, convert to, re-convert to, or establish a freight forwarding use.
11. Only within enclosed buildings and south of Grand Avenue.
12. Legally established and pre-existing freight forwarding, warehousing, and light fleet-based uses are legal conforming uses permitted or permitted with a conditional use permit and may expand or convert to other freight forwarding, warehousing, and light fleet-based uses on parcels with a combined General Plan designation of Coastal Commercial (CC) and Mixed Industrial (MI) as depicted in the General Plan Figure 2-1 Land Use Diagram; however, these uses shall be developed in accordance with the development standards and supplemental regulations for the MI Zoning District.

SITE DESIGN

DESIGN CONCEPT
 IN DEVELOPING THE SITING STRATEGY FOR 201 HASKINS CONSIDERATION HAS BEEN GIVEN NOT ONLY TO THE PARAMETERS OF THE CURRENT PROJECT BUT ALSO TO THOSE OF FUTURE DEVELOPMENT. ULTIMATELY, THE GOALS OF THIS PHASED DEVELOPMENT ARE:

1. CREATE A VISUAL LINK FROM EAST GRAND AVE. TO THE NORTH THROUGH THE PROJECT SITE CULMINATING IN AN EXISTING PUBLIC ACCESS TO THE BAY TRAIL BETWEEN TWO EXISTING BUILDINGS AT 400 AND 450 EAST JAMIE COURT.
2. CREATE A STRONG PEDESTRIAN LINK FROM THE INTERSECTION OF EAST GRAND AVE AND HASKINS WAY TO THE BAY TRAIL ACCESS AT THE SOUTHERN TERMINUS OF HASKINS.
3. CREATE A "CAMPUS" WITH TWO EXISTING BUILDINGS LOCATED AT 400 AND 450 EAST JAMIE COURT, AND;
4. TAKE ADVANTAGE OF THE SPECTACULAR VIEWS OF THE BAY AND SFO TO THE SOUTH.

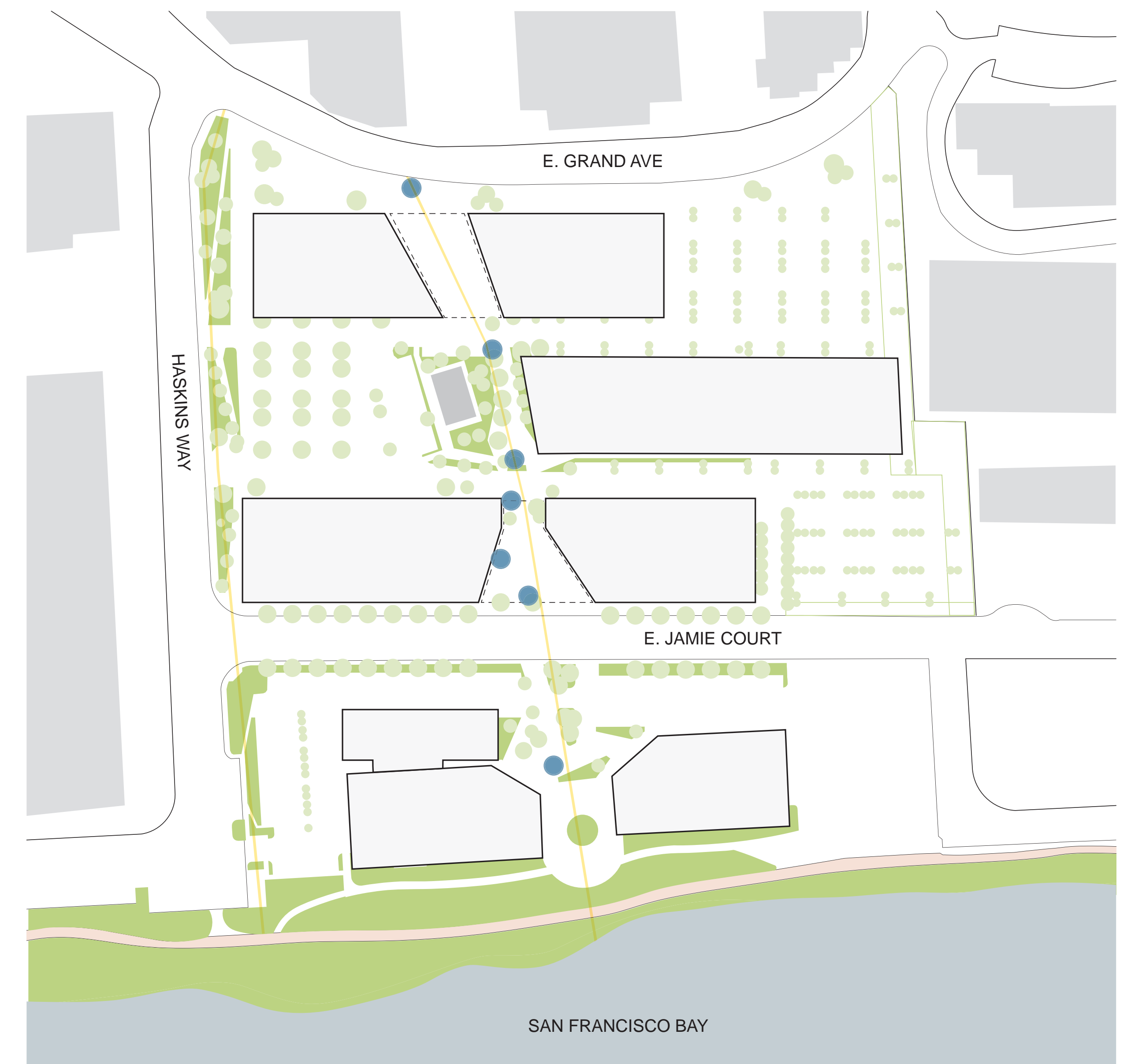
TO ACHIEVE THESE GOALS THE BUILDINGS ARE SET WITH THEIR LONG (EAST-WEST) AXIS PARALLEL TO EAST GRAND AND EAST JAMIE CT. CREATING A HORIZONTAL STRIATION OF THE SITE. A SERIES OF MEANDERING PATHS AND PLANTINGS RUN AGAINST THE GRAIN AND WILL EVENTUALLY FORM LINKS BETWEEN EAST GRAND AND THE BAY.

PHASE 1
 PHASE 1 STANDS ALONE AS A PROJECT WHILE LAYING THE FOUNDATION FOR FUTURE DEVELOPMENT. THE LAB/OFFICE BUILDING HAS BEEN SITUATED ALONG THE SOUTHERN PROPERTY LINE TO BE IN CLOSE PROXIMITY WITH THE BUILDINGS ACROSS EAST JAMIE COURT. A CENTRAL ATRIUM SPACE THAT IS ON AXIS WITH THE PUBLIC ACCESS TO THE BAY TRAIL BETWEEN THE EXISTING BUILDINGS AT 400-450 EAST JAMIE COURT FORMS THE HUB OF THE NEW PROJECT. THE GARAGE MASSING IS INTENTIONALLY PULLED BACK FROM HASKINS WAY TO THE EASTERN PORTION OF THE SITE. THIS ALLOWS FOR THE FORMATION OF BOTH A PUBLIC PLAZA AND WALKWAY ALONG HASKINS WAY AND A CENTRAL SPINE ALONG THE GARAGE'S WEST EDGE. THIS CENTRAL SPINE, ON AXIS WITH THE SPLIT BETWEEN THE BUILDINGS AT 400-450 EAST JAMIE COURT RUNS THROUGH THE BUILDING'S THREE-STORY ATRIUM LINKING THE PROPOSED PROJECT WITH THE WATER'S EDGE. THE LAB/OFFICE BUILDING IS EXTENDED FURTHER TO THE WEST THAN 400 EAST JAMIE COURT TO OPEN UP VIEWS TO THE BAY.

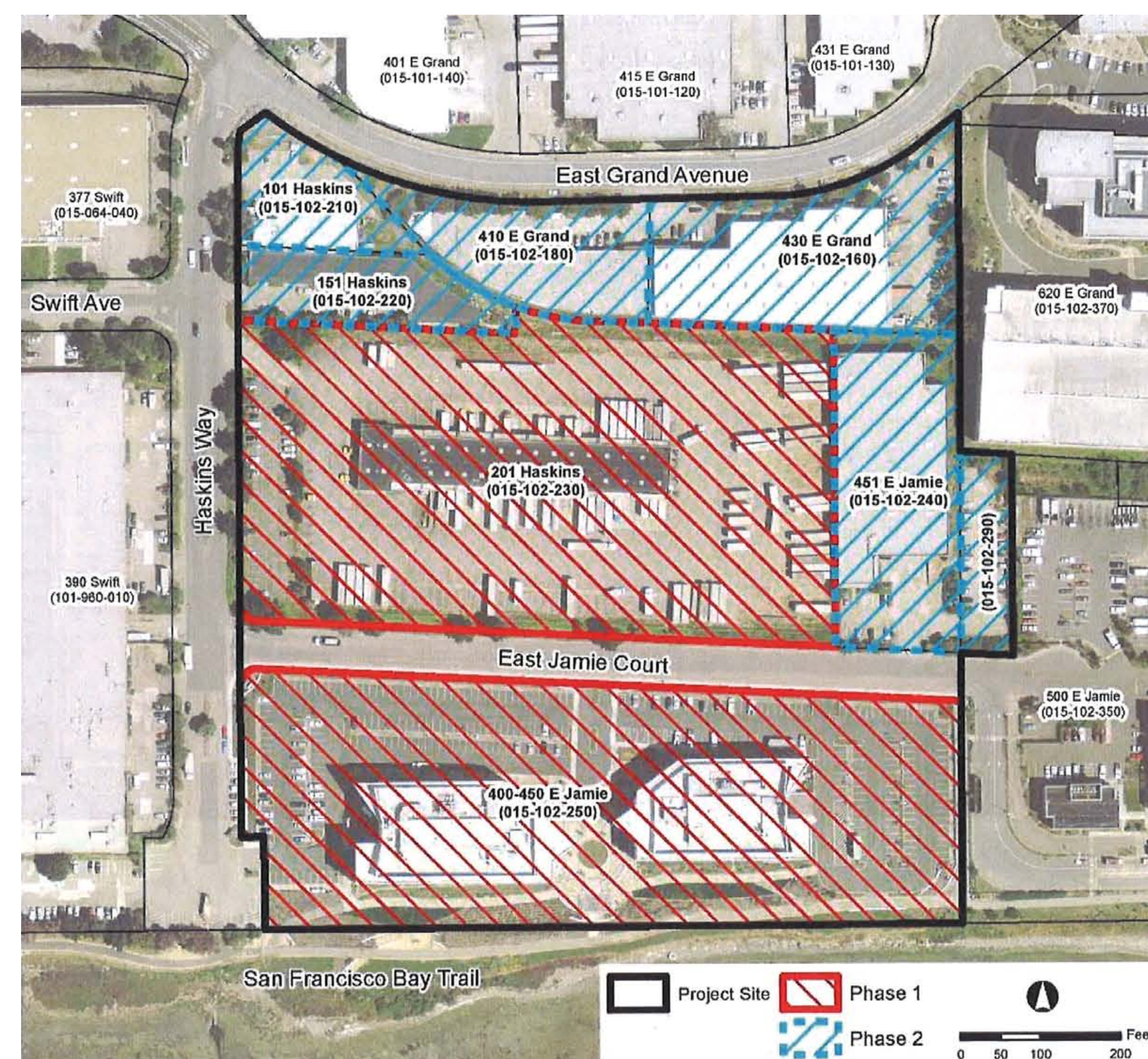
PHASE 2
 PHASE 2 COMPLETES THE SITE PLANNING STRATEGIES GENERATED IN PHASE 1 BY STRENGTHENING AND COMPLETING THE CENTRAL VISUAL SPINE AND THE PEDESTRIAN LINK FROM EAST GRAND AVE. TO THE BAY. THE CENTRAL SPINE IS COMPLETED BY CREATING A "FRONT DOOR" ALONG EAST GRAND AVENUE WHICH LEADS DIRECTLY INTO A THREE STORY ATRIUM SPACE. THIS CAMPUS ENTRY BEGINS THE SEQUENCE OF INTERNAL AND EXTERNAL SPACES THAT CULMINATES AT THE PLAZA OVERLOOKING THE BAY AT 400-450 EAST JAMIE COURT. SIMILARLY, THE PEDESTRIAN WAY ALONG HASKINS WAY IS STRENGTHENED BY THE ADDITION OF A SECOND PLAZA SPACE AT THE INTERSECTION OF EAST GRAND AVE AND HASKINS WAY AND IS LINKED TO THE FIRST BY A PATHWAY THAT INCREASES AND DECREASES IN WIDTH TO CREATE A DYNAMIC WALKING EXPERIENCE. THE PLAZA WALKWAY SEQUENCE MIRRORS THE INTERNAL AND EXTERNAL SEQUENCE OF THE CENTRAL SPINE.



