

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

Meeting No. 320

- DATE:** Thursday, May 9, 2019
- TIME:** **6:30 P.M.**
- PLACE:** San Mateo County Transit District Office  
1250 San Carlos Avenue, Second Floor Auditorium  
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
- PUBLIC TRANSIT:** SamTrans  
Caltrain: San Carlos Station.  
Trip Planner: <http://transit.511.org>

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- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA  
*Note: Public comment is limited to two minutes per speaker.*
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
  - 4.1 Certifications of Appreciation to winners of the Walk and Roll to School Day Poster Contest under the San Mateo County Safe Routes to School Program. p. 1
  - 4.2 Receive a presentation on the US 101 Managed Lane Project north of I-380. p. 12
- 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. 318 dated April 11, 2019. ACTION p. 14
- 5.2 Review and Approval of the Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program Call for Projects for the FY 2019/2020 Cycle. ACTION p. 19
- 5.3 Review and approval of Resolution 19-19 authorizing the C/CAG Chair to execute an agreement between C/CAG and DNV GL Energy Services USA Inc. for climate action planning technical assistance services from July 1, 2019 through December 31, 2019 for an amount not to exceed \$75,000. ACTION p. 36
- 5.4 Review and approval of Resolution 19-23 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for fiscal year 2019-20. ACTION p. 39
- 5.5 Review and approval of Resolution 19-25 approving the population data to be used by C/CAG. ACTION p. 47
- 5.6 Review and approval of Resolution 19-26 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Northern Segment) Project from Whipple Ave. in Redwood City to I-380 in San Bruno. ACTION p. 50
- 5.7 Review and approval of Resolution 19-27 authorizing the C/CAG Chair to execute Amendment No. 7 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$93,000 for Fiscal Year 2019-20. ACTION p. 55
- 5.8 Review and approval of Resolution 19-28 determining that the Mills Park Center Project in San Bruno, including Rezoning, Planned Development Permit and related entitlements, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 60
- 5.9 Review and approval of Resolution 19-29 determining that Redwood City's proposed Mixed-Use Live/Work Zoning and General Plan Amendments are consistent with the Comprehensive Airport Land Use Compatibility Plan for San Carlos Airport. ACTION p. 77
- 5.10 Review and approve Resolution 19-31 approving and authorizing release of the solicitation package for at-large, northern, central, southern, and coastal area governing board members for the proposed San Mateo County Flood and Sea Level Rise Resiliency District. ACTION p. 104

- 5.11 Review and approval of Resolution 19-33 authorizing the C/CAG Chair to execute Amendment No. 4 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 \$6,000 for a new total of \$117,486. ACTION p. 114

## 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. 118
- 6.2 Review and approval of Resolution 19-32 authorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 (*Special voting procedures apply*). ACTION p. 122
- 6.3 Review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050 INFORMATION p. 137
- 6.4 Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2019-20 Program Budget and Member Fees. INFORMATION p. 145

## 7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board Members Report/ Communication

## 8.0 EXECUTIVE DIRECTOR'S REPORT

## 9.0 COMMUNICATIONS - Information Only

## 10.0 ADJOURNMENT

Next scheduled meeting June 13, 2019

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

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

**PUBLIC PARTICIPATION:** Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sandy Wong (650) 599-1409

Administrative Assistant: Mima Guilles (650) 599-1406

## C/CAG AGENDA REPORT

Date: May 9, 2019

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

From: Sandy Wong, Executive Director

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

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

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### RECOMMENDATION

That the C/CAG Board present Certifications of Appreciation to winners of the Walk and Roll to School Day Poster Contest under the San Mateo County Safe Routes to School Program.

### BACKGROUND

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

SMCOE holds an annual poster contest where students submit poster designs aimed at promoting the annual National Walk and Roll to School Day, a nationwide event held every May to encourage students to safely walk and bike to school. The winning designs will be used to help advertise this year's Walk and Roll to School Day in San Mateo County on May 8.

Certificates of Appreciation will be presented to the following student winners of the 2019 Walk and Roll to School Day Poster Contest.

- San Mateo Foster City School District
  - "Walking Family" - Joan Etheridge (Brewer Island Elementary, Grade 1)
  - "Brewer Island Elementary" - Kenzie McLaughlin (Brewer Island Elementary, Grade 1)
- Jefferson Elementary School District
  - "Walking and Biking to School is Fun" - Johana Arana (George Washington Elementary, Grade 3)
- Cabrillo Unified School District
  - "Don't Pollute Save the Earth" - Katherine Billington and Dylan Grunow (Cunha Intermediate School, Grade 6)

- San Carlos School District
  - “Dino-Mite” - Callan Edelman (Arundel Elementary, Grade 1)
  - “Happy and Healthy” - Parker Evans (Arroyo School, Grade 5)
  - “Walk Carpool Roll” - Stella Coelhe Curtis (Arundel Elementary, Grade 4)
- Pacifica School District
  - “Rock and Roll to School” - Madeleine Gee (Vallemar Elementary, Grade 6)

## **ATTACHMENTS**

1. Walk and Roll to School Day Poster Contest Winning Posters (Available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)
2. Certificates of Appreciation for Winners of the Walk and Roll to School Day Poster Contest

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO JOAN ETHERIDGE OF BREWER ISLAND ELEMENTARY

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

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Joan Etheridge of Brewer Island Elementary School, 1<sup>st</sup> grade, submitted the “Walking Family” Poster, and

**Whereas**, the “Walking Family” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Joan Etheridge of Brewer Island Elementary for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

# C/CAG

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO KENZIE McLAUGHLIN OF BREWER ISLAND ELEMENTARY

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Kenzie McLaughlin of Brewer Island Elementary, 1<sup>st</sup> grade, submitted the “Brewer Island Elementary” Poster, and

**Whereas**, the “Brewer Island Elementary” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Kenzie McLaughlin of Brewer Island Elementary for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*



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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO JOHANA ARANA OF GEORGE WASHINGTON ELEMENTARY

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Johana Arana of George Washington Elementary, 3<sup>rd</sup> grade, submitted the “Walking and Biking to School is Fun” Poster, and

**Whereas**, the “Walking and Biking to School is Fun” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Johana Arana of George Washington Elementary for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO KATHERINE BILLINGTON OF CUNHA INTERMEDIATE SCHOOL

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Katherine Billington of Cunha Intermediate School, 6<sup>th</sup> grade, worked in collaboration with another classmate and submitted the “Don’t Pollute Save the Earth” Poster, and

**Whereas**, the “Don’t Pollute Save the Earth” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Katherine Billington of Cunha Intermediate School for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO DYLAN GRUNOW OF CUNHA INTERMEDIATE SCHOOL

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Dylan Grunow of Cunha Intermediate School, 6<sup>th</sup> grade, worked in collaboration with another classmate and submitted the “Don’t Pollute Save the Earth” Poster, and

**Whereas**, the “Don’t Pollute Save the Earth” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Dylan Grunow of Cunha Intermediate School for his participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO CALLAN EDELMAN OF ARUNDEL ELEMENTARY

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Callan Edelman of Arundel Elementary, 1<sup>st</sup> grade, submitted the “Dino-Mite” Poster, and

**Whereas**, the “Dino-Mite” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Callan Edelman of Arundel Elementary for his participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO PARKER EVANS OF ARROYO SCHOOL

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Parker Evans of Arroyo School, 5<sup>th</sup> grade, submitted the “Happy and Healthy” Poster, and

**Whereas**, the “Happy and Healthy” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Parker Evans of Arroyo School for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO STELLA COELHE CURTIS OF ARUNDEL ELEMENTARY

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Stella Coelhe Curtis of Arundel Elementary, 4<sup>th</sup> grade, submitted the “Walk Carpool Roll” Poster, and

**Whereas**, the “Walk Carpool Roll” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Stella Coelhe Curtis of Arundel Elementary for her participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO MADELEINE GEE OF VALLEMAR ELEMENTARY

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

\*\*\*\*\*

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

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

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

**Whereas**, SMCOE released the Walk and Roll to School Day Poster Contest in January 2019, and

**Whereas**, Madeleine Gee of Vallemar Elementary, 6<sup>th</sup> grade, submitted the “Rock and Roll to School” Poster, and

**Whereas**, the “Rock and Roll to School” Poster was one of eight poster winners for the Walk and Roll to School Day Poster Contest, and

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

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Madeleine Gee of Vallemar Elementary for her participation in the San Mateo County Safe Routes to School Walk and Roll to School Day Poster Contest.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*

## C/CAG AGENDA REPORT

Date: May 9, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the US 101 Managed Lane Project north of I-380.

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

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### RECOMMENDATION

That the C/CAG Board receive a presentation on the US 101 Managed Lane Project north of I-380.

### FISCAL IMPACT

N/A

### SOURCE OF FUNDS

N/A

### BACKGROUND

On August 9, 2012 C/CAG Board approved of Resolution 12-46 authorizing the acceptance of allocated funds, and the execution of grant agreements with the San Mateo County Transportation Authority (SMCTA), for project feasibility studies and project study documents associated with four applications submitted by staff to the SMCTA Highway Program for funding. One of these projects was an application to develop a Project Study Report for an auxiliary lane on US 101 from Oyster Point to the San Francisco County Line.