PHASE I: SITE CONCEPT DIAGRAM



PHASE II: SITE CONCEPT DIAGRAM



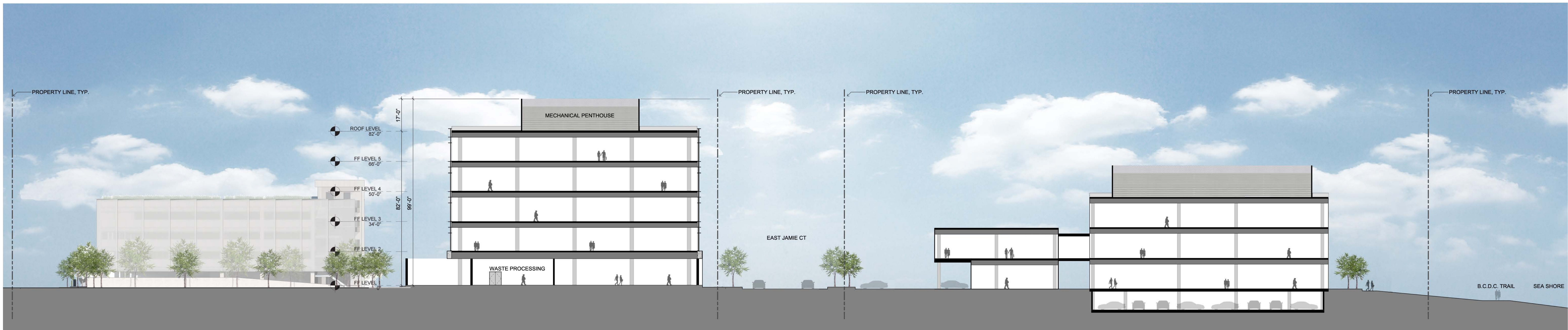
PHASING DIAGRAM



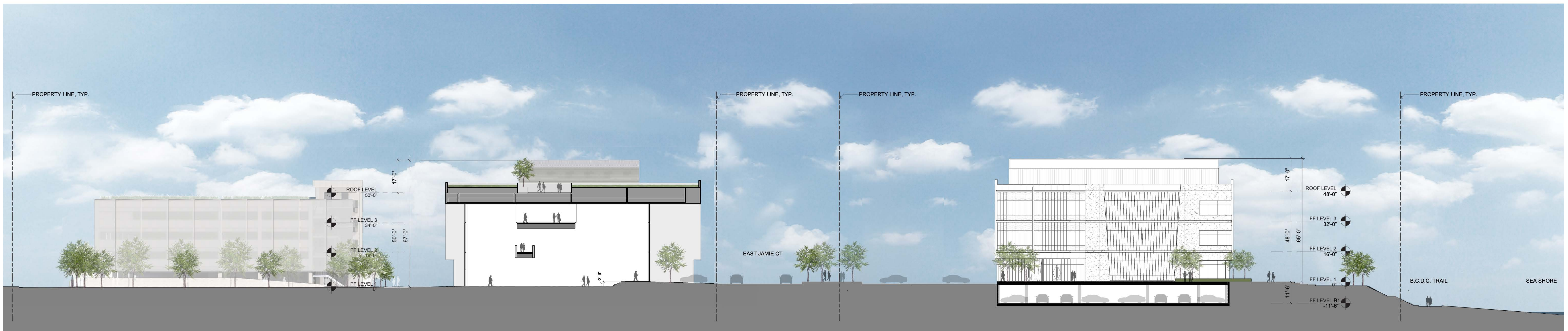
PHASE I: DIAGRAMMATIC SITE PLAN



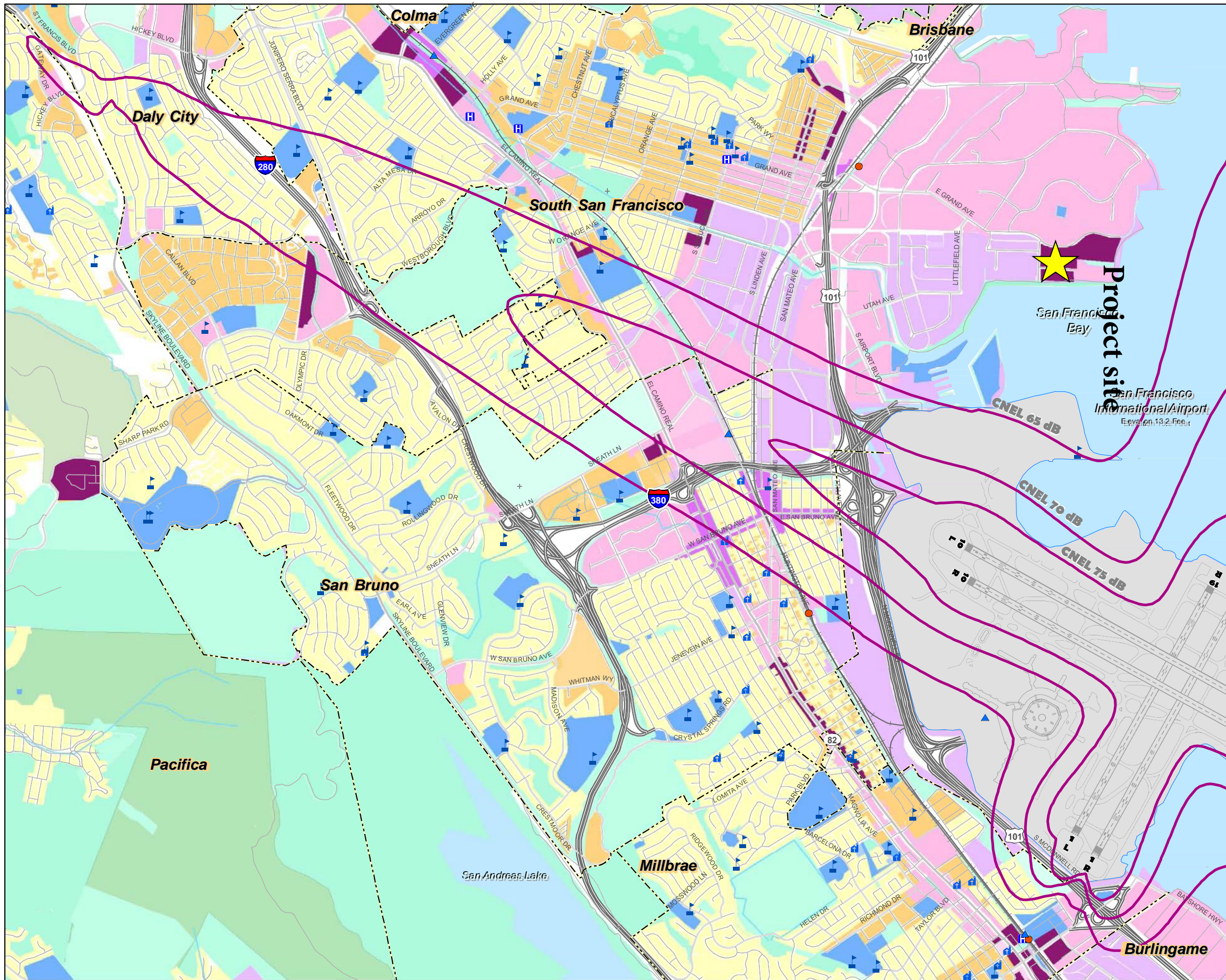
PHASE II: DIAGRAMMATIC SITE PLAN



2 SITE SECTION - WEST
3/32" = 1'-0"



1 SITE SECTION - CENTER
1" = 20'-0"



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:

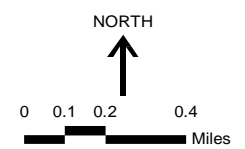
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

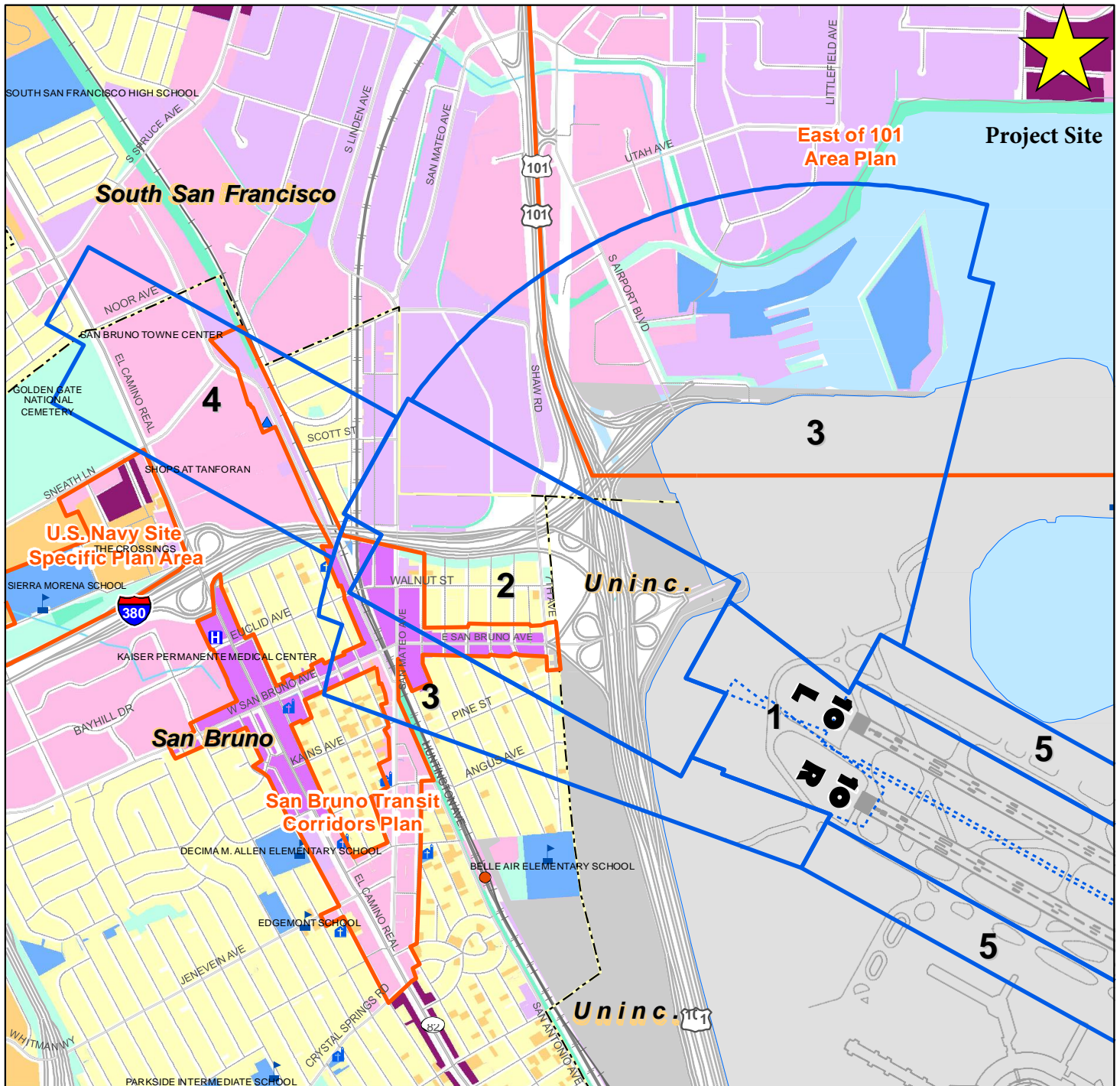
Noise Contour Data:
 - Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

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



Attachment 3



LEGEND

Safety Compatibility Zones

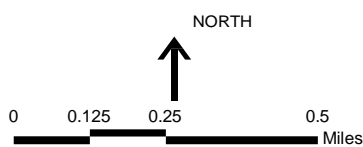
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

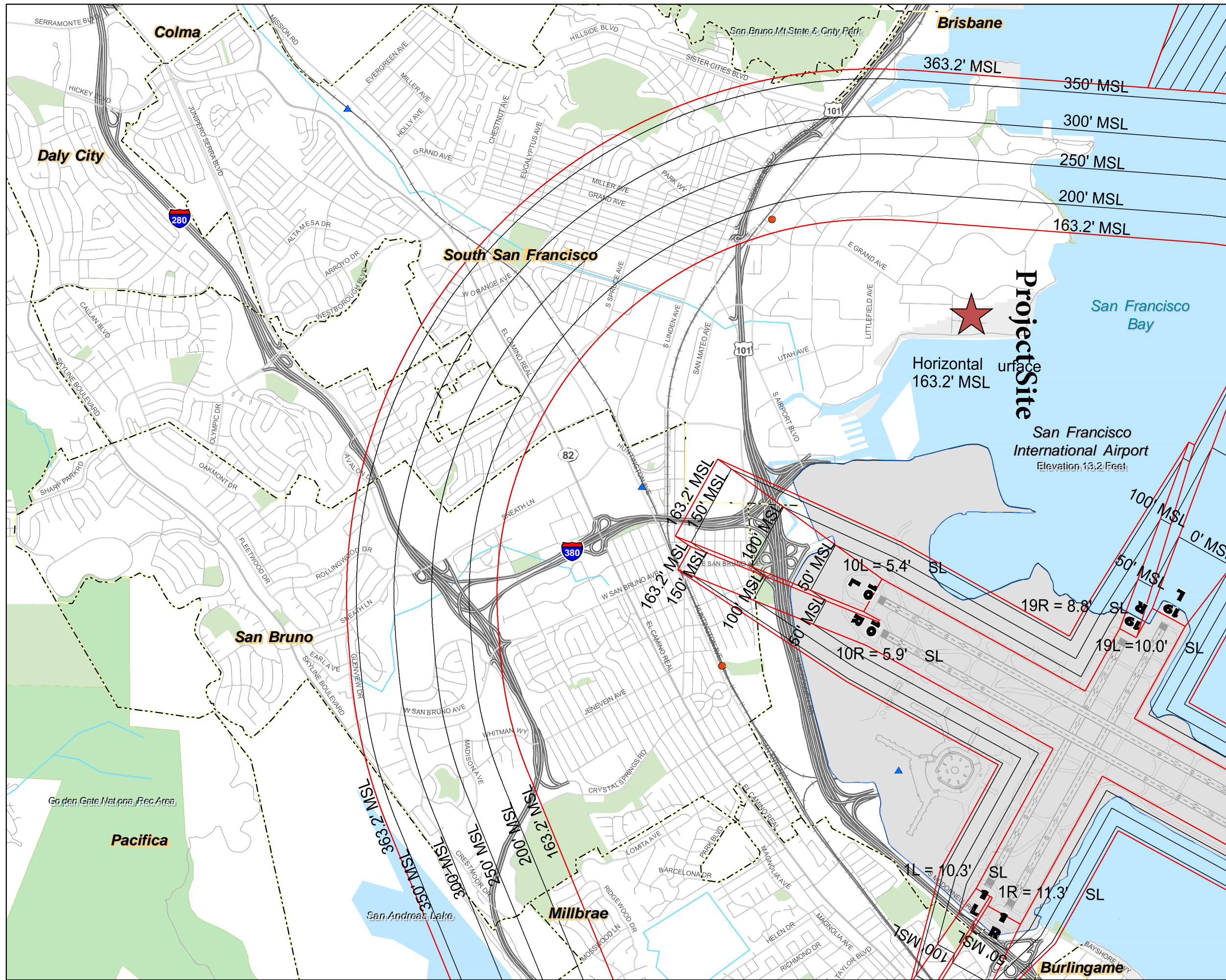
Planned Land Use Per General Plans

- 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

Sources:

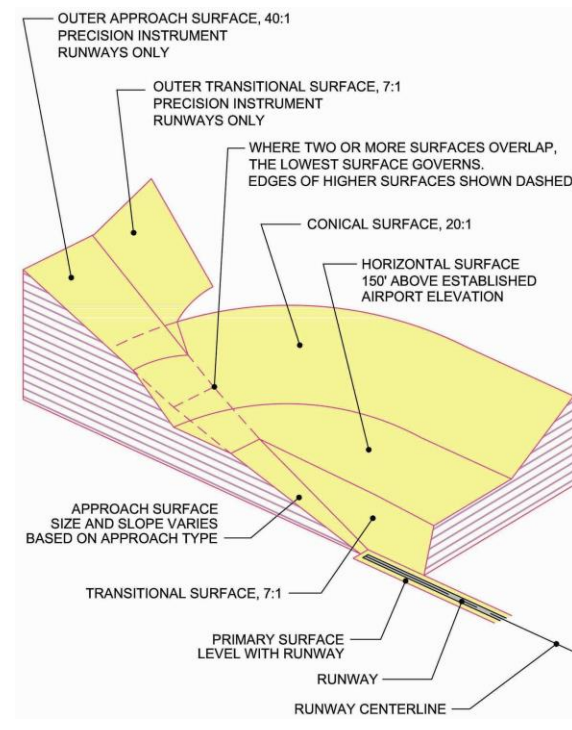
- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998



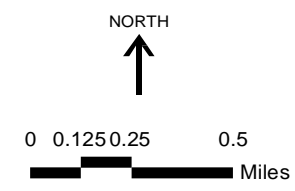


- LEGEND**
- 14 CFR Part 77 Civil Airport Imaginary Surfaces
 - 100' MSL Elevation Contour, feet AMSL
 - ▲ BART Stations
 - CALTRAIN Stations
 - Regional Park or Recreation Area
 - Municipal Boundary
 - Railroads
 - Freeways
 - Roads

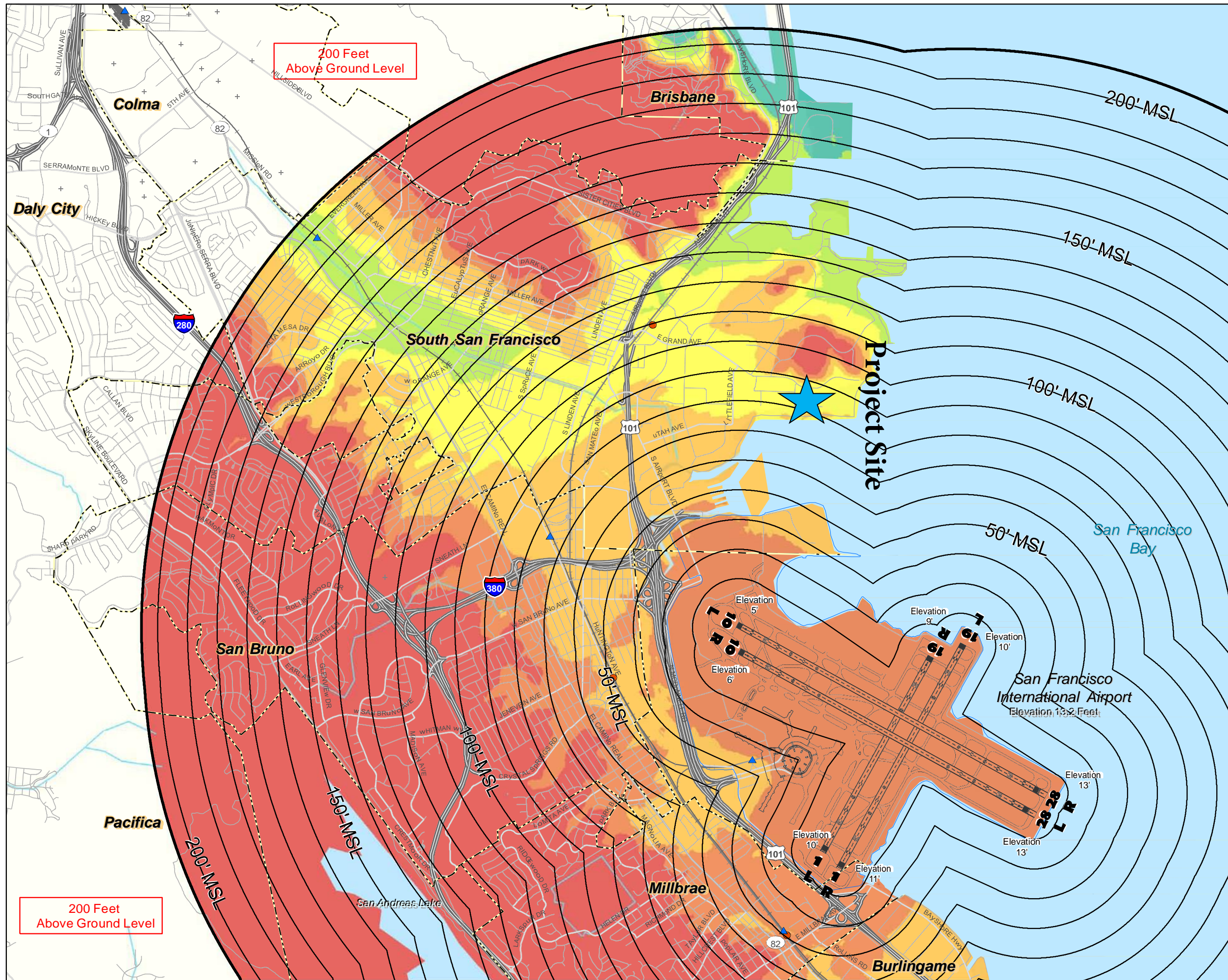
Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces



Sources:
 14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010



Attachment 5



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:

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

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

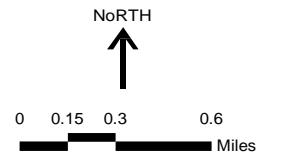
- ▲ BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

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

Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport

C/CAG AGENDA REPORT

Date: April 11, 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 19-16 adopting the distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

(For further information, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-16 adopting the distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

FISCAL IMPACT

This program will have \$2,663,609 in Population-Based State Transit Assistance (STA) for San Mateo County for Fiscal Year 19/20.

SOURCE OF FUNDS

\$2,663,609 in Population-Based State Transit Assistance (STA) for Fiscal Year 19/20.

BACKGROUND

Based on the proposed FY 2019-20 State Budget, the Bay Area would receive approximately \$208 million in Revenue-Based and \$75 million in Population-Based STA funds. The Revenue-Based STA funds are allocated to transit operators directly by the state based on their revenue as defined by the Public Utilities Code PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA based on a population formula.

Historic Practice

In the past, the MTC resolution 3837 governed the State Transit Assistance (STA) Population-Based fund distribution policy. Under resolution 3837, funding was distributed to fund 1) northern county small transit operators, 2) Regional Paratransit, 3) the Lifeline Transportation Program, and 4) MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

New Practice

On February 28, 2018, under MTC resolution 4321, MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the lifeline transportation program; and also established the new STA County Block Grant Program policy whereby the nine Bay Area Congestion Management Agencies (CMA) would determine how to invest the Population-Based STA funds in public transit services and lifeline transportation services.

As the CMA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo county. SamTrans is the only STA eligible operator in San Mateo county. C/CAG must also submit a governing board-approved resolution listing the distribution policy for STA Population-Based funds by May 1 for the subsequent fiscal year.

For Fiscal Year 2019/ 2020, the County share of population-based STA funds is estimated to be \$2,663,609. In past cycles, before MTC delegated the responsibility to CMAs, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue this split for the 2019/2020 fiscal year. This would result in approximately \$985,000 for paratransit and \$1,678,000 for the Lifeline Transportation Program. On March 6, 2019, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal, with an expectation that a review of the needs of the Lifeline program would be assessed after the completion of an update to the Bayshore and East Palo Alto Community Based Transportation Plan, that was approved by the C/CAG last month.