In October 2012, C/CAG was awarded SMCTA Measure A funding to develop a Project Study Report for the for an auxiliary lane on US 101 from Oyster Point to the San Francisco County Line. The Project Study Report was prepared by the SMCTA and approved by Caltrans in early June 2015.

In May 2015, SMCTA issued another Highway Program call for projects. In October 2015, \$8,000,000 in SMCTA Measure A funding was awarded to complete the environmental phase of the auxiliary lane project on US 101 from Oyster Point to the San Francisco County Line, with C/CAG being the project sponsor and SMCTA the implementing agency. During that time, the US 101 Managed Lane project, south of I-380, was expanded to include an express lane alternative in the Environmental Study phase of the project.

In June 2016, the SMCTA took an action to become a co-sponsor of the US 101 Managed Lane Project. During scoping meetings in August, Caltrans, SMCTA, and C/CAG received several inquiries about plans for a Managed Lane north of I-380. According to Caltrans' requirement, a



Project Study Report, which precedes the environmental study, must include all feasible alternative solutions. Since the 2015 approved study only included auxiliary lane alternatives, it must be modified to include a managed lane option to ensure that corridor continuity is considered.

In addition, San Francisco County Transportation Authority (SFCTA) approached SMCTA and C/CAG about jointly funding a Managed Lane Project Study Report from I-380 to downtown San Francisco via the US 101 (in San Mateo and San Francisco County) and the I-280 (in San Francisco County).

On December 14, 2017 the C/CAG Board approved of reallocating \$1,000,000 in allocated environmental phase funds towards the development of a joint Project Study Report with SFCTA that extends the southern project limit from Oyster Point to I-380 and that includes a Managed Lane alternative. This study will supersede the report completed in 2015 but it is expected that auxiliary lane alternatives from the previously completed report will still be included as alternatives in the new report. SFCTA is leading the effort.

On April 12, 2018, the C/CAG Board approved Resolution 18-18 executing a Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) to co-sponsor the project north of I-380 for the project study phase in collaboration with SFCTA.

#### **ATTACHMENTS**

None

# C/CAG

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### BOARD MEETING MINUTES

Meeting No. 318  
April 11, 2019

#### 1.0 CALL TO ORDER/ ROLL CALL

Chair Maryann Moise Derwin called the meeting to order at 6:10 p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Brisbane	– Cliff Lentz
Burlingame	– Ricardo Ortiz
Colma	– Diana Colvin
Daly City	– Rod Daus-Magbual
East Palo Alto	– Lisa Gauthier
Foster City	– Sam Hindi
Half Moon Bay	– Debbie Ruddock
Hillsborough	– Marie Chuang
Menlo Park	– Catherine Carlton
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Irene O’Connell
San Carlos	– Adam Rak
San Mateo County	– David Canepa
South San Francisco	– Karyl Matsumoto
Woodside	– Ned Fluet
SamTrans (Non-Voting)	– Josh Powell
SMCTA (Non-Voting)	– Karyl Matsumoto

**Absent:**

Belmont  
San Mateo

**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  
 Harvey Rarback – Half Moon Bay  
 Kim Springer – San Mateo County  
 April Chan – SMCTA  
 Joe Hurley – SMCTA  
 Clayton Holstein – Brisbane  
 Randy Breault – Brisbane  
 Seth Miller – League of Cities  
 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.*

Seth Miller, League of California Cities, announced Bocce Ball Tournament and League Action Day in April.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

None.

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 Vaterlaus MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7 and 5.9.  
 Board Member Gauthier SECONDED. **MOTION CARRIED 19-0-0**

5.1 Approval of the Minutes of regular business meeting No. 317 dated March 14, 2019. APPROVED

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. APPROVED

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. APPROVED

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. APPROVED

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). APPROVED

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

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. APPROVED

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. APPROVED

**Item 5.8 was removed from the Consent Agenda.**

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.

Board Member Lewis did not see an explanation on EOA-07 and -08 referenced on page 63 of the packet. Sandy Wong, Executive Director, explained that the purpose of this item is reporting to the Board on the execution of Amendment No. 2 in accordance with C/CAG procurement policy. Pages 62 and 63 in the meeting packet are extraneous and not a part of Amendment No. 2.

Board Member Lewis MOVED approval of Item 5.8. Board Member Vaterlaus 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

Jean Higaki, C/CAG staff, provided an overview of position letters that the Legislative Committee discussed and recommended for action. The bills included a recommendation of support for SB 152 (Beall), AB 738 (Mullin), and an \$8 million-dollar budget request from Assembly Member Mullin for regional stormwater projects in San Mateo County. A recommendation to send a revised letter of opposition was made for AB 1568 (McCarty). SB 50 (Wiener) was also discussed with a request for specific points and issues from jurisdictions to include in a draft letter, for a position to be considered at the May Committee and Board meetings. Staff would like this information by the end of April.

G. Papan (Millbrae) made motion to approve and support bills, SB 152 (Beall), AB 738 (Mullin) and the \$8 million-dollar budget request for San Mateo stormwater projects,

and oppose AB 1568 (McCarty). The AB 1568 letter will be revised to reflect bill revisions. Board Member Carlton **SECONDED**. **MOTION CARRIED 19-0-0**

- 6.2 Review and approval of Resolution 19-22 authorizing the C/CAG Chair to execute the Joint Exercise of Powers Agreement (JEPA) for the San Mateo County Express Lanes between C/CAG and the San Mateo County Transportation Authority. (*Special voting procedures apply*). **APPROVED**

Sandy Wong, C/CAG Executive Director, provided a brief presentation on the Joint Exercise of Powers Agreement (JEPA) for the San Mateo County Express Lanes between C/CAG and the San Mateo County Transportation Authority, as recommended by the US 101 Joint Ad Hoc Committee, including its key terms on governance as well as proposed staffing plan.

Board Member Lewis **MOVED** approval of Item 6.2. Board Member Lentz **SECONDED**.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED UNANIMOUSLY 19-0-0**. Results: 19 Agencies approving. This represents 90% of the Agencies representing 83% of the population.

**AYES:**

Elizabeth Lewis – Atherton  
Cliff Lentz - Brisbane  
Ricardo Ortiz – Burlingame  
Diana Colvin – Colma  
Rod Daus-Magnual – Daly City  
Lisa Gauthier – East Palo Alto  
Sam Hindi – Foster City  
Debbie Ruddoci – Half Moon Bay  
Marie Chuang – Hillsborough  
Catherine Carlton – Menlo Park  
Gina Papan – Millbrae  
Sue Vaterlaus – Pacifica  
Maryann Moise Derwin – Portola Valley  
Alicia Aguirre – Redwood City  
Irene O’Connell – San Bruno  
Adam Rak – San Carlos  
Karyl Matsumoto – South San Francisco  
Ned Fluet – Woodside  
David Canepa – San Mateo County

**NOES:** None

**ABSENT** – Belmont, San Mateo.

- 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. **APPROVED**

Board Member Carlton **MOVED** to appoint the nominations, Board Members Alicia Aguirre, Doug Kim, and Diane Papan. Board Member Ruddock **SECONDED**. **MOTION CARRIED 19-**

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

Gina Papan shared an article on LA Times regarding housing. Sandy will forward to Board members.

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 – 6:50 p.m.

Date: May 9, 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 Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program Call for Projects for the FY 2019/2020 Cycle.

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

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**RECOMMENDATION**

That the C/CAG Board review and approve the Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program Call for Projects for the FY 2019/2020 Cycle.

**FISCAL IMPACT**

There is approximately \$1,950,000 available for the TDA Article 3 Program Call for Projects for FY 2019/20 Cycle.

**SOURCE OF FUNDS**

TDA Article 3 funds come from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

**BACKGROUND**

TDA Article 3 funds are made available through State funds and are distributed by the Metropolitan Transportation Commission (MTC) annually to C/CAG on a formula basis. C/CAG acts as the program administrator for San Mateo County and issues the call for project funding for eligible bicycle and/or pedestrian projects within the county. Only the 20 cities, the County and Joint Powers agencies composed of cities and/or county operation in San Mateo County are eligible to receive this grant. For the FY 2019/20 Cycle, there is approximately \$1,950,000 available in TDA Article 3 funds and staff is recommending issuing a Call for Projects.

At the April 25, 2019 Bicycle Pedestrian Advisory Committee (BPAC) meeting, BPAC completed its review and recommends approval, to the C/CAG Board, of the Call for Projects, grant application forms, as well as the scoring sheet. BPAC also recommends that \$200,000, out of the \$1,950,000, be set aside to fund Planning projects (Comprehensive bicycle and/or pedestrian plans), and the remaining \$1,750,000 be used towards Capital Projects. The BPAC also recommends setting the maximum grant amount for Planning Project applications at \$100,000, with a 50% local cash match required, while the maximum grant amount for Capital Projects be set at \$400,000. There is no cash

match required for Capital Projects however, the amount of local cash match will affect grant application scoring. C/CAG reserves the right to roll the remaining funds into the Capital Projects category in the event that the Planning Projects category is undersubscribed.

BPAC also recommends limiting the number of grant applications a jurisdiction may submit to one for Planning Project and one for Capital Project.