This proposal was presented to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) on March 21, 2019 and the C/CAG Congestion Management and Environmental Quality (CMEQ) on March 25, 2019. Both committees recommended approval.

In previous years, under MTC administration, past cycles of the Lifeline Transportation Program were composed of two to three years of accumulated funding. The last Cycle 5 call for projects for the Lifeline Transportation Program was completed in May of last year and allocated funds for FY 2016/2017 and FY 2017/2018 so staff is proposing to issue another Lifeline call next year, after two years of accumulated funding.

ATTACHMENTS

1. Resolution 19-16
2. MTC Resolution No. 4321

RESOLUTION 19-16

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE DISTRIBUTION POLICY FOR FISCAL YEAR 2019/ 2020 STATE TRANSIT ASSISTANCE (STA) POPULATION- BASED FUNDS AMONG THE STA-ELIGIBLE TRANSIT OPERATORS AND FUNDS THAT WILL BE SPENT BENEFITING COMMUNITIES OF CONCERN FOR THE SUBSEQUENT FISCAL YEAR.

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

WHEREAS, the Metropolitan Transportation Commission (MTC), the regional transportation agency for the San Francisco Bay Area, established guidelines MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy; and

WHEREAS, under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs; and

WHEREAS, MTC established the new STA County Block Grant Program policy under MTC Resolution 4321, whereby the nine Bay Area Congestion Management Agencies (CMA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services; and

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

WHEREAS, C/CAG is delegated to coordinate with STA-eligible transit operators and develop the STA Population-Based distribution policy within San Mateo; and

WHEREAS, SamTrans is the only STA-eligible operator in San Mateo county; and

WHEREAS, For Fiscal Year 2019/ 2020, the County share of population-based STA funds is estimated to be \$2,663,609; and

WHEREAS, C/CAG staff is proposing to a split for the 2019/2020 fiscal year which would result in approximately \$985,000 for paratransit and \$1,678,000 for the Lifeline Transportation Program; and

WHEREAS, On March 6, 2019, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County adopt the distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

PASSED, APPROVED, AND ADOPTED, THIS ELEVENTH DAY OF APRIL 2019.

Maryann Moise Derwin, Chair

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: April 11, 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 19-20 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Iteris for development of the Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor – South San Francisco Extension for an additional \$7,297 for a new total of \$111,486 and a time extension to June 30, 2019.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-20 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Iteris for development of the Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor – South San Francisco Extension for an additional \$7,297 for a new total of \$111,486 and a time extension to June 30, 2019.

FISCAL IMPACT

The cost to develop the PA&ED was originally budgeted for \$94,505. Amendment 2 added \$9,684 increasing the total cost \$104,189. This amendment will add \$7,297 for a new not to exceed total of \$111,486.

SOURCE OF FUNDS

Funding for the preparation of the PA&ED comes from the Transportation Fund for Clean Air (TFCA) - Fiscal Year 2016-17

BACKGROUND

San Mateo County Smart Corridor

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

Project Development for South San Francisco Extension

The Supplemental Project Study Report (PSR) for the San Mateo County Smart Corridor Expansion - South San Francisco Segment was completed on March 15, 2017. Continuing with the project

development process, C/CAG commenced work to develop the Project Approval/Environmental Document (PA&ED). Per the C/CAG Board Resolution 17-08, on March 9, 2017, C/CAG entered into agreement with Iteris Inc. to provide technical services towards development of the PA&ED in an amount not to exceed \$94,505 with a completion of January 31, 2018. In February, Amendment No. 1 was executed to extend the agreement term to June 30, 2018 to allow for more time.

In December 2017, C/CAG submitted the initial PA&ED reports to Caltrans for review and followed up in June 2018 with Technical Memorandums, as requested by Caltrans. One of the reports, the Cultural Resources Memorandum required additional research and reporting, therefore, C/CAG and the consultant has determined that an additional \$9,684 is required to complete additional work. With the additional funds, the budget is increased to \$104,189. Additional time is also required to complete the project; therefore, the term of the Agreement is also extended to December 31, 2018.

C/CAG is continuing to coordinate with Caltrans for the development, review, and approval of the PA&ED. C/CAG staff and consultant have determined that additional effort is needed to complete documentation need for the PA&ED phase, therefore, an additional \$7,297 is needed as well as a time extension to June 30, 2019. The new cost will increase to \$111,486. C/CAG and consultant is continuing to coordinate with Caltrans for the development, review, and approval of the PA&ED.

ATTACHMENTS

1. Resolution 19-20
2. Amendment No. 3 to the Agreement with Iteris

RESOLUTION 19-20

**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 AMENDMENT 3 WITH ITERIS FOR DEVELOPMENT OF A PROJECT
APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) FOR THE SAN MATEO
COUNTY SMART CORRIDOR – SOUTH SAN FRANCISCO FOR AND ADDITIONAL \$7,297
FOR A NEW TOTAL OF \$111,486 AND A TIME EXTENSION TO JUNE 30, 2019**

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends 20 miles along El Camino Real and major local streets connecting to US-101 and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway; and

WHEREAS, the Smart Corridor includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, C/CAG, entered into an Agreement with Iteris on March 9, 2017, for development of a PA&ED for the San Mateo County Smart Corridor Expansion – South San Francisco Segment in the amount of \$94,505 and completion date of January 31, 2018; and

WHEREAS, Amendment No. 1 was executed in February 2018 to extend the completion date to June 30, 2018; and

WHEREAS, Amendment No. 2, executed on September 31, 2018, added \$9,684 for a total of \$104,189, and for a new contract amount of \$104,189; and

WHEREAS, C/CAG and Iteris have determined that additional funds in the amount of \$7,297 for a new contract amount of \$111,486 and time extension to June 30, 2019, are needed to complete the project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the Amendment No. 3 between C/CAG and Iteris for development of a Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor– South San Francisco for an additional \$7,297 for a new total of \$111,486 and completion date extended to June 30, 2019.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF APRIL, 2019.

Maryann Moise Derwin, Chair

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ITERIS, INC.**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as “C/CAG”) and Iteris, Inc. (hereinafter referred to as “Consultant”) are parties to an Agreement originally dated March 9, 2017, for development of the Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor – South San Francisco Extension (the “Agreement”); and

WHEREAS, the cost of the original Agreement included completion date of January 31, 2018; and

WHEREAS, Amendment No. 1, executed on February 8, 2018, extended the completion date to June 30, 2018; and

WHEREAS, Amendment No. 2, executed on September 13, 2018, added \$9,684.00 for a new total Agreement amount of \$104,189.00 and extended the completion date to December 30, 2018;

WHEREAS, C/CAG and Consultant have determined that additional time is needed and desire to extend the Agreement until June 30, 2019, to complete the PA&ED document; and

WHEREAS, C/CAG and Consultant has determined that an additional \$7,297.00 is needed to complete the work resulting in a new total Agreement amount of \$111,486.00; and

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

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

1. The term of the Agreement, as provided in Section 5 “Contract Term” therein, shall be extended through June 30, 2019.
2. The added funding provided to Consultant by C/CAG under this amendment will be no more than \$7,297.00 for additional services, thereby making the new maximum total Agreement amount \$111,486.00; and
3. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
4. This amendment shall take effect on January 1, 2019.

City/County Association of Governments (C/CAG)

Iteris, Inc.

Maryann Moise Derwin, C/CAG Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: April 11, 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 James Choe, staff of the Metropolitan Transportation Commission, to serve on C/CAG's Congestion Management Program Technical Advisory Committee (CMP TAC).

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of James Choe, staff of the Metropolitan Transportation Commission, to serve on C/CAG's Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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 seat for MTC staff representative has been vacant for an extended period of time. Recently, MTC has assigned its staff, James Choe, to fill that seat. Staff recommends the C/CAG Board to appoint Mr. Choe to the Congestion Management Program Technical Advisory Committee (TAC).

ATTACHMENT

1. Current CMP TAC Roster

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	Justin Murphy
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	Vacant
25	Caltrans	Vacant

C/CAG AGENDA REPORT

Date: April 11, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment Menlo Park Councilmember Drew Combs to the Resource Management and Climate Protection (RMCP) Committee.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Menlo Park Councilmember Drew Combs to the Resource Management and Climate Protection (RMCP) Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

At the March 14, 2019 meeting, the C/CAG Board approved appointments to fill two elected seats on the RMCP Committee: Donna Colson, Mayor of the City of Burlingame, and Janet Borgens, Councilmember of the City of Redwood City. Both have been added to the RMCP roster.

As provided in the March 14, 2019 staff report, Supervisor Dave Pine also stepped down from the committee due to his availability to attend regular meetings. The recruitment letter to fill elected seats, dated February 4, 2019, indicated that the recruitment would remain open until any remaining vacant seats are filled. Councilmember Drew Combs submitted a Letter of Interest on March 11, 2019.

The Resource Management and Climate Protection (RMCP) Committee provides advice and recommendations to the full C/CAG Board and provides updates to the Congestion Management and Environmental Quality (CMEQ) Committee on matters related to energy, water, and climate action efforts in San Mateo County.

Staff recommends the C/CAG Board appoint Councilmember Drew Combs to the RMCP committee.

ATTACHMENTS

1. Roster for the Resource Management and Climate Protection (RMCP) Committee
2. Letter of Interest from Councilmember Drew Combs

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Resource Management and Climate Protection Committee (March 2019)	
Elected Officials (7)	
OPEN - Committee Chair	OPEN
Maryann Moise Derwin – Vice-Chair Mayor Portola Valley mderwin@portolavalley.net Home: (650) 851-8074 Cell: (650) 279-7251	Don Horsley Vice President County of San Mateo – District 3 dhorsley@smcgov.org Office: (650) 363-4569
Rick DeGolia Councilmember Atherton rdegolia@ci.atherton.ca.us Office: (650) 793-2800	Diane Papan Councilmember San Mateo Dpapan@cityofsanmateo.org Cell: (415) 377-4462
Janet Borgens Councilmember Redwood City jborgens@redwoodcity.org Phone: (650) 207-8133	Donna Colson Mayor Burlingame dcolson@burlingame.org (650) 558-7201
<u>Stakeholder Representatives (5)</u>	
<u>Energy</u>	Ortensia Lopez – Executive Director El Concilio of San Mateo County or10sie@el-concilio.com Office (650) 373-1087
<u>Water</u>	Adrienne Carr – Sr. Water Resource Spec. Bay Area Water Supply and Cons. Agency acarr@bawasca.org Office (650) 349-3000

Resource Management and Climate Protection Committee (March 2019)	
<u>Utility</u>	Bill Chiang Government Relations Pacific Gas and Electric Company william.chiang@pge.com Cell (650)339-1627 Office (650)598-7392
<u>Nonprofit</u>	Robert Cormia Professor, Foothill - De Anza Community College CormiaRobert@foothill.edu (650)747-1588
<u>Business/Chamber of Commerce</u>	Vacant
<u>Environmental</u>	Beth Bhatnagar Board Member Sustainable San Mateo County bethbh@comcast.net (650) 638-2323

<u>RMCP Committee Staff</u>	
<u>C/CAG:</u>	Sandy Wong Executive Director swong@smgov.org (650) 599-1420
<u>County of San Mateo Office of Sustainability:</u>	Kim Springer Resource Conservation Programs Manager Energy-Water Programs kspringer@smcgov.org (650) 599-1412



March 11, 2019

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

RE: Resource Management and Climate Protection (RMCP) Committee

Dear Executive Director Sandy Wong,

I am writing to express my interest in serving on the C/CAG Resource Management and Climate Protection (RMCP) Committee.

If you have any questions, please feel free to contact me at (650) 924-1890 or at dcombs@menlopark.org.

Sincerely,

Drew Combs
Menlo Park City Council Member

C/CAG AGENDA REPORT

Date: April 11, 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 19-21 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$251,000 in the Town of Atherton.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-21 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$251,000 in the Town of Atherton.

FISCAL IMPACT

None

SOURCE OF FUNDS

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

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed of two federal fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers a five-year fiscal year period of FY 2017/18 through FY 2021/22 which funds various transportation projects. On May 12, 2016 the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) in San Mateo County. The OBAG 2 program is comprised of various transportation categories, such as Local Streets and Roads Rehabilitation Preservation (LS&R), Bicycle and Pedestrian Improvements (BPIP), Transportation for Livable Communities (TLC), Planning, and outreach activities.