Upon approval by the C/CAG Board, staff will issue the TDA Article 3 Call for Projects for FY 2019/20 Cycle on May 10, 2019, followed by an applicant workshop to be held at the SamTrans auditorium on May 23, 2019. The deadline to submit project applications is on July 25, 2019.

Below is the proposed timeline for the TDA Article 3 Call for Projects FY 2019/20 Cycle.

<b>Activity</b>	<b>Date*</b>
Call for Projects Issued	May 10, 2019
Application Workshop	May 23, 2019
Project Applications Due By 5:00 p.m.	July 25, 2019
Project Sponsor Presentation to BPAC	September 26, 2019
Project Location Field Trip	TBD
C/CAG BPAC Application Review & Recommendation	October 24, 2019
C/CAG Board Approval	November 14, 2019

\*Dates may be adjusted as necessary

#### **ATTACHMENTS**

1. TDA Article 3 Pedestrian and Bicycle Program Call for Projects for FY 2019/20.
2. TDA Article 3 Pedestrian and Bicycle Program Call for Projects for FY 2019/20 Score Sheet.
3. TDA Article 3 FY 19/20 Capital Projects Application Form (Provided on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)
4. TDA Article 3 FY 19/20 Planning Projects Application Form (Provided on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)



# 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*

**To:** City/County Managers  
Public Works Directors  
Interested Parties

**From:** John Hoang, Program Director

**Date:** May 10, 2019

**Subject:** Call for Projects - Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program Call for Projects Fiscal Year 2019/20

The City/County Association of Governments of San Mateo County (C/CAG) is pleased to announce a Call for Projects for eligible pedestrian and bicycle projects under the Transportation Development Act (TDA) Article 3 Program. TDA Article 3 Funds are derived from Local Transportation Funds and the State Transit Assistance Fund.

There is a total of **\$1,950,000** available for this Call for Project for FY 2019/20 Cycle. Grant applications will again be divided into Capital projects and Planning projects (Comprehensive bicycle and/or pedestrian plans).

Project Type	Available Grant Amount	Maximum Grant Amount per Project
Capital	\$1,750,000	\$400,000
Planning (Bicycle and/or Pedestrian Plan)	\$200,000	\$100,000*
<b>Total Grant Amount</b>	<b>\$1,950,000</b>	

\*50% match required

Eligible projects include:

- Construction of a bicycle or pedestrian capital project (PS&E and Construction Phases only)
- Development of a comprehensive bicycle or pedestrian plan
- Maintenance of a multi-purpose path which is closed to motorized traffic
- Restriping Class II bicycle lanes

Only the 20 cities and the County of San Mateo as well as Joint powers agencies composed of cities and/or the county operating in San Mateo County are eligible to receive this grant. Applications are limited to one for Planning Project and one for Capital Project, per jurisdiction. The maximum grant amount for Planning Projects is \$100,000 with a 50% local cash match requirement, while the maximum grant amount for Capital Projects is \$400,000. There is no local cash match required for Capital Projects, but the amount of local match may affect project scoring.

Project Requirements

**TDA Article 3 projects must meet the following requirements:**

- Capital Projects may include PS&E and construction phases only. Project level environmental, planning and right-of-way phases are ineligible for funding.
- Design must be 100% complete and meet Caltrans standards to be eligible for funding.
- California Environmental Quality Act (CEQA) permits must be completed prior to receiving funding (as applicable).
- The project must be included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets or relevant plan.
- Jurisdictions receiving TDA Article 3 funding for bicycle and pedestrian projects must have a Bicycle Advisory Committee (BAC).
- Jurisdiction must provide the 50% match required for planning projects.
- There is no minimum match required for capital projects, but the local match will be scored on a sliding scale. (C/CAG Requirement)
- TDA Article 3 funds for FY 2019/20 must be expended by no later than **June 30, 2022** after allocations are made by MTC.

The TDA Article 3 FY 2019/20 Call for Projects Application Instructions, Application Forms and Score Sheet are available at <http://ccag.ca.gov/call-for-projects/>. Please submit 1 original signed application, 15 hard copies, and 1 electronic version including supporting materials (disk, flash drive, e-mail or link to an online database system) for each application. Applications must be completed using the appropriate Microsoft Word project application forms posted at <http://ccag.ca.gov/call-for-projects/>.

Applications are due by **4:30 p.m. on July 25, 2019**. Please send the hard copies & electronic copy to:

C/CAG  
 Attn: John Hoang  
 555 County Center, 5<sup>th</sup> Floor  
 Redwood City, CA 94063  
 E-mail: [jhoang@smcgov.org](mailto:jhoang@smcgov.org)

Field Review

Capital Project sponsors have the option to submit a field video (5 min. max). This field video is not required, but is highly encouraged. The field video should show the project location, highlight the issues and show how the project will address the issue/s. This video will **not** take the place of the project presentation at the September 26, 2019 BPAC meeting and should not be part of the project presentation.

Applicant Workshop

C/CAG Staff will be holding an Applicant Workshop to guide jurisdictions through the application process. The workshop will be held on:

May 23, 2019  
 10:00 am – 12:00 noon  
 SamTrans Building, 2nd Floor Auditorium  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

If you have any questions, please feel free to contact me at (650) 363-4105 or [jhoang@smcgov.org](mailto:jhoang@smcgov.org)

**THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3  
PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS  
FOR FISCAL YEAR 2019/2020  
APPLICATION INSTRUCTIONS AND PROJECT GUIDANCE**

The City/County Association of Governments of San Mateo County (C/CAG) is pleased to announce the Transportation Development Act Article 3 Pedestrian and Bicycle Program Call for Projects for the Fiscal Year 2019-2020 Cycle.

The goal of the TDA Article 3 Pedestrian and Bicycle Program is to fund specific projects that encourage and improve bicycling and walking conditions in San Mateo County. Bicycling and walking are sustainable forms of transportation and contribute to the overall goals of the TDA Article 3 to reduce commute corridor congestion, make regional connections, enhance safety, and meet local mobility needs.

A total of approximately **\$1.95 million** is available in TDA Article 3 funds for the Fiscal Year 2019-2020 Cycle. The 20 cities and the County of San Mateo as well as Joint powers agencies composed of cities and/or the county operating in San Mateo County are invited to submit applications for eligible bicycle and pedestrian related projects. Submittals are limited to one application for Planning Projects and one for Capital Projects, per agency. The maximum grant amount for Planning Projects (comprehensive bicycle and pedestrian plans) is set at \$100,000, with a 50% local cash match requirement, while the maximum grant amount for Capital Projects is \$400,000. There is no required match for Capital Projects, but the amount of match may affect project scoring.

A workshop will be held on **Wednesday, May 23, 2019 from 10-11am at the SamTrans Auditorium: 1250 San Carlos Avenue, 2<sup>nd</sup> Floor, San Carlos, CA 94070** to provide information on the application process for all potential project sponsors.

The TDA Article 3 FY 19-20 Cycle, Call for Projects Application Instructions, Capital Projects Application Form, Planning Projects Application Form, and Scoring Sheet is attached to this Call for Projects and is also available on our website at [www.ccaq.ca.gov/opportunities/call-for-projects/](http://www.ccaq.ca.gov/opportunities/call-for-projects/).

The overall application format requirements are as follows:

- Submit one (1) original signed application and 15 copies of each application, including attachments.
- Submit one (1) electronic version of a PDF of the application, including support materials on a compact disk, portable flash drive, or by e-mail. Electronic files may also be submitted through an online database system such as Box or Dropbox.

All completed applications and materials from your agency must be received at the C/CAG office by **Thursday, July 25, 2019 at 5:00 p.m.** Please submit your TDA Article 3 applications to:

San Mateo C/CAG  
Attn: John Hoang  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

The proposed timeline for the TDA Pedestrian and Bicycle Program Call for Projects for FY 19/20 Cycle is as follows:

Call for Projects Issued	May 10, 2019
Application Workshop	May 23, 2019
Project Applications Due By 5:00 p.m.	July 25, 2019
Field Tours (TBD)	August/September 2019
Project Presentations for C/CAG BPAC	September 26, 2019
C/CAG BPAC Application Review & Recommendation	October 24, 2019
C/CAG Board Approval	November 14, 2019

If you have any questions regarding TDA Article 3 or the TDA FY 19-20 Call for Projects Application process, please contact John Hoang at (650) 363-4105 or [jhoang@smcgov.org](mailto:jhoang@smcgov.org).

**TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 OVERVIEW**

The Metropolitan Transportation Commission (MTC) directly administers the TDA Article 3 funds and has adopted MTC Resolution No. 4108 that delineates the procedures and criteria for submission of claims for TDA Article 3 funding for eligible bicycle and pedestrian facilities. Per Resolution 4108, C/CAG, as the County Congestion Management Agency (CMA), is responsible for developing a process to: solicit for projects from the local jurisdictions, encourage submission of project applications, evaluate and prioritize projects, and establish a process for prioritization, in order to prepare a recommended list of projects for funding.