On May 11, 2017, the C/CAG Board approved the One Bay Area Grant 2 (OBAG 2) Local Street and Roads Rehabilitation Program list of projects through Resolution 17-16. The Local Streets and Roads Preservation Program provided funding to every jurisdiction for the preservation of local streets and roads on the federal-aid system, using a distribution formula based 50% on population and 50% on lane miles.

Since federal funding requires following extensive complicated administrative procedures, the region set a minimum recommended project size threshold of \$250,000. Under the C/CAG adopted LS&R

framework, jurisdictions whose share of LS&R funds were under or near that threshold, were given an option to redirect and combine their LSR funds towards other larger federal projects including TLC or BPIP type projects. The Town of Atherton elected to direct their LS&R share of \$251,000, towards a Middlefield Road Class II Bike Lanes Project, which involved bicycle and pedestrian improvements along Middlefield Road.

In January 2019, Town of Atherton informed C/CAG staff that PG&E has plans to replace a gas line along Middlefield Road in the project vicinity of the Middlefield Road Class II Bike Lanes Project. Town staff negotiated with PG&E to include roadway restoration, which included components from the approved bicycle and pedestrian project. Because the LS&R funding is no longer needed for this project, the town is proposing to reallocate the \$251,000 towards a new LS&R pavement rehabilitation project on James Avenue, from Middlefield Road to Magnolia Avenue.

ATTACHMENTS

1. Resolution 19-21
2. Letter from Town of Atherton

RESOLUTION 19-21

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO AMEND THE ONE BAY AREA GRANT 2 (OBAG 2) PROGRAM TO REFLECT A REALLOCATION OF \$251,000 IN THE TOWN OF ATHERTON

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

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

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

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

WHEREAS, on May 17, 2017 the C/CAG Board adopted the list of projects for the OBAG 2 Local Streets and Roads Rehabilitation Preservation (LS&R) Program which provides funding to jurisdictions for preservation of local streets and roads on the federal-aid system; and

WHEREAS, the Town of Atherton received \$251,000 through the LS&R Program using a distribution formula, based on 50% on population and 50% on lane miles; and

WHEREAS, the Town of Atherton exercised the option to use their LS&R share on the Middlefield Road Class II Bike Lanes Project, a bicycle and pedestrian type project per the LS&R framework; and

WHEREAS, the Town of Atherton no longer needs to use their LS&R share on a bicycle and pedestrian type project and requests to reallocate the \$251,000 back to a LS&R project on James Avenue; and

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

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County to amend the One Bay Area Grant 2 (OBAG 2) program to reflect a reallocation of \$251,000 in the Town of Atherton and authorize the

C/CAG Executive Director to negotiate with the MTC to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF APRIL 2019.

Maryann Moise Derwin, Chair

PUBLIC WORKS DEPARTMENT
91 Ashfield Road • Atherton, CA 94027
(650) 752-0570 • Fax (650) 688-6539



To: C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063

Date: March 26, 2019

Subject: OBAG 2 – scope revision

The Town of Atherton is proposing to revise our project that was funded with \$251k of federal funds that was previously programmed to the Middlefield Road Class II Bike Lanes Project.

The propose project scope will be a Local Streets and Roads project on James Avenue (between Middlefield Road to Magnolia Avenue). This project entails 2” grind and overlay of the road within the existing footprint. Full depth pavement repair of the roadway where structural failures exist. Restoration of all pavement markings.

You may direct any questions regarding the project to David Huynh at (650) 752-0555.

A handwritten signature in blue ink, appearing to read "ROVADIA", is written over a horizontal line.

Robert Ovadia, Public Works Director

C/CAG AGENDA REPORT

Date: April 11, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of Amendment No.2 to Task Order EOA-06 issued to Eisenberg, Olivieri, and Associates, Inc., extending the term through June 30, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

(For further information, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the C/CAG Board receive copy of Amendment No.2 to Task Order EOA-06 issued to Eisenberg, Olivieri, and Associates, Inc., extending the term through June 30, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

None

SOURCE OF FUNDS

NA

BACKGROUND

In August 2015, C/CAG approved Resolution 15-21, authorizing on-call contracts for technical support to the Countywide Water Pollution Prevention Program (the Program). The on-call agreements were for a three-year duration, ending in August 2018. In February 2018, C/CAG approved Resolution 18-02 authorizing Amendment No. 1 to extend the term of existing on-call contracts with Eisenberg, Olivieri, & Associates (EOA), Larry Walker Associates, S. Groner Associates, and Urban Rain Design for technical support to the Program through September 2021.

As authorized by C/CAG Resolution 18-26, approved at the June 14, 2018 Board meeting, the Executive Director amended Task Order EOA-06 to expend additional funds (\$191,960) to complete the remaining Water Year 2018 monitoring and reporting activities through March 2019 (reminder: Water Years run from October through September, with an additional six months of data analysis and reporting, so support activities span two fiscal years for each Water Year). Under Subtask SM94.04 of Scope of Work in Task Order EOA-06, and with guidance from C/CAG's

Watershed Assessment and Monitoring Subcommittee, EOA developed a work plan for and implemented the Pillar Point Harbor Bacteria SSID Project on behalf of the San Mateo Countywide Water Pollution Program (the Program) to comply with the requirements for conducting SSID projects under Provision C.8.e. of the Municipal Regional Stormwater Permit (MRP). Amendment No. 1 for EOA-06 originally indicated a completion date of March 31, 2019 to coincide with submittal of the Pillar Point Harbor Bacteria SSID Project along with the Urban Creeks Monitoring Report to the San Francisco Regional Water Quality Control Board. Staff requested a time extension at no additional cost to June 30, 2019 to incorporate additional data collected by the San Mateo County Resource Conservation District this past winter.

ATTACHMENTS

1. Amendment No.2 for Task Order EOA-06

Table 1: Countywide Program Technical Support – EOA Task Orders Issued To Date

	Task Order	Date Issued	Consultant	Tasks	Amount
Fiscal Year 2015-16 (Approx. half a year of support)	EOA-01	10/7/15	EOA, Inc.	Interim technical support during RFP process	\$317,142
	EOA-02	1/4/16	EOA, Inc.	Water Quality Monitoring (15-16)	\$247,027
	EOA-03	3/10/16	EOA, Inc.	General Support, Subcommittee Support, Training, Trash, and portions of Mercury & PCBs	\$464,480
Fiscal Year 2016-17	EOA-04	7/1/16	EOA, Inc.	General Support, Subcommittee Support, Training, Water Quality Monitoring, Trash, and portions of Mercury & PCBs	\$1,376,257
Fiscal Year 2017-18	EOA-05	7/1/17	EOA, Inc.	General Support, Subcommittee Support, Water Quality Monitoring (2017 Water Year), Training, Trash, and portions of Mercury & PCBs	\$1,001,352
	EOA-06	7/1/17	EOA, Inc.	Water Quality Monitoring (only portion of work for 2018 Water Year included in 2017-18 budget)	\$492,549
Total to Date:					\$3,898,807

Table 2: 2018-19 Proposed EOA Task Orders and Technical Support Budget

Task Order	Date Issued	Consultant	Tasks	Amount
EOA-06 (Amendment)	Pending Board Approval	EOA, Inc.	Water Quality Monitoring (Additional not-to-exceed amount for 2018 Water Year monitoring and reporting activities that occur in 2018-19)	\$191,960
EOA-07	Pending Board Approval	EOA, Inc.	General Support, Subcommittee Support, Water Quality Monitoring, Training, Trash, and portions of Mercury & PCBs	\$830,000
EOA-08	Pending Board Approval	EOA, Inc.	Water Quality Monitoring (2019 Water Year monitoring activities that occur in 2018-19)	\$390,000
Proposed 2018-19 Total				\$1,411,960

RESOLUTION 18-26

AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO AMEND TASK ORDER EOA-06 AND EXECUTE TASK ORDERS EOA-07 AND EOA-08 WITH EISENBERG, OLIVIERI, AND ASSOCIATES, INC. IN AMOUNTS NOT TO EXCEED \$191,960, \$830,000, AND \$390,000 RESPECTIVELY, FOR TECHNICAL SUPPORT TO THE COUNTYWIDE WATER POLLUTION PROGRAM IN 2018-19.

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 San Mateo Countywide Water Pollution Prevention Program to assist its member agencies in meeting mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, C/CAG and its member agencies recognize and support the need to implement pollution prevention programs to minimize the discharge of pollutants from municipal storm drain systems and C/CAG requires support from technical consultants in assisting its member agencies with meeting MRP requirements; and

WHEREAS, in August 2015, C/CAG approved Resolution 15-21, approving on-call contracts with qualified technical consultants, including Eisenberg, Olivieri, and Associates, Inc. (EOA), for a three-year term through August 2018; and

WHEREAS, in February 2018, C/CAG approved Resolution 18-02 authorizing Amendment No. 1 to extend the term of the contract with EOA for three additional years through September 30, 2021; and

WHEREAS, C/CAG staff negotiated final scopes of work and budgets with EOA to support the Countywide Water Pollution Prevention Program in 2018-19;

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that the C/CAG Executive Director is authorized to amend Task Order EOA-06 and execute Task Orders EOA-07 and EOA-08 with Eisenberg, Olivieri, and Associates, Inc. in amounts not to exceed \$191,960, \$830,000, and \$390,000, respectively, for technical support services to the Countywide Water Pollution Program for Fiscal Year 2018-19.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF JUNE, 2018.

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

TASK ORDER FORM

(Amendments Underlined)

(Amendment No. 1 – June 14, 2018)

(Amendment No. 2 – February 28, 2019)

Date/Start Date: July 1, 2017
Consultant Name: EOA, Inc.
Contract: Countywide Water Pollution Prevention Program Technical Support – On-Call Contracts
Task Order No.: EOA-06
Task Order Name: Municipal Stormwater NPDES Permit Compliance Assistance
Scope of Work: Water Quality Monitoring (2018 Water Year). See attached scope of work.
Deliverables: See attached scope of work.
Budgeted Cost: Per attached scope of work, not to exceed \$492,549 in Fiscal Year 2017-18. The additional \$191,960 for work in Fiscal Year 2018-19 is subject to a new or extended contract with C/CAG and sufficient funds being included in C/CAG's approved 2018-19 budget. Consultant shall not proceed to perform any work in Fiscal Year 2018-19 under this Task Order without written direction from C/CAG staff and until and unless each of the above conditions has been satisfied.

Amendment No. 1 (approved June 14, 2018): Per Resolution 18-02, contract has been extended through September 30, 2021 and additional funds in the amount of \$191,960 are included in the 2018-19 C/CAG budget. Authorization is hereby provided to execute 2018-19 portions of the scope of work and deliverables.

Completion Date: Amendment No. 2: March 31, 2019 June 30, 2019

The parties indicated herein agree to execute this Task Order per the scope indicated above. No payment will be made for any work performed prior to the execution of this Task Order. Unless otherwise indicated, receipt of this executed Task Order is your Notice to Proceed with the work specified herein.

C/CAG

EOA, Inc.


Sandy Wong
Executive Director

Date


Ray Garcia
Date

C/CAG AGENDA REPORT

Date: April 11, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of Amendment No. 1 to Task Order LWA-03 issued to Larry Walker Associates, extending the term through January 31, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

(For further information, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the C/CAG Board receive a copy of Amendment No. 1 to Task Order LWA-03 issued to Larry Walker Associates, extending the term through January 31, 2019 at no additional cost, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

None

SOURCE OF FUNDS

NA

BACKGROUND

In August 2015, C/CAG approved Resolution 15-21, authorizing on-call contracts for technical support to the Countywide Water Pollution Prevention Program (the Program). The on-call agreements were for a three-year duration, ending in August 2018. In February 2018, C/CAG approved Resolution 18-02 authorizing Amendment No. 1 to extend the term of existing on-call contracts with Eisenberg, Olivieri, & Associates, Larry Walker Associates (LWA), S. Groner Associates, and Urban Rain Design for technical support to the Program through September 2021.

As authorized by C/CAG Resolution 17-29, approved at the June 8, 2017 Board meeting, the Executive Director executed Task Order LWA-03 with LWA for technical services to the Countywide Water Pollution Prevention Program for Fiscal Year 2017/18. Under Subtasks 5.1 and 5.7, the LWA team developed the Green Infrastructure Design Guide and a Green Infrastructure Funding Nexus Evaluation, respectively, to support the Green Infrastructure Plans due for submittal to the San Francisco Regional Water Quality Control Board on September 30, 2019. Due to the extra coordination needed to integrate content and finalize the green infrastructure guidelines

and to incorporate feedback into the funding options study, staff requested an amendment to the Task Order for the sole purpose of permitting payment for work authorized through January 31, 2019, instead of the original completion date set at June 30, 2018, at no additional cost.

ATTACHMENTS

1. Amendment No.1 for Task Order LWA-03

C/CAG

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

TASK ORDER FORM

(Amendments Underlined)

(Amendment No. 1 – April 2, 2019)

Date/Start Date: July 1, 2017

Consultant Name: Larry Walker & Associates

Contract: Countywide Water Pollution Prevention Program Technical Support

Task Order No.: LWA-03

Task Order Name: Municipal Stormwater NPDES Permit Compliance Assistance

Scope of Work: Green Infrastructure and Mercury & PCBs

Deliverables: See attached scope of work

Budgeted Cost: Per attached Fiscal Year 2017-18 scope of work, not to exceed \$557,500

Completion Date: Amendment No. 1: June 30, 2018 January 31, 2019

The parties indicated herein agree to execute this Task Order per the scope indicated above. No payment will be made for any work performed prior to the start date of this Task Order. Unless otherwise indicated, receipt of this executed Task Order is your Notice to Proceed with the work specified herein. This Task Order has been amended solely to permit payment for work authorized and completed within the term of the Task Order.

C/CAG

LWA

Sandy Wong 4-1-19
Sandy Wong, Executive Director Date

Karen Ashby 4-1-19
Date

C/CAG AGENDA REPORT

Date: April 11, 2019

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

From: Sandy Wong, Executive Director

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

(For further information, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

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

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

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

There is a recommendation to support/ or oppose the following bills:

SB 152 (Beall) Active Program Funding - This bill would increase the share of active transportation (ATP) funds dedicated to regional agencies to 75 percent, distributed by population. Currently, regional agencies receive 40 percent of the funding in the ATP funds for distribution. This bill would give MTC additional resources to program for ATP projects.

AB 738 (Mullin) Affordable Housing - This bill would allow funds, that are set aside for construction of affordable housing, to be allocated across San Mateo County jurisdictions, allowing cities to pool resources and share credit on their housing production reports based on their proportionate share of funds contributed to fund the proposed affordable project. The amount of credit a jurisdiction may take shall not exceed 25% of its overall housing need allocation.

AB 1568 (McCarty) Loss of Transportation Funding for Failure to Meet Housing Production Targets - This bill would require HCD to review each production report submitted by a city or

county in to determine if that city or county has met the applicable minimum housing production goal for the reporting period. If a local agency fails to meet their production targets, the bill would require the Controller to withhold Road Maintenance and Rehabilitation Account funding for that jurisdiction and deposit those funds in a separate escrow account for each city or county that is not in compliance. The bill would require the Controller to distribute the funds to the local agency when they are found to comply.

Budget Request - C/CAG staff have been working with Assembly Member Mullin's staff on a budget request to advance designs of multi-benefit regional stormwater capture projects in San Mateo County. The Assembly Member submitted an \$8 million request to the Senate and Assembly budget committees for planning, environmental review, community engagement, alternatives analysis, and engineering design for regional stormwater retention projects, including existing project concepts in San Bruno and Redwood City. These projects would improve water quality, mitigate downstream flooding, protect downstream disadvantaged communities, recharge groundwater basins, provide alternative water supply, and build resiliency against climate change.

Providing funding for project designs will help the cities, County, and new Flood and Sea Level Rise Resiliency Agency compete for upcoming implementation funding opportunities, such as under Propositions 1 and 68. The budget request also leverages a recently-announced \$500,000 grant award from the U.S. Environmental Protection Agency to San Mateo County for doing preliminary design work on the San Bruno and Redwood City concepts. Staff recommends the C/CAG Board submit a support letter for the budget request.

For SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives – Because general statements of opposition are likely to be ineffective, staff is requesting that individual cities provide C/CAG staff with specific city issues or city position letters to support a position in a draft letter for the Legislative Committee and C/CAG Board's consideration at the May committee and board meeting.

ATTACHMENTS

1. April 2019 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Draft Letter in support of SB 152 (Beall)
3. Draft Letter in support of AB 738 (Mullin)
4. AB 738 Factsheet
5. Draft Letter in opposition of AB 1568 (McCarty)
6. Draft Letter in support of Assembly Member Mullin's budget request
7. SB 50 Factsheet
8. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: March 29, 2019
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
RE: STATE LEGISLATIVE UPDATE – April 2019

Legislative Update

Policy committees are in full swing, with hundreds of bills heard over the last few weeks. Additionally, budget committees have begun hearing department requests related to the Governor’s budget proposal. Many of the bills related to the CASA Compact will be heard in policy committees in the coming weeks. The Legislature has until the end of April to hear bills in policy committees. The Legislature will break for Spring Recess on April 11, returning April 22. We are tracking a number of bills for C/CAG, some of which are identified under ***Bills of Interest*** below.

Governor Newsom Releases Housing Proposal

As we previously discussed, the Governor’s January 10 Proposed Budget, the Budget set the stage for a discussion on tying transportation funds to housing production. The Budget states:

“Going forward, the state will strongly encourage jurisdictions to contribute to their fair share of the state’s housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.”

On March 11, the Governor released [budget trailer bill language](#) that encapsulates the statement made in his budget. The proposal sets higher short-term housing production goals for cities & counties, and provides \$750 million in support and incentives from the General Fund, to help these jurisdictions plan and zone for these higher, ambitious housing targets. The proposal would also update and modernize the process of developing and allocating to regions the state’s long-term housing goals, known as Regional Housing Needs Allocations (RHNA). The RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element. As part of this process, the California Department of Housing and Community Development (HCD) identifies the total housing need for each region, for an eight-year period (in the current cycle, from 2015 to 2023). Regions must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS). Once a local government has received its final RHNA, it must revise its Housing Element to show how it plans to accommodate its portion of the region’s housing need.

Under the Governor’s proposal, HCD, in collaboration with the Governor’s Office of Planning and Research and stakeholders, must also propose an improved RHNA process and methodology that promotes and streamlines housing development.

As noted above, the proposal provides additional clarity regarding linking the new RHNA process and housing production to the provision of transportation funds, like those made available by SB 1. **The proposal requires HCD, in coordination with the California State Transportation Agency and the Governor’s Office of Planning and Research, to engage stakeholders to develop and propose policies for linking transportation and other non-housing funds – including, very specifically, local streets and road funds from SB 1 – with housing goals by the end of 2022.**

The proposal authorizes the state to withhold SB 1’s local streets and roads funds from any jurisdiction that does not have a compliant Housing Element and has not zoned and entitled for its updated annual housing goals, beginning July 1, 2023.

Bills of Interest

SB 4 (McGuire and Beall) Planning and Zoning for Housing*

This bill would a neighborhood multifamily project or eligible TOD project to submit an application for a ministerial approval process. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an “eligible TOD project” as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define “eligible parcel” to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value.

SB 5 (Beall) Local-State Sustainable Investment Incentive Program*

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives*

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions.

SB 128 (Beall) Enhanced Infrastructure Financing Districts: Bonds: Issuance

Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. *C/CAG SUPPORTS this measure.*

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. *C/CAG SUPPORTS this measure.*

SB 152 (Beall) Active Program Funding

This bill would increase the share of active transportation (ATP) funds dedicated to regional agencies to 75 percent, distributed by population. Currently, regional agencies receive 40 percent of the funding in the ATP funds for distribution. This bill would give MTC additional resources to program for ATP projects. *We recommend C/CAG SUPPORT this measure.*

AB 11 (Chiu) Community Redevelopment Law of 2019*

This bill, the Community Redevelopment Law of 2019, would authorize cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. This bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies.

AB 252 (Daly) Caltrans NEPA Delegation

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts regarding the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. *C/CAG SUPPORTS this measure.*

AB 738 (Mullin) Affordable Housing

This bill would allow funds, that are set aside for construction of affordable housing, to be allocated across San Mateo County jurisdictions, allowing cities to pool resources and share credit on their housing production reports based on their proportionate share of funds contributed to fund the proposed affordable project. The amount of credit a jurisdiction may take shall not exceed 25% of its overall housing need allocation. ***We recommend C/CAG SUPPORT this measure.***

AB 825 (Mullin) San Mateo County Flood Control District

Existing law, the San Mateo County Flood Control District Act, establishes the San Mateo County Flood Control District for the purpose of controlling the floodwater and stormwater of the County of San Mateo. This bill would modify the District to change the name to the Flood and Sea Level Rise Resiliency Agency, revise the governance to a seven-member board including five city council representatives and two county supervisors, expanding authorities to address sea level rise, and updating funding and financing authorities to reflect changes in the State Constitution since the Act was first written.

C/CAG SUPPORTS this measure.

AB 847 (Grayson) Transportation Funding to Incentivize Housing

This bill would require HCD to review each production report submitted by a city or county in to determine if that city or county has met the applicable minimum housing production goal for the reporting period. The bill would redirect transportation revenues currently used for debt-service (e.g. vehicle weight fees) to be apportioned by the Controller to cities and counties if they have been certified by HCD to have met their very low-income housing goals or low-income housing goals.

AB 1568 (McCarty) Loss of Transportation Funding for Failure to Meet Housing Production Targets

This bill would require HCD to review each production report submitted by a city or county in to determine if that city or county has met the applicable minimum housing production goal for the reporting period. If a local agency fails to meet their production targets, the bill would require the Controller to withhold Road Maintenance and Rehabilitation Account funding for that jurisdiction and deposit those funds in a separate escrow account for each city or county that is not in compliance. The bill would require the Controller to distribute the funds to the local agency when they are found to comply. ***We recommend C/CAG OPPOSE this measure.***

ACA 1 (Aguilar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. ***C/CAG SUPPORTS this measure.***

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified.*

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April 11, 2019

The Honorable Jim Beall
California State Senate
State Capitol Building, Room 2082
Sacramento, CA 95814

RE: **SUPPORT** for SB 152 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to **SUPPORT** SB 152 (Beall), which would improve the Active Transportation Program (ATP) by overhauling the distribution of program funds and streamlining the program's administration. The ATP was established by the legislature to fund projects that increase active modes of transportation across the state including walking and biking, increase safety for non-motorized users, reduce greenhouse gas admissions, and enhance public health. SB 1 (Beall) infused an additional \$100 million in new funding and dramatically increasing the potential impact of these important projects.

The Legislative Analyst Office (LAO) recently released a report reviewing the ATP program. The report identified several areas to improve the administration of the program, including modifying the formula for the distribution of funds to increase the percentage of program funds being distributed through the regional agencies. SB 152 would set aside 75 percent of the funds in the ATP for MPOs, ensuring that planned projects within the Bay Area region would have a more predictable funding source.

Therefore, we **SUPPORT** SB 152 and appreciate your efforts to secure additional ATP funds for the Bay Area. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

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April 11, 2019

The Honorable Kevin Mullin
California State Assembly
State Capitol, Room 3120
Sacramento, CA 95814

RE: **SUPPORT** for AB 738 (Mullin)

Dear Assembly Member Mullin:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of your bill, AB 738. This bill would allow funds for affordable housing to be allocated across San Mateo County jurisdictions, allowing cities to pool resources and share credit on their housing production reports based on their proportionate share of funds contributed to fund the proposed affordable project.

The cities within San Mateo County are somewhat unique in their size and proximity to one another. Our County has a long history of supporting developments in adjacent communities when it makes sense and helps further our region's housing goals. This bill will allow our county to maintain this important flexibility as we work to provide affordable housing for our workers.

Therefore, we **SUPPORT** AB 738 and appreciate your efforts to include this authorization. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Phil Ting
Senator Jerry Hill



ASSEMBLY MEMBER

Kevin Mullin

DISTRICT 22



AB 738: Regional Housing; San Mateo

PURPOSE: **AB 738** will allow funds, that are set aside for construction of affordable housing, to be allocated more effectively within San Mateo County jurisdictions, thereby expediting the construction of more affordable housing.