For the FY19/20 Call for Projects, eligible projects include:

- Construction of a bicycle or pedestrian capital project (PS&E and construction phases only)
- Development of a comprehensive bicycle or pedestrian plan
- Maintenance of a multi-purpose path which is closed to motorized traffic
- Restriping Class II bicycle lanes

TDA Article 3 funds are derived from:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

C/CAG receives approximately \$600,000 to \$700,000 annually in TDA Article 3 funds from MTC for bicycle and pedestrian projects. TDA Article 3 funds for FY 19-20 must be expended no later than **June 30, 2022**, after allocations are made by MTC. Unused funds are returned to the County fund and made available for future funding allocations. In the event that an applicant fails to expend awarded funds before the expiration deadline, TDA funds may be reallocated or extended at the discretion of MTC.

A total of approximately \$1.95 million is available in TDA Article 3 funds for the Fiscal Year 2019-2020 Cycle Call for Projects. Of this amount, C/CAG has set aside \$200,000 for Planning Projects (Comprehensive Bicycle and/or Pedestrian Plans) and \$1,750,000 for Capital Projects. The maximum grant amount for a Planning Project is set at \$100,000 with a 50% local cash match requirement, and \$400,000 for Capital Projects. There is no local cash match required for Capital Projects, but the amount of match may affect project scoring. In the event the Planning Project category is undersubscribed, C/CAG reserves the right to roll the remaining funds into the Capital Projects category.

Project Type	Available Grant Amount	Maximum Project Amount
Capital	\$1,750,000	\$400,000
Planning (Comprehensive Bicycle and/or Pedestrian Plan)	\$200,000*	\$100,000**
<b>Total Grant Amount</b>	<b>\$ 1,950,000</b>	

\*C/CAG reserves the right to roll undersubscribed funds to the Capital projects category

\*\*50% local cash match required

**A. GENERAL CRITERIA**

All applicants must use the application form provided and any requested attachments. Projects are evaluated based on the criteria in the table listed below. Projects will be scored and ranked

based on the scoring guidance found in the scoring sheet. Only one application for Planning Projects and one for Capital Projects may be submitted by any one agency.

PROJECT SCREENING / BASIC ELIGIBILITY FOR TDA ARTICLE 3	
<ol style="list-style-type: none"> <li>1. Project Sponsors must be either; any of the 20 cities in San Mateo County, the County of San Mateo, or Joint powers agencies composed of cities and/or county operating in San Mateo County</li> <li>2. Project must be located within San Mateo County</li> <li>3. Project encourages walking and/or bicycling</li> <li>4. Funding is for comprehensive bicycle &amp; pedestrian plans, engineering and construction of eligible bike and pedestrian facilities, maintenance of multi-use path closed to motorized traffic, or restriping Class II bicycle lanes</li> <li>5. Funding request does not substitute for existing funds</li> <li>6. Project meets Caltrans Standards, if applicable</li> <li>7. Project Sponsor has a designated Bicycle Advisory Committee meeting MTC requirements (refer to MTC Resolution No. 4108)</li> </ol>	
PROJECT PRIORITIZATION CRITERIA FOR TDA ARTICLE 3	
CLEAR AND COMPLETE PROPOSAL	<ul style="list-style-type: none"> <li>• Serves transportation purposes</li> <li>• Clearly describes the projects including, eligible elements and tasks</li> <li>• Clearly defines project scope and includes required documentation and attachments</li> </ul>
READINESS	<ul style="list-style-type: none"> <li>• Construction projects: permits and ROW secured</li> <li>• Has a solid funding plan</li> <li>• Design is either in progress or has been completed</li> <li>• Project schedule</li> </ul>
COMMUNITY SUPPORT AND LOCAL MATCH	<ul style="list-style-type: none"> <li>• <i>San Mateo Countywide Transportation Plan (2017)</i></li> <li>• <i>San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)</i></li> <li>• City Bike or Pedestrian Plan or Complete Streets Plan</li> <li>• City General Plan, Specific Plan, Safe Routes to School, other local plans</li> <li>• <i>Grand Boulevard Initiative Guiding Principles</i></li> <li>• MTC Regional Priority Development Area (PDA)</li> <li>• Americans with Disabilities Act</li> <li>• Bicycle and/or Pedestrian Advisory Committee Support</li> <li>• Documented support from community, school, or other relevant group/s</li> <li>• Local cash match</li> </ul>
MEETS PROGRAM OBJECTIVES	<ul style="list-style-type: none"> <li>• Addresses a documented/identified problem</li> <li>• Safety, reduced risk of collision injury</li> <li>• Results from a BAC and public planning process</li> <li>• Demonstrates stakeholder outreach and support</li> <li>• Serves walking transportation</li> <li>• Provides connectivity to bicycle or pedestrian system</li> <li>• Closes gap in countywide bike or pedestrian network</li> <li>• Enhances connectivity to schools, transit stations, and other high use activity centers</li> </ul>

**C. APPLICATION INSTRUCTIONS**

Projects will be scored, ranked and compared against other projects submitted in the Call for Projects based on the criteria outlined below. The project sponsor must justify the project based on these criteria, and should provide as much information as is necessary on the application form to make the best case for the project. Where appropriate, evaluations of current activities, prior

studies, plans or other documents should be cited. Projects will be scored based on overall response to each major section of the criteria. Projects do not necessarily need to meet every individual component of the criteria, but projects that meet a higher number of criteria or are more relevant to the criteria guidelines will receive a higher score.

Additional information and explanation for the questions within each of the eight sections of the applications can be found in the specific section, below.

**I. PROJECT NAME AND FUNDING REQUEST**

*a. Agency / Sponsor*

The project sponsor must be the County of San Mateo County, a city within San Mateo County or Joint powers agencies composed of cities and/or county operating in San Mateo County.

*b. Project Title*

Indicate the title of the project. It should be the same title used in official documents or other publicly available information.

*c. Project Summary*

Brief two or three sentence description of project elements (100 words max.)

*d. Total Funds Requested*

Indicate the total project funding request.

*e. Project Type*

Indicate whether it is a planning, maintenance, or capital project. For capital projects, indicate whether the project serves pedestrians, bicycles, or both.

*f. Application Checklist/Attachments:*

Attachments		Application Question	Content Description
<input type="checkbox"/>	Project Location Maps	VI (a)	Provide a vicinity and a site map indicating project location*.
<input type="checkbox"/>	Policy Consistency Documentation	VI (g)	Policy documentation or resolutions which detail responsibilities and contributions towards the project
<input type="checkbox"/>	Letters of Support	V (b)	Letters indicating stakeholder support.

\* The maps provided should show the project’s relationship to local transit services including Caltrain, BART, SamTrans, or other local operators.

**II. PROJECT SCREENING / BASIC ELIGIBILITY**

For all project types:

*a. Project Sponsor or Applicant*

The project sponsor must be San Mateo County, cities in San Mateo County or Joint powers agencies composed of cities and/or county operating in San Mateo County (the answer must be “Yes” to continue). Additionally, the project must be located within and primarily benefit San Mateo County.

For capital projects only:

*b. Caltrans Standards*

Capital projects may include PS&E and construction phases only. Design must be completed and meet Caltrans standards to be eligible for funding.

*c. California Environmental Quality Act (CEQA) Approval*

California Environmental Quality Act (CEQA) permits must be completed prior to receiving funding. Attach CEQA clearance document.

**III. CLEAR AND COMPLETE PROPOSAL**

*Clear and complete description*

All project types will receive an initial (0 – 10 point) score based on the clarity and completeness of the proposal including, answers to required questions, compliance with instructions, and inclusion of required documentation.

**IV. STATE OF READINESS**

For capital projects only: Projects should be ready to proceed to construction.

*Permitting, Agreements and Environmental Clearance*

*a. Right of Way (ROW) Certification*

Right of way certification ensures all ROW was acquired in accordance with State, and if applicable Federal, Laws. ROW certification also includes the completion of all required utility coordination and cooperative agreements with applicable parties. If ROW certification is not applicable, explain in the “Comments” section. Projects exempt from ROW receive full points in this category.

*b. Permits, Agreements*

List all permits and agreements needed for the project. For each permit or agreement, please list its status (i.e. needed, pending, approved). If no permits are needed for the project, explain in the “comments” section. Projects exempt from permits receive full points in this category.

*c. Design status*

Describe the degree of completion of project design.

*d. Schedule*

List all major project milestones and construction dates. Describe the degree to which the project can be completed before the grant funds expire

**V. COMMUNITY SUPPORT AND LOCAL MATCH**

For all project types:

*a. Bicycle/Pedestrian Advisory Committee*

Jurisdictions receiving TDA Article 3 funding for bicycle and pedestrian projects must have a Bicycle Advisory Committee (BAC) that meets certain requirements.



The required characteristics of the BAC are detailed at the Metropolitan Transportation Commission (MTC) website: <http://www.mtc.ca.gov/funding/STA-TDA/RES-4108.pdf>. Jurisdictions that are in the process of establishing a BAC that will be in place before grant funds are awarded are eligible to apply by checking the “in process” box.

Support from the local BAC or BPAC and other stakeholders should be demonstrated, with letters of support or resolutions supporting the project. Support may be from such groups as schools, advocacy groups, citizens’ advisory committees, merchant groups, neighborhood associations, commissions, city councils, the County Board of Supervisors, transit agency boards, or any other relevant groups.

b. Local cash match:

All Planning Projects are required to provide at least 50% local cash matched.

There is no local cash match required for Capital Projects, but the amount of match may affect project scoring. Local cash match must be new money, excludes other grant funds previously allocated/received for the project.

In the event the Planning Project category is undersubscribed, C/CAG reserves the right to roll the remaining funds into the Capital Projects category.

Also see Section VII below.

**VI. MEETS PROGRAM OBJECTIVES**

C/CAG desires to fund projects that achieve program goals efficiently and effectively, consequently the selection criteria in this section have the highest overall weight. There are two areas of importance:

- Transportation effectiveness (network gap closure and connections to high use activity centers), and
- Effective use of funds (e.g., addresses a safety or accessibility need, problem is identified in relevant plans)

Projects that are fulfilling a vital need and serving larger numbers of users are likely to receive higher scores.

- a. For all project types: Describe the need for the project and how the project addresses an identified problem for people walking or bicycling. Describe the nature of the problem, cite relevant data, studies, or observations to show how the problem has been documented and explain how the project will eliminate or mitigate the problem.

For Planning Projects Only:

- b. For Planning projects, descriptions will be scored based on the completeness of the vision/mission statement, budget and tasks, schedule, attainable goals/metrics, outreach methods, data collection/evaluation, specific improvements, programs/initiatives, format and readability, multi-modal/complete streets concepts, and how it targets low income as well as transit dependent population.

For Capital Projects Only:

Capital Projects will be scored based on the clarity of the description of the project scope. Projects should indicate the type of facility to be built or installed (for example: multi-use path, sidewalk improvement, bike lockers, etc.). Describe the scale of the project. Depending on the type of project, this could be its scope, its duration, its length, volume of activities, or its actual physical size.

*b. Safety, Reduced risk of collision injury:*

Describe how the risk of injury to people walking or bicycling was identified, what the scale of the risk is, and how injury will be reduced as a result of project implementation. Cite relevant data collection, studies or observations. Projects addressing sites with the following characteristics may receive higher scores:

- Crash or injury history involving vehicles and pedestrians/cyclists
- Proximity to schools or school walk route
- Route likely to be or used by people with disabilities or seniors
- Locations with high traffic/ADT and/or high traffic speeds
- Projects using proven design countermeasures

*c. Access to high use activity centers*

Describe if the project enhances bike or pedestrian access to educational institutions, transit stations or other activity centers such as downtown or neighborhood shopping districts, employment centers, hospitals, entertainment venues or recreational parks or other facilities List these destinations and if possible indicate locations on the vicinity map. Facilities provided may include access routes such as trails and sidewalks, and may also include bicycle parking, accessibility features such as curb ramps and tactile warning strips for people with impaired vision, and other facilities that meet the needs of people walking and bicycling. Describe the level of access available currently and how the project creates options or connectivity that are not currently available.

*d. Provides pedestrian facilities*

CCAG intends to provide balanced funding for both bicycle and pedestrian projects. In order to encourage pedestrian proposals, projects that provide facilities for walking (either as a stand-alone pedestrian project or as a dual purpose bicycle and pedestrian project) will receive additional points compared to projects that serve only bicycling.

*e. Transportation Purpose*

Projects that serve transportation trips primarily, or in addition to recreational purposes, will likely receive a higher score than projects that serve primarily recreational cycling or walking. Describe the expected origin(s), destination(s) and estimated distance(s) of the transportation trips the project will serve, if any.

*f. Relationship/Connection of project to countywide bike or pedestrian network*

Describe how the project provides a unique connection between disconnected segments of existing bicycle route(s) or sidewalk, trail or designated school walk route(s). Indicate whether the project provides pedestrian “short cuts” in areas with a circuitous street and pedestrian network. Describe what is required to negotiate the gap if the project is not built, including the length of the trip necessary and the walking or cycling conditions on the alternate route. Projects that connect to existing bicycle or pedestrian facilities on at least one end will score higher than projects that are isolated. If the project extends beyond the County borders, indicate the source of non-TDA Article 3 funding for that part of the project.

Projects connecting at a county line should be coordinated with existing or planned improvements in the adjoining county.

*g. Consistent with existing plans*

Projects should be consistent with local and countywide planning policies, processes and documents. Please list relevant policy documents with which this project is consistent. For each document or policy directive cited, list the name of the document and the publication date. Projects that are listed specifically in any relevant planning documents should be noted with reference to the page number. If your project is not specifically named in any of these documents, applicant should note how the project is consistent with or supports specific policies in the relevant planning documents. Examples of relevant documents include, but are not limited to:

- City General Plan Circulation Element, Specific Plan, Safe Routes to School, Complete Streets or other local plan
- Countywide Transportation Plan
- San Mateo County Comprehensive Bicycle and Pedestrian Plan
- City Bike or Pedestrian, Active Transportation, or Complete Streets Plan
- *Grand Boulevard Initiative Guiding Principles* (for projects along the El Camino Real corridor)
- MTC Regional Priority Development Area (PDA)
- Americans with Disabilities Act

**VII. FUNDING AND LOCAL MATCH**

*For All Project Types:*

Local Cash Match: Indicate the funds requested in this application and the total project costs. Calculate the percentage of local match according to the equation below.

$$\frac{\text{Local Match Funds}^*}{\text{Total Project Cost}} = \text{Local Match \%}$$

*\*Cash match only. Must be new money, excludes other grant funds previously allocated/received for the project.*

*For Planning Projects Only:*

Planning projects are required to provide at least a 50% local match to be considered for TDA Article 3 grant funds.

*For Capital Projects Only:*

- a. Describe the degree to which the project is scalable, if applicable. Indicate what elements can be implemented with partial funding, if any.
- b. Describe whether the project can be phased, and indicate the cost of each phase.

**VIII. OPTIONAL FIELD VIDEO SUBMISSION**

*For Capital Projects Only:*

As an option, project sponsors can submit one (1) 5-minute video of your project location (either on a CD, thumb drive or electronic database such as Dropbox) as a supplement to each application. The BPAC will view these videos prior to the project presentations.

This field video is not required but is highly recommended to help convey project information in more detail. The field video should show the project location, highlight issues and how the project will address those issues. This video does not take the place of the BPAC project presentation.

**IX. PROJECT CONTACT INFORMATION**

Provide a single point of contact who can answer clarifying questions about the application, if needed.

**D. SELECTION PROCESS**

All applications submitted as part of this call for projects will be scored by the C/CAG Bicycle and Pedestrian Advisory Committee at the October 24, 2019 BPAC Meeting. The result of the evaluation process will be a final list of projects to be recommended for funding at the C/CAG Board of Directors Meeting on November 14, 2019.

C/CAG will utilize the C/CAG Bicycle and Pedestrian Committee (BPAC) to evaluate recommended projects for funding. The BPAC serves in an advisory capacity on bicycle and pedestrian issues to the C/CAG Board of Directors. The BPAC has no independent duties or authority to take actions that bind the C/CAG Board. A key role of the Committee is making recommendations to the C/CAG Board on bicycle and pedestrian projects to be funded with Transportation Development Act (TDA) Article 3 funds.

C/CAG reserves the right to fund less than the amount reserved for each program category in a given funding cycle, as well as to fund projects in a program category other than the one for which it was submitted. C/CAG also reserves the right to fund a grant at a lower amount than requested.

**E. REPORTING REQUIREMENTS/ PERFORMANCE INDICATORS**

For each fiscal year of the Transportation Development Act (TDA) Article 3 Program, MTC funding requirements state that project sponsors must submit a fiscal and compliance audit within 180 days after the close of the fiscal year for each ongoing project, in accordance with Public Utilities Code Sections 99233.3 or 99234.

Compliance with reporting requirements and performance measures may be considered in making future grant awards.

**F. IMPLEMENTATION**

Successful applicants that receive TDA Article 3 funds will need to submit the required MTC TDA Article 3 information. This information will be embodied in a resolution from your governing body that includes certain findings by the local jurisdiction. Instructions and the resolution template are available from the MTC website at <http://www.mtc.ca.gov/funding/STA-TDA/index.htm>.