EXISTING LAW: Requires cities and counties to plan and zone for housing of all income levels within their jurisdictional boundaries. In addition those jurisdictions must submit an annual report to the Department of Housing and Community Development (HCD) that indicates the number of housing units have been permitted and built during the previous year (production report).

Requires HCD to determine the existing and projected need for housing in each region throughout the state. HCD or the local Counsel of Government (COG) then determines the number of units each individual jurisdiction is required to plan for.

SUMMARY: The lack of adequate affordable housing in the Bay Area is well documented. According to the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG): since 2010, the Bay Area has added 722,000 jobs but constructed only 106,000 housing units. Rent and single family home prices are pushing many out of the region, exacerbating traffic congestion and commute times as well as economic inequality.

Many communities in San Mateo County have affordable housing fund balances available to help subsidize an affordable development

project. Unfortunately, in many instances the balance is not sufficient to develop a project of more than a few units. Existing law creates a disincentive for communities to share or otherwise pool funds which would create a more substantial subsidy to develop a larger project.

In most instances, residents don't pay much attention to municipal boundaries. There is no policy rationale to limiting the expenditure of housing funds to a particular city, as long as those funds stay in the region. In this instance all funds must remain within San Mateo County.

SOLUTION: **AB 738** will allow communities in San Mateo County to pool resources and share credit on their production report based on their proportionate share of funds contributed to fund the proposed affordable project in the other district. The amount of credit a jurisdiction may take shall not exceed 25% of its overall housing need allocation.

Example: If City A donates \$500,000 to City B to build an affordable project in City B and that amount is proportionate to 10% of the overall cost of the project, City A may report 10% of those units on its annual production report submitted to HCD for that year.

AB 738 is a pilot for San Mateo County and its cities only.

AB 738 is only eligible for development of deed restricted affordable housing.

AB 738 requires a public hearing prior to entry into a sharing agreement as well as a determination that any sharing will not cause or exacerbate racial, ethnic or economic segregation.

SUPPORT: County of San Mateo

STAFF CONTACT:

Hugh Bower
916-319-2022
Hugh.Bower@asm.ca.gov

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April 11, 2019

The Honorable Kevin McCarty
California State Assembly
State Capitol, Room 2136
Sacramento, CA 95814

RE: Opposition to AB 1568 (McCarty)

Dear Assembly Member McCarty:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, must unfortunately write to you in **OPPOSITION** to AB 1568 (McCarty). This bill would seek to withhold funding from cities and counties from SB 1 – the Road Repair and Accountability Act of 2017 (Chapter No. 5, statutes of 2017) – if housing production within a jurisdiction does not meet the regional housing needs allocation (RHNA).

Withholding transportation funding – for streets, roads or public transit – goes against the will of the voters who have repeatedly and overwhelmingly dedicated transportation funds for local transportation improvements. Denying local transportation funding could jeopardize a number of local projects within San Mateo County.

AB 1568 specifically seeks to use the recently established Road Maintenance and Rehabilitation Account (RMRA) as the source to penalize cities and counties. The RMRA was established to fund critical maintenance, rehabilitation and safety projects on state highways and local streets and roads and was achieved after several years of intense legislative investigation into the major maintenance backlog and needs of the statewide multimodal transportation system. C/CAG is concerned by this legislative effort to create new requirements for cities and counties to receive much-needed transportation improvement funds and believe it will negatively affect the state's ability to secure such funds in the future.

AB 1568 would significantly alter the requirements for local agencies to receive their fair share of RMRA funding for local transportation improvements. While California works to address housing affordability, withholding funding intended for much needed local transportation improvements is not the solution.

For these reasons, we respectfully **OPPOSE** AB 1568. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

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April 11, 2019

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026

The Honorable Holly Mitchell
Chair, Senate Budget Committee
State Capitol, Room 5080

The Honorable Richard Bloom
Chair, Budget Subcommittee No. 3
State Capitol, Room 2003

The Honorable Bob Wieckowski
Chair, Budget Subcommittee No. 2
State Capitol, Room 4085

Re: Multi-Benefit Stormwater Capture Budget Request

Dear Chairs Ting, Mitchell, Bloom and Wieckowski:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to support the budget request submitted by Assembly Member Mullin in the amount of \$8 million for C/CAG to advance designs of multi-benefit stormwater capture projects.

Our member agencies are undergoing efforts to transition their storm drainage systems from traditional “gray” infrastructure to more sustainable “green” infrastructure systems that capture, clean, and infiltrate stormwater to improve water quality in local creeks, San Francisco Bay, and the Pacific Ocean. In addition, San Mateo County is one of the most threatened areas in the state from climate change and sea level rise. Regional scale stormwater capture/retention systems play an essential role in helping to address these issues, cost-effectively capturing and cleaning significant volumes of runoff, providing downstream flood control benefits, infiltrating water into underlying groundwater basins, providing alternative supplies for landscape irrigation, building resiliency for water supply and flood management, and minimizing operation and maintenance burdens through centralized facilities.

The proposed funding will support planning and design for regional stormwater retention projects, including existing project concepts in San Bruno and Redwood City. This funding will also directly support the proposed San Mateo County Flood and Sea Level Rise Resiliency Agency that is being created to address stormwater, flooding, sea level rise, and coastal erosion issues. C/CAG has been working closely with San Mateo County to advance this agency and supports the essential role it will play in protecting San Mateo County in the coming decades.

On behalf of C/CAG, I strongly support Assembly Member Mullin’s request for funding for these essential projects.

Sincerely,

Maryann Moise Derwin, Chair
C/CAG Board of Directors



Senator Scott Wiener, 11th Senate District

SB 50 – More HOMES Act of 2019:

Housing, Opportunity, Mobility, Equity, Stability

SUMMARY

Senate Bill 50 allows for building housing near existing job centers and public transportation, and includes strong protections against displacement for renters and vulnerable communities in those areas.

The bill is expected to help relieve the acute housing shortage and affordability crisis in California’s cities while reducing pressure to build in the wildfire-exposed urban-wildland interface. It will also reduce climate pollution by greatly expanding access to sustainable transportation options, like public transportation, and by allowing people to live closer to where they work.

BACKGROUND/EXISTING LAW

Existing law leaves most zoning and land use decisions to local governments, and includes no minimum density standards near state- and federally-funded transit infrastructure. While state land use standards in the Density Bonus Law and SB 375 establish general guidelines and principles, they do not include adequate provisions for enforcement.

Due to the lack of adequate and enforceable statewide standards, most California cities (with a few noteworthy exceptions) are still operating from outdated and highly restrictive zoning ordinances that make it difficult or impossible to build multi-family dwellings at any density; duplexes, fourplexes, and similar infill housing types near high-quality transit are routinely banned due to neighborhood objections and underlying single-family zoning.

Clearly, a significant component of solving California’s housing crisis must include greatly expanding access to transit services for workers at all income levels, while addressing the well-documented housing shortage. The status quo is jeopardizing several of the State’s high-priority policy objectives:

- **On housing affordability:** [The California Legislative Analyst’s Office](#) has found that the housing shortage in coastal cities is pushing a growing share of Californians into poverty, and forcing a large and growing cohort to spend more than half their income on rent.
- **On climate change:** The [California Air Resources Board](#) has found that the state will miss its climate targets unless Californians

reduce the amount they drive by 25 percent by 2030. Absent a surge of new housing development in livable, pedestrian-oriented areas near public transit, such reductions in vehicle miles travelled are impossible.

- **On equitable growth:** [According to the California Department of Housing and Community Development](#), “Today’s population of 39 million is expected to grow to 50 million by 2050. Without intervention, much of the population increase can be expected to occur further from job centers, high-performing schools, and transit, constraining opportunity for future generations.”

PROBLEM

Economic and educational opportunities in California are increasingly concentrated in urban areas, but housing construction has not kept pace with demand for access to these opportunities. Local governments play the lead role in determining the location and amount of housing in their jurisdictions, including which developments will be located near high-quality transit corridors. They also control, via housing supply, access to schools and other vital services and amenities that improve community well-being and ensure a vibrant economic future.

The dearth of new housing construction in California’s highest-opportunity communities has compounded over the last several decades into a [shortage of 3.5 million homes](#), according to the California Housing and Community Development Department.

California’s workers and families feel the results of this shortage in the form of exorbitant rents and the highest home purchase prices in the nation. Excessive competition for limited housing supply is also [driving a statewide epidemic of displacement, evictions, and homelessness](#).

California’s failure to keep home building on pace with job growth is directly responsible for longer commutes and increased air pollution. Millions of low- and middle-income Californians have [multi-hour commutes](#), as they seek affordable housing far from areas with concentrated economic and educational opportunities.

Statewide, California’s businesses have created 4.5 jobs for every new housing unit; according to the [Building Industry Association](#), the ideal ratio is 1.5 jobs per housing unit.

[According to the Department of Housing and Community Development:](#)

“Land use policies and planning can help encourage greater supply and affordability, as well as influence the type and location of housing. Thoughtful land use policies and planning can translate into the ability for families to access neighborhoods of opportunity, with high-performing schools, greater availability of jobs that afford entry to the middle-class, and convenient access to transit and services. Easy access to jobs and amenities reduces a household’s daily commute and other travel demands. Encouraging new homes in already developed areas and areas of opportunity not only alleviates the housing crisis, but also supports the State’s climate change and equity goals.”

SOLUTION

While the housing shortage is chronic across most California jurisdictions, there are several examples of cities taking the lead on reforms that help alleviate the crisis by encouraging infill housing near transit, job, and educational opportunities. These include [Los Angeles, which authorized creation of the Transit Oriented Communities \(TOC\) program in 2017](#). The measure created powerful incentives for affordable housing near Metro subway stops and bus services through modifications to the zoning code; as projects move closer to high-quality transit, they are required to increase the amount of affordable housing.

[Oakland’s experience](#) also offers a positive vision for future housing growth. In 2016, the city eliminated minimum parking requirements, drastically reducing the cost of new housing construction while encouraging new developments on high-quality transit corridors. The changes to the city’s zoning and development standards have resulted in a mini-boom of walkable, transit-oriented apartments near BART and AC Transit bus stations, and within a short distance from the city’s primary job locations.

Senate Bill 50 integrates lessons learned from cities like Los Angeles and Oakland to expand the benefits of affordable, transit-rich and job-rich housing across the state. The bill will give cities new tools to provide relief to rent-burdened workers and families while reversing the growing, and alarming, trends of homelessness, displacement, and migration out of California.

State Minimums, More Housing Choices:

The bill waives apartment bans near high-quality transit and in job-rich areas to ensure that the benefits of public investments in transportation are broadly accessible to Californians of all incomes. The bill also includes specific requirements to provide low-income housing in new development to ensure that market-rate construction is always coupled with affordable units for the lowest income Californians.

SB 50 applies to sites that are either within ½ mile of high-quality public transportation, or within a job-rich, high-opportunity neighborhood. Under SB 50, a local government will be allowed to approve higher-density housing with no parking requirements, provided the site is adjacent to transit, or reduced parking requirements in areas close to jobs and high-quality schools. Height limits for new housing with close, walkable access to rail transit will be loosened to encourage mid-rise, apartment-style housing construction. For example, in areas close to rail or transit-connected ferry service, a local government may allow buildings of up to 4-5 stories, depending on the distance from transit.

Preservation of Local Control:

Under the legislation, all housing projects will still be subject to environmental review (the California Environmental Quality Act), and existing labor and employment standards for new construction. Local development fees, community engagement processes, and architectural design review for each housing development will remain as-is. Additionally:

- **Anti-demolition:** A local government retains existing authority to ban, prohibit, or restrict demolition of existing housing, consistent with the Housing Accountability Act. At a minimum, a local government may not issue demolition permits for housing currently or recently occupied by renters.
- **Local affordable housing policy:** If a local government requires more affordable housing than what is required in SB 50, that policy will be honored in new developments.
- **Neighborhood height limits:** A local government retains authority to set or maintain local height limits for new housing in areas without easy access to rail transit.
- **Local initiatives to encourage TOD:** If a community has a successful, preexisting, program to encourage apartments near public transportation, such as the TOC program in Los Angeles, then properties eligible for that incentive will be ineligible for this program.