**G. ATTACHMENTS**

- TDA Article 3 FY 19/20 Capital Project Application
- TDA Article 3 FY 19/20 Planning Project Application
- TDA Article 3 FY 19/20 Scoring Sheet

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
OF SAN MATEO COUNTY

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN AND  
BICYCLE PROGRAM CALL FOR PROJECTS FISCAL YEAR 2019/20  
**SCORING SHEET**

Revised: April 26, 2019 Note: Gray shaded cells to be scored by staff

I. Project Name and Funding Request	
a. Applicant Agency:	Rater Name:
I. Project Title:	Project type: (check one) <input type="checkbox"/> Capital <input type="checkbox"/> Planning

II. Project Screening:		
a. Eligible jurisdiction: City, County of San Mateo, or joint powers agency in San Mateo County	<input type="checkbox"/> Yes	<input type="checkbox"/> No
b. Meets applicable Caltrans standards	<input type="checkbox"/> Yes	<input type="checkbox"/> No
c. CEQA approval, if applicable (Date of Approval: _____)	<input type="checkbox"/> Yes or N/A	<input type="checkbox"/> No
d. BAC established as a standing committee	<input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> In Progress

Note: Rater may assign points within the prescribed range	Scale	Maximum Points	Points Assigned
III. Clear and Complete Proposal			
a. Degree to which proposal is clear and complete	0 = Incomplete description, missing documentation 1-5 = Clear project description 5-10 = Clear and complete scope and documentation	10	
<i>Subtotal:</i>		<i>Max. 10</i>	

IV. State of Readiness <i>For Capital Projects only: (Note: if Exempt or Not Applicable = eligible for full points)</i>			
a. Right-of-Way degree to which R.O.W. is secured	0 = R.O.W. not certified, not started 3 = R.O.W. certification complete or not required	3	
b. Permits obtained degree to which permits are in place	0 = No agreements or permits in place 1-2 = Some permits in place 3 = All permits and agreements complete	3	
c. Design Status degree to which design is complete	0 = Design not started 1-3 = Design in progress (35%-65%-95%) Complete 4 = Design 100% complete (ready to advertise)	4	
d. Schedule degree to which project can be completed before funds expire	0 = No Major milestones and construction dates included 1-5 = Major milestones and construction dates included and completed before funds expire	5	
<i>Subtotal:</i>		<i>Max. 15</i>	

<b>V. Community Support and Local Match</b> <i>For all project types:</i>			
a. Project supported by BAC or other group(s)	0 = No documented support 1 - 3 = Support from BAC only 4 - 10 = Support from BAC <u>and other</u> group(s)	10	
b. Local Cash Match	0 = 0% match 2 = 10% match 4 = 20% match 6 = 30% match 8 = 40% match 10 = 50% match	10	
<i>Subtotal:</i>		<i>Max. 20</i>	

Note: Rater may assign points within the prescribed range	Scale	Max Points Capital	Max Points Planning	Points Assigned
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<b>.VI. Meets Program Objectives</b>				
<i>For All Projects:</i> a. Project Need: Degree to which problems, need, and issues are described, urgent and documented	0 = No need demonstrated 1-10 = Moderatedescriptionofneed or problem 11-20 = Documented need, data cited	20		
<i>For Planning Projects Only:</i> b. Score reflects how many and how well the following items are addressed: ___ Vision/Mission Statement ___ Budget and tasks ___ Schedule ___ Attainable goals/metrics ___ Outreach methods ___ Data collection/evaluation ___ Specific improvements ___ Programs/Initiatives ___ Format and Readability ___ Multi-Modal/Complete Streets Concepts ___ Target low income/transit dependent population	Add up to 5 points for each item addressed in list at left using the following scale:  1-2 point = briefly addressed 3-4 points = adequately addressed 5 points = addressed well, in detail		55	
<i>For Capital Projects Only (b – g):</i> b. Safety: degree of reduction in injury risk	0 = minimal safety improvement 1-5 = moderate reduction of risks of severe crashes/injuries 6-10 = significant reduction of risks of severe crashes/injuries	10		
c. High use activity centers, population served, and proximity to PDAs	0 = no activity centers/PDAs in proximity or low income/transit dependent population served 2 - 3 = moderate number of activity centers/PDAs accessed or trips/low income/transit dependent population served 4-5 = high number of activity centers and trips served, within PDA	5		
d. Pedestrian facility	0 = does not provide pedestrian facility 5 = provides a pedestrian facility	5		
e. Transportation purpose	0 - 5 = serves a wide variety of transportation trips	5		

f. Connection to network	0 = does not connect to network 1-3 = connects/expands local network 4-5 = connects to regional network	10		
g. Consistent with plans	0 = not included in local or regional plans 1-3 = included in local or regional plans 4-5 = priority in local and regional plan	5		
<i>Subtotal:</i>		<i>Max. 60</i>	<i>Max. 75</i>	
			<b>Total Score:</b>	
			<i>(Maximum total points: 105)</i>	

**NOTE:**

Gray cells are to be filled by staff

Capital Projects cells are highlighted in Orange

Planning Projects cells are highlighted in Green

White cells are for both types of Projects

## C/CAG AGENDA REPORT

**Date:** May 9, 2019

**To:** City/County Association of Government Board of Directors

**From:** Sandy Wong, Executive Director

**Subject:** Review and approval of Resolution 19-19 authorizing the C/CAG Chair to execute an agreement between C/CAG and DNV GL Energy Services USA Inc. for climate action planning technical assistance services from July 1, 2019 through December 31, 2019 for an amount not to exceed \$75,000.

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-19 authorizing the C/CAG Chair to execute an agreement between C/AG and DNV GL Energy Services USA Inc. (DNV GL) for climate action planning technical assistance services from July 1, 2019 through December 31, 2019 for an amount not to exceed \$75,000.

### FISCAL IMPACT

\$75,000 is funded by the San Mateo County Energy Watch, PG&E Local Government Partnership contract, and local match from the Congestion Relief – Climate Action funds.

### BACKGROUND/DISCUSSION

C/CAG and Pacific Gas and Electric Company (PG&E) completed the contracting process for the San Mateo County Energy Watch (SMCEW), the Local Government Partnership (LGP), 2019 calendar-year program cycle for energy efficiency in San Mateo County last year. A portion of the funding provided by the LGP is designated for Strategic Energy Resources (SER); efforts on policy and long term strategic planning to reduce energy use and greenhouse gas emissions.

The SMCEW has been using SER funds to continue its Regionally Integrated Climate Action Planning Suite (RICAPS) program efforts, which includes providing climate action planning technical assistance and implementation support to San Mateo County cities and the County. Examples of the services provided through the RICAPS program are: emission inventories, climate action plan development and updates, monthly countywide working group meetings, and policy and data development.

The procurement for this this new agreement with DNV GL leveraged a recent procurement process by the County of San Mateo, Office of Sustainability. The County's procurement process requested the same services. C/CAG's procurement policy allows C/CAG to leverage procurements by C/CAG member agencies. The County's procurement reached approximately 16 potential contractors and interviewed five. DNV GL was selected for climate action planning technical services.



Through past C/CAG procurements, DNV GL has been selected as the contractor to provide climate action planning services for multiple years. The contractor has performed the requested services to the satisfaction of C/CAG. Staff recommend the C/CAG Board review and approve a new agreement with DNV GL from July 1, 2019 through December 31, 2019.

### **Attachments**

1. Resolution No. 19-19
2. Agreement between C/CAG – DNV GL Energy Services USA Inc. (Provided online at: <http://ccag.ca.gov/committees/board-of-directors/>)
3. DNV GL Scope of Work (Provided online at: <http://ccag.ca.gov/committees/board-of-directors/>)

**RESOLUTION NO. 19-19**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND DNV GL ENERGY SERVICES USA, INC. FOR CLIMATE ACTION PLANNING TECHNICAL SERVICES FROM JULY 1, 2019 THROUGH DECEMBER 31, 2019 FOR AN AMOUNT NOT TO EXCEED \$75,000**

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

**WHEREAS**, C/CAG has entered into a Local Government Partnership Agreement between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch program; and

**WHEREAS**, the aforementioned Agreement provides Strategic Energy Resources funding for climate action planning, codes and standards, and other long-term planning and policy technical and implementation assistance; and

**WHEREAS**, C/CAG staff has leveraged a recent County procurement process for the same services, which is an allowed procurement process consistent with the C/CAG procurement policy; and

**WHEREAS**, multiple contracts for the climate action planning technical services between C/CAG and DNV GL Energy Services USA Inc. have been executed and those services have been delivered to the satisfaction of C/CAG; and

**WHEREAS**, C/CAG desires to enter into another agreement for a similar scope of services from July 1, 2019 through December 31, 2019.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement between C/CAG and DNV GL Energy Services USA Inc. for climate action planning technical services from July 1, 2019 through December 31, 2019 for an amount not to exceed \$75,000, and further authorize the Executive Director to negotiate final terms prior to execution, subject to legal counsel approval as to form.

**PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY 2019.**

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***Maryann Moise Derwin, Chair***

**C/CAG AGENDA REPORT**

Date: May 9, 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 19-23 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for fiscal year 2019-20.

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

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**RECOMMENDATION**

That the C/CAG Board of Directors adopt Resolution 19-23 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection (RMCP) Committee and the Local Task Force for fiscal year 2019-20.

**FISCAL IMPACT**

\$50,000 in fiscal year 2019-20.

**SOURCE OF FUNDS**

Funding will come from the C/CAG Congestion Relief Fund – Climate Action Plan section.

**BACKGROUND/DISCUSSION**

The C/CAG Resource Management and Climate Protection (RMCP) Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water and climate action/adaptation efforts. The RMCP Committee also reports on the activities of the San Mateo County Energy Watch (SMCEW), the Regionally Integrated Climate Action Planning Suite (RICAPS) program, supports the update to the San Mateo County Energy and Water Strategy, and promotes the goals, strategies and actions in the document.

C/CAG serves as the Local Task Force in San Mateo County to the California Department of Resource Recycling and Recovery (CalRecycle) per AB 939 (1989), and is responsible for reviewing and commenting on any changes made by the County to elements of the Countywide Integrated Waste Management Plan. The County provides solid waste technical support as needed to C/CAG.

C/CAG has been contracting with the County of San Mateo for staff services for RMCP and as the Local Task Force on an annual basis. This agreement will continue the arrangement with the County of San Mateo, Office of Sustainability to provide staff support for the RMCP Committee, as well as the Local Task Force for changes in solid waste diversion resources for fiscal year 2019-20. The existing agreement expires June 30, 2019. Staff recommends a new agreement for fiscal year 2019-20 with the

County of San Mateo for staff services for the RMCP Committee and the Local Task Force.

**ATTACHMENTS**

- 1.) Resolution 19-23
- 2.) Agreement between C/CAG and County Office of Sustainability for RMCP for FY 2019-20

## **RESOLUTION 19-23**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND THE COUNTY OF SAN MATEO OFFICE OF SUSTAINABILITY FOR AN AMOUNT NOT TO EXCEED \$50,000 FOR STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND CLIMATE PROTECTION (RMCP) COMMITTEE AND THE LOCAL TASK FORCE FOR FISCAL YEAR 2019-20**

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

**WHEREAS**, C/CAG desires to obtain services from the County of San Mateo, Office of Sustainability (County) to serve as the primary technical staff support function for the Resource Management and Climate Protection Committee on matters related to energy, water, and greenhouse gas emission reduction strategies; and

**WHEREAS**, C/CAG desires to obtain services from the County to serve as staff to the Local Task Force on matters related to solid waste;

**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 an agreement with the County of San Mateo, Office of Sustainability for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for fiscal year 2019-20.

The C/CAG Board also authorizes the following:

- 1- Authorize the C/CAG Executive Director to negotiate the terms of the final agreement prior to execution by the Chair, subject to legal counsel approval as to form.

**PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

**AGREEMENT BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO  
COUNTY (C/CAG) AND THE COUNTY OF SAN MATEO OFFICE OF  
SUSTAINABILITY FOR AN AMOUNT NOT TO EXCEED \$50,000 FOR  
STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND  
CLIMATE PROTECTION COMMITTEE AND THE LOCAL TASK FORCE  
FOR FISCAL YEAR 2019-20**

This Agreement entered this \_\_\_\_ day of \_\_\_\_ 2019, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency, hereinafter called “C/CAG” and the COUNTY OF SAN MATEO, Office of Sustainability, a department under a political subdivision of the State of California, hereinafter called “COUNTY.”

**W I T N E S S E T H**

WHEREAS, C/CAG is committed to working with the cities in San Mateo County on issues related to solid waste, resource conservation and climate protection; and

WHEREAS, C/CAG desires to obtain services from the COUNTY to serve as the primary technical staff support function for the Resource Management and Climate Protection Committee of C/CAG on matters related to energy, water, and greenhouse gas emission reduction strategies and for the Local Task Force of C/CAG on matters related to solid waste; and

WHEREAS, the COUNTY is committed to providing staff services for said Resource Management and Climate Protection Committee and the solid waste Local Task Force.

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

1. **Services to be provided by COUNTY.** The COUNTY shall provide services as described in Exhibit A, attached hereto and incorporated by reference herein.
2. **Payments.** In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall reimburse COUNTY for eligible costs as set forth in Exhibit A, in an amount not to exceed \$50,000. Payments shall be made within 30 days after receipt and approval of monthly invoices from the COUNTY.
3. **Relationship of the Parties.** It is understood that the COUNTY enters into this Agreement as an Independent Contractor and the Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. **Non-Assignability.** COUNTY shall not assign this Agreement or any portion thereof to

a third party without the prior written consent of C/CAG, and any attempted assignment without such prior written consent is in violation of this Section and shall be grounds for immediate termination of this Agreement, without the notice required by Section 5.

5. **Contract Term.** This Agreement shall be in effect and cover costs as set out in Exhibit A from July 1, 2019 and shall terminate on June 30, 2020; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' written notice to COUNTY. COUNTY may terminate this Agreement at any time for any reason by providing 30 days' written notice to C/CAG. Termination will be effective on the date specified in the notice. In the event of termination under this paragraph, COUNTY shall be paid for all services provided to the date of termination.
6. **Hold Harmless/Indemnity.** COUNTY shall defend, indemnify and save harmless C/CAG and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from COUNTY's performance under this Agreement.

C/CAG shall defend, indemnify and save harmless County and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from C/CAG's performance under this Agreement.

The duty of the parties to indemnify and save harmless as set forth herein shall include the duty to defend as set forth in Section 2778 of the California Civil Code.

7. **Workers' Compensation Coverage.** Statutory Workers' Compensation Insurance and Employer's Liability Insurance will be provided by the COUNTY with limits of not less than one million dollars (\$1,000,000) for any and all persons employed directly or indirectly by COUNTY. In the alternative, COUNTY may rely on a self-insurance program to meet these requirements so long as the program of self-insurance complies fully with the provisions of the California Labor Code. In such case, excess Workers' Compensation Insurance with statutory limits shall be maintained. The insurer, if insurance is provided, and the COUNTY, if a program of self-insurance is provided, shall waive all rights of subrogation against C/CAG for loss arising from worker injuries sustained under this Agreement.
8. **Liability Insurance.** COUNTY shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect COUNTY, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all operations under this Agreement, whether such operations be by COUNTY or by any sub-contractor or by anyone directly or indirectly employed by either of them. In the alternative, COUNTY may rely on a self-insurance program to meet these requirements so long as the program of self-insurance complies fully with the provisions of the California Labor Code.

In the event of the breach of any provision of this Section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, C/CAG, at its option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend all further work pursuant to this Agreement.

9. **Non-discrimination.** COUNTY and its subcontractors performing the services on behalf of the COUNTY shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
10. **Accessibility of Services to Disabled Persons.** COUNTY, not C/CAG, shall be responsible for compliance with all applicable requirements regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
11. **Substitutions.** If particular people or job classifications are identified in Exhibit A as working under this Agreement, COUNTY will not assign others to work in their place without prior written permission from the C/CAG Executive Director. Any substitution shall be with a person or job classification of commensurate experience and knowledge.
12. **Joint Property.** As between C/CAG and COUNTY, any system or documents developed, produced or provided under this Agreement shall become the joint property of C/CAG and the COUNTY.
13. **Access to Records.** COUNTY shall retain, for a period of no less than five years, all books, documents, papers, and records which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions, and shall provide C/CAG, its member agencies, and or their auditors with access to said books and records.  
  
COUNTY shall maintain all required records for five years after C/CAG makes final payments.
14. **Merger Clause.** This Agreement constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding.
15. **Amendments.** Any changes to this Agreement shall be incorporated in written amendments and executed by both County and C/CAG. No claim for additional compensation or extension of time shall be recognized unless contained in a duly executed amendment.



16. **Governing Law.** This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this Agreement for Staff Services for the Resource Management and Climate Protection Committee and the Local Task Force on the day and year first above indicated.

County of San Mateo (County)

By \_\_\_\_\_ Date \_\_\_\_\_  
Jim Eggemeyer  
County Office of Sustainability - Director

Approved as to Form By \_\_\_\_\_ Date \_\_\_\_\_  
County Counsel

City/County Association of Governments (C/CAG)

By \_\_\_\_\_ Date \_\_\_\_\_  
Maryann Moise Derwin  
C/CAG Chair

Approved as to Form By \_\_\_\_\_ Date \_\_\_\_\_  
C/CAG Legal Counsel

## **Exhibit A**

### **STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND CLIMATE PROTECTION COMMITTEE AND TO C/CAG AS THE LOCAL TASK FORCE**

#### **SCOPE OF WORK**

- 1.0 Introduction - The City/ County Association of Governments of San Mateo County (C/CAG) is committed to working with the cities in San Mateo County on issues related to solid waste, resource conservation and climate protection. C/CAG desires to contract with the County of San Mateo, Office of Sustainability (County) for staff support of the C/CAG Resource Management and Climate Protection committee and to provide technical staff support to the solid waste Local Task Force to retain the experience and knowledge gained by key staff.
- 2.0 Management and Staffing Oversight - the County shall provide adequate reporting and information and attend meetings with C/CAG staff as necessary to support the Resource Management and Climate Protection Committee and shall provide reports and presentations to the C/CAG Board as necessary to ensure that the responsibilities of the solid waste Local Task Force are administered.
- 3.0 Specific Scope of Work – the County shall:
  - 3.1 Provide staffing for the Resource Management and Climate Protection Committee, including the development of agendas, writing of minutes and the provision of strategic support for ongoing initiatives.
  - 3.2 Provide staff support to the Local Task Force (C/CAG Board) on matters related to Solid Waste including Non-Disposal Facility Element (NDFE) amendments and other matters related to Countywide Integrated Waste Management Planning.
- 4.0 Reporting - The County of San Mateo shall report to the C/CAG Board and other C/CAG committees, as requested by C/CAG, on activities related to this scope of work upon request during the 2019-2020 fiscal year.
- 5.0 Payments - The County shall submit invoices for services provided along with supporting documentation including labor hours and rates (which rates shall be no greater than the rate which will fully compensate the County for its costs associated with each employee, commonly referred to as the "fully loaded rate") and all other related costs for management and staffing. C/CAG shall pay invoices within 30 days of receipt.

## C/CAG AGENDA REPORT

Date: May 9, 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 19-25 approving the population data to be used by C/CAG.

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

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### **RECOMMENDATION**

That the C/CAG Board review and approve resolution 19-25 approving the population data to be used by C/CAG.

### **FISCAL IMPACT**

Adopted population data will be used to determine C/CAG member contributions, special voting procedures, and other C/CAG programs.

### **BACKGROUND**

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the population data to be used in C/CAG programs. It is recommended that the C/CAG Board adopt the most recent population data available, which is dated January 1, 2018 released by the State Department of Finance May 1, 2018, as the population to be used by C/CAG.

### **ATTACHMENTS**

1. Resolution 19-25
2. Population figures provided by the State Department of Finance as of January 1, 2018.

## **RESOLUTION 19-25**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE POPULATION DATA TO BE USED BY C/CAG**

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

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population to perform county-wide planning activities as approved by or directed by two-thirds (2/3) of the members representing two-thirds (2/3) of the population of the County, and

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population for special voting procedures, and

**WHEREAS**, the C/CAG Joint Powers Agreement determines C/CAG Member's contribution to C/CAG based upon its population, and

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population for termination and disposition of property, and

**WHEREAS**, the C/CAG Joint Powers Agreement may be amended at any time with the agreement of the majority of the members representing a majority of the population of the County, and

**WHEREAS**, the C/CAG Board of Directors shall establish by resolution the population figures to be utilized in determining the population of local governments based on the results of the decennial Federal census or population figures provided by the State Department of Finance.

**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 approves the attached table as the population data to be used by CCAG.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

Attachment to Item 5.5					
City/County Population Estimates by Department of Finance					
	1/1/2018	January 1, 2017 (Info Only)	January 1, 2016 (Info Only)	January 1, 2015 (Info Only)	January 1, 2014 (Info Only)
County/City	Population				
<b>Total San Mateo County</b>	<b>774,155</b>	770,203	766,041	753,123	745,193
Atherton	<b>7,135</b>	7,148	7,150	6,935	6,917
Belmont	<b>27,388</b>	27,594	27,834	26,748	26,559
Brisbane	<b>4,692</b>	4,722	4,699	4,541	4,431
Burlingame	<b>30,294</b>	30,148	29,724	29,890	29,685
Colma	<b>1,501</b>	1,506	1,509	1,480	1,470
Daly City	<b>107,864</b>	109,287	109,139	105,810	105,076
East Palo Alto	<b>30,917</b>	30,340	30,545	29,137	28,934
Foster City	<b>33,490</b>	33,225	33,201	32,390	32,168
Half Moon Bay	<b>12,639</b>	12,591	12,528	12,051	11,721
Hillsborough	<b>11,543</b>	11,753	11,687	11,420	11,260
Menlo Park	<b>35,268</b>	35,670	33,863	33,273	32,896
Millbrae	<b>22,854</b>	23,168	23,136	22,898	22,605
Pacifica	<b>38,418</b>	38,124	37,806	38,551	38,292
Portola Valley	<b>4,767</b>	4,707	4,751	4,527	4,480
Redwood City	<b>86,380</b>	85,601	85,992	81,838	80,768
San Bruno	<b>46,085</b>	45,295	45,360	44,409	43,223
San Carlos	<b>29,897</b>	29,311	29,008	29,449	29,219
San Mateo	<b>104,490</b>	103,426	102,659	101,429	100,106
South San Francisco	<b>67,082</b>	65,451	64,585	66,193	65,710
Woodside	<b>5,623</b>	5,666	5,664	5,539	5,496
Balance of County	<b>65,828</b>	65,470	65,201	64,615	64,177
Department of Finance					
Demographic Research Unit					
Phone: (916) 323-4086					
For more information: <a href="http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php">http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php</a>					
Released on May 1, 2018					
<a href="http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/">http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/</a>					

## C/CAG AGENDA REPORT

Date: May 9, 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 19-26 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Northern Segment) Project from Whipple Ave. in Redwood City to I-380 in San Bruno.

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

### RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-26 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Northern Segment) Project from Whipple Ave. in Redwood City to I-380 in San Bruno.

It is also recommended that the C/CAG Board authorize the Executive Director to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by legal counsel.

### FISCAL IMPACT

None

### SOURCE OF FUNDS

N/A

### BACKGROUND

On May 8, 2015, the SMCTA issued a call for projects for their Measure A Highway Program, to solicit projects that reduce congestion in commute corridors. The program focuses on removing bottlenecks in the most congested highway commute corridors, reducing congestion, and improving throughput along critical congested commute corridors.

C/CAG applied to sponsor and develop the Project Approval/Environmental Document (PA/ED) phase of US 101 Managed Lane project. On October 1, 2015, TA Board authorized the allocation of \$8.5 million of Measure A funding for the PA/ED phase. An additional \$3 million in private contributions was secured to fully fund the PA/ED phase.

On June 22, 2016, the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the process to evaluate alternatives and develop the PA/ED. The PA/ED phase is being delivered by an integrated Caltrans and SMCTA consultant project delivery team.

In October 2016, the Managed Lane project received \$9.7 million in Federal Earmark repurposed funds. Because C/CAG was the recipient of the earmark funding, C/CAG entered into an amended Cooperative Agreement with Caltrans and the SMCTA to make the funding available to the project. An Express Lane was the preferred alternative in the environmental document which was finalized and certified by Caltrans in November 2018.

On October 9, 2017, the SMCTA issued another call for project for their Measure A Highway Program. On November 20, 2017, C/CAG and SMCTA submitted a joint Measure A application for funding upcoming phases of work. These phases included design and right of way. On February 1, 2018, SMCTA approved \$22 million towards the upcoming phases of work.

On October 12, 2017, the C/CAG Board approved the proposed 2018 STIP for San Mateo County which programmed \$16 million toward the right of way phase and \$17.5 million towards the construction phase of the Express Lane project.

On April 12, 2018, C/CAG approved of entering into a cooperative agreement with SMCTA and Caltrans for the right of way and design phase. C/CAG entered into the agreement to make the \$16 million in 2018 STIP right of way funding available to the project.

On May 16, 2018, the California Transportation Commission (CTC) awarded \$200 million from the SB 1 State Solutions for Congested Corridors (SCC) program and on October 17, 2018, \$20 million from the SB 1 Local Program Partnership competitive funds towards the construction of the US 101 Express Lane project.

### Advance Delivery

To accelerate delivery, the overall project was divided into a northern and southern segment. The southern segment design is complete and project limits are from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City. On December 5, 2018, the CTC amended the SCC awarded funds to segregate the awarded funds for the two segments. The CTC allocated the funding for the southern segment at their CTC on January 31, 2019 meeting.

On February 14, 2019, the C/CAG Board approved Resolution 19-04 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City.

The northern segment is anticipated to be design complete this summer. This cooperative agreement with SMCTA and Caltrans is for the construction phase of the US 101 Express Lane Northern Segment. C/CAG is a signatory on this agreement as a co-sponsor of the project and as funding partner through its contribution of \$17.5 million in STIP. As a co-sponsor of the project, C/CAG will be responsible along with Caltrans, and the SMCTA to secure any additional funds needed to

complete the project.

The draft cooperative agreement was reviewed by staff and legal counsel, and is available for review on-line. SMCTA and C/CAG comments are under review by Caltrans legal. It is recommended that the C/CAG Executive Director be authorized to negotiate final terms, subject to the C/CAG legal counsel approval, and prior to execution by the C/CAG Chair.

#### **ATTACHMENTS**

1. Resolution 19-26
2. Provided on-line only at: <http://ccag.ca.gov/committees/board-of-directors/>  
Draft Cooperative Agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and the City/ County Association of Governments of San Mateo County.



**RESOLUTION 19-26**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A COOPERATIVE AGREEMENT BETWEEN CALTRANS, THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA), AND C/CAG FOR THE CONSTRUCTION PHASE OF THE US 101 EXPRESS LANE (NORTHERN SEGMENT) PROJECT FROM WHIPPLE AVE. IN REDWOOD CITY TO I-380 IN SAN BRUNO**

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

**WHEREAS**, on June 2, 2016, the SMCTA Board through Resolution 2016-12 approved an amendment to the 2004 Transportation Authority Expenditure Plan which allows the TA to act as a sponsor for the US 101 Managed Lane Project; and

**WHEREAS**, on November 10, 2016, the C/CAG Board approved a resolution to co-sponsor the environmental phase of the US 101 Managed Lane Project with the SMCTA; and

**WHEREAS**, on June 22, 2016, the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the completing the environmental phase of the project; and

**WHEREAS**, on April 12, 2018 the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the completing the design and right of way phases of work; and

**WHEREAS**, on May 16, 2018, the California Transportation Commission awarded \$200 million towards the construction of the US 101 Express Lane project; and

**WHEREAS**, to accelerate delivery, the overall project was divided into a northern and southern segment with the northern segment project limits starting at Whipple Ave. in Redwood City to I-380 in San Bruno; and

**WHEREAS**, the environmental phase is completed, and design of the southern segment is completed; and

**WHEREAS**