Key provisions for renters and sensitive communities:

SB 50 includes the following provisions:

- **Tenant Protections:** Establishes strict tenant protections to ensure long-time residents will not be displaced from their communities, including a prohibition on demolishing buildings currently or recently occupied by renters.
- **Affordable Housing:** Establishes an inclusionary zoning policy that can only be met by providing housing for low, very low, or extremely low-income households, ensuring affordable housing will be built for people of all income levels.
- **Sensitive Communities:** Allows for delayed implementation in sensitive communities at risk of gentrification and displacement, and grants five years for a community-led planning process in these neighborhoods.
- **Job-Rich Communities:** Proposes a new “job-rich housing project” incentive to ensure that communities with easy access to jobs and in neighborhoods with high-performing public schools allow a broader range of housing choices for people of all income levels, even in the absence of high-quality transit.

CO-AUTHORS

-
- Sen. Anna Caballero (D-Salinas)
 - Sen. Ben Hueso (D-San Diego)
 - Sen. John Moorlach (R-Costa Mesa)
 - Sen. Nancy Skinner (D-Berkeley)

 - Asm. Autumn Burke (D-Marina Del Rey)
 - Asm. Vince Fong (R-Bakersfield)
 - Asm. Ash Kalra (D-San Jose)
 - Asm. Kevin Kiley (R-Rocklin)
 - Asm. Evan Low (D-Campbell)
 - Asm. Robert Rivas (D-Hollister)
 - Asm. Phil Ting (D-San Francisco)
 - Asm. Buffy Wicks (D-Oakland)

SPONSORS/SUPPORT

-
- **California Yimby (Co-Sponsor)**
 - **Non-Profit Housing (NPH) Association of Northern California (Co-Sponsor)**
 - Abundant Housing Los Angeles
 - Bay Area Council
 - Bay Area Housing Advocacy Coalition
 - Black American Political Association of California (BAPAC) – Sacramento Chapter

- California Apartment Association
- California Asian Pacific Islander Chamber of Commerce
- California Association of Realtors
- California Foundation of Independent Living Centers
- California League of Conservation Voters
- California Renters Legal Advocacy and Education Fund (CaRLA)
- City and County of San Francisco, Mayor London Breed
- City of Campbell, Councilmember Jeffrey R. Cristina
- City of El Cerrito, Mayor Gabe Quinto
- City of Emeryville Councilmember Dianne Martinez
- City of Emeryville, Mayor John Bauters
- City of Fairfield, Vice Mayor Chuck Timm
- City of Foster City, Councilmember Herb Perez
- City of Half Moon Bay, Mayor Deborah Penrose
- City of Healdsburg, Mayor David Hagele
- City of Los Gatos, Councilmember Rob Rennie
- City of Milpitas, Vice Mayor Marsha Grilli
- City of Oakland, Mayor Libby Schaaf
- City of Palo Alto, Councilmember Adrian Fine
- City of Pinole, Councilmember Vincent Salimi
- City of Sacramento, Mayor Darrell Steinberg
- City of South San Francisco, Mayor Pradeep Gupta
- City of Stockton, Mayor Michael Tubbs
- City of Woodland, Mayor Enrique Fernandez
- Council of Infill Builders
- Grow The Richmond
- Habitat for Humanity
- Los Angeles Business Council
- Los Angeles Chamber of Commerce
- Mission YIMBY
- Northern Neighbors
- People for Housing - Orange County Yimby
- Progress Noe Valley
- San Francisco Housing Action Coalition
- San Francisco Planning and Urban Research (SPUR)
- Santa Cruz Yimby
- Silicon Valley Community Foundation
- Silicon Valley Leadership Group
- South Bay Yimby
- State Building and Construction Trades Council, AFL-CIO
- Supervisor David Canepa, San Mateo County
- Supervisor Don Horsley, San Mateo County
- Supervisor Jim Spering, Solano County
- Supervisor Michael Kelley, Imperial County

- Supervisor Miguel Villapudua, San Joaquin County
- Up For Growth, California
- Valley Industry Commerce Association
- YIMBY Action

FOR MORE INFORMATION

Annie Fryman, *Legislative Aide*

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C/CAG AGENDA REPORT

Date: April 11, 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 19-22 authorizing the C/CAG Chair to execute the Joint Exercise of Powers Agreement (JPA) for the San Mateo County Express Lanes between C/CAG and the San Mateo County Transportation Authority. (*Special voting procedures apply*).

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

RECOMMENDATION

At the time of printing, recommendation is pending from an upcoming meeting of the US 101 Express Lanes Joint Ad Hoc Committee.

C/CAG AGENDA REPORT

Date: April 11, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointments of C/CAG Board members Alicia Aguirre, Doug Kim, and Diane Papan to serve as Board members on the San Mateo County Express Lanes JPA, when established, for a two-year term.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointments of C/CAG Board members Alicia Aguirre, Diane Papan, and Doug Kim to serve as Board members on the San Mateo County Express Lanes JPA, when established, for a two-year term.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

In December 2018, upon recommendation from their respective staff, the Chairs of C/CAG and TA conferred and each appointed three Ad Hoc members from their respective boards to serve as Ad Hoc committee members for the US 101 Express Lanes. The Ad Hoc committee is to make recommendations on joint ownership of the express lanes. The Ad Hoc members are: Alicia Aguirre, Diane Papan, and Doug Kim from the C/CAG Board; Don Horsley, Emily Beach, and Maureen Freschet from the TA Board.

The six-member Joint Ad Hoc Committee conducted thoughtful deliberations through six meetings: January 2, January 25, February 1, March 1, and March 22, and April 5, 2019, aiming at solutions on best management and ownership of the proposed Express Lanes while achieving equity and fairness between C/CAG and the TA, and maintain local control.

At the February 1, 2019 Joint Ad Hoc committee meeting, the committee approved a motion to recommend the C/CAG and TA boards to form a Joint Powers Authority (JPA) for ownership of the Project and agreed that the Joint Ad Hoc committee will continue to develop details for the JPA to assure equality between C/CAG and TA.

On February 14, 2019 the C/CAG Board adopted Resolution 19-10 approving the direction to form a new Joint Powers Authority (JPA) between the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) to retain ownership of the project and contract with the Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on the JPA's behalf.

Direction was given by the board directing the Ad Hoc committee members to develop recommendations on the details for a proposed new JPA to ensure equality between C/CAG and TA in terms of shared rights and responsibilities as joint owners of the Project, including but not limited to setting policies governing the express lanes' operation, developing and implementing expenditure plan for express lane toll revenues, and overseeing management of the BAIFA contract.

The Joint Ad Hoc committee continued to meet on March 1 and March 22 to deliberate on the JPA Agreement including staffing plan. On March 22, 2019, the Joint Ad Hoc committee passed a motion to approve the Draft Joint Exercise of Powers Agreement with the staffing details to be determined at the next committee meeting scheduled for April 5, 2019.

As soon as the Joint Ad Hoc Committee makes its final recommendation on the JPA Agreement, and upon the TA and C/CAG Boards approval of a JPA Agreement to create the Express Lanes JPA, the respective boards will need to appoint three members to serve on the Express Lanes JPA Board of Directors, respectively. In order to stay on track for the Express Lanes JPA to submit a timely application to the California Transportation Commission (CTC) to be the tolling authority for the San Mateo 101 Express Lanes.

C/CAG Board members Aguirre, Papan, and Kim have served on the Joint Ad Hoc Committee since its inception and have gained in-depth and detail knowledge regarding the JPA Agreement. Throughout the process, they have provided thoughtful and constructive solutions to the Joint Ad Hoc. They represented the C/CAG Board effectively while working with the Transportation Authority representatives. In order to preserve the continuity and institutional knowledge, it is recommended C/CAG Board members Alicia Aguirre, Diane Papan, and Doug Kim be appointed to serve as Board members on the San Mateo County Express Lanes JPA, when established, for a two-year term.

ATTACHMENT

none

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March 14, 2019

The Honorable Tom Daly
California State Assembly
State Capitol, Room 3120
Sacramento, CA 95814

RE: **SUPPORT** for AB 252 (Daly)

Dear Assembly Member Daly:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of your bill, AB 252. This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws.

The authority for Caltrans to assume NEPA assignment currently exists, but is set to expire on December 31, 2019, at which time Caltrans could stop issuing NEPA approvals for projects on or adjacent to the federal highway system or funded with federal dollars. In San Mateo County, numerous bicycle and pedestrian, transit access, and roadway rehabilitation projects could be affected in approximately 16 out of our 21 local jurisdictions. A delay in extending the NEPA authority would significantly delay the final environmental approvals needed to advance these important projects.

Therefore, we **SUPPORT** AB 252 and appreciate your efforts to extend the authorization. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener

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March 14, 2019

The Honorable Cecilia Aguiar-Curry
California State Assembly
State Capitol, Room 5144
Sacramento, CA 95814

RE: **SUPPORT** for Assembly Constitutional Amendment 1 (Aguiar-Curry)

Dear Assembly Member Aguiar-Curry:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of ACA 1. This measure would lower the voter-threshold for the imposition, extension or increase of a special tax by a local government for affordable housing and infrastructure purposes, from two-thirds to 55 percent.

As you know, the California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters of the city, county, or special district voting on that tax. In recent years, this supermajority requirement has resulted in several major local transportation sales tax proposals narrowly failing passage. For example, Measure X (2016) in nearby Contra Costa County received 62.5 percent approval and Measure B (2016) in Sacramento County received 64.81 percent approval, just short of the 66.7 percent voter-threshold. Both measures would have passed decisively under the revised voter-threshold proposed by this constitutional amendment. San Mateo County, through Measure W (2018), voted to assess a half-cent sales tax to fund transportation improvements in the County, but the election was very close, winning with 66.87 percent. In the coming years, we may be looking to invest more local funding to address the maintenance needs of our local streets & roads and transit systems.

By lowering the voter-threshold for a special tax for local projects from two-thirds to 55 percent, this constitutional amendment would provide a city, county or special district with a renewed ability to generate new revenue to fund much-needed local infrastructure and housing projects that increase access to housing, jobs & schools, reduce traffic congestion and improve air quality.

We **SUPPORT** ACA 1 and appreciate your efforts to make it easier for local agencies to access additional funding as the state and local agencies continue to face significant shortfalls. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener

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March 14, 2019

The Honorable Jim Beall
California State Senate
State Capitol, Room 2082
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 128 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you in **SUPPORT** of your bill, SB 128, which would eliminate the voter-approval requirement for bonds issued to fund projects within an Enhanced Infrastructure Financing District (EIFD).

Existing law authorizes a local agency or agencies, that formed an EIFD, to issue bonds upon approval by 55% of the voters voting within an EIFD to fund certain project types, including transportation improvements. This bill would instead authorize the local agency to issue bonds for the allowable projects without submitting a proposal to the voters.

By removing the vote-threshold, this bill would provide a city, county or special district with a renewed ability to generate new revenue to fund much-needed local infrastructure projects that increase access to housing, jobs & schools, reduce traffic congestion and improve air quality.

We **SUPPORT** SB 128 and appreciate your efforts to make it easier for local agencies to access additional funding as the state and local agencies continue to face significant shortfalls. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener

C/CAG

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March 14, 2019

The Honorable Bill Dodd
California State Senate
State Capitol, Room 4032
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 137 (Dodd)

Dear Senator Dodd:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you in **SUPPORT** of your bill, SB 137, which would expand the state's Match Exchange Program to reduce the cost and regulatory hurdles of transportation projects.

All transportation projects in the state funded with federal, state, regional or local revenues, are required to go through the California Environmental Quality Act (CEQA). If the project includes any amount of federal funding, state and local agencies must also go through the National Environmental Policy Act (NEPA). Undergoing federal environmental review in addition to state review is nearly duplicative and time consuming.

By expanding the Match Exchange Program to regions with populations over 200,000, and expanding to other Federal Surface Transportation programs, such as the Safe Routes to School Program, Highway Safety Improvement Program, and local bridge projects, state and local agencies could see the benefit of having state and local funding stretched further.

We **SUPPORT** SB 137 and appreciate your efforts to streamline the delivery of state transportation projects. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Maryann Moise Derwin, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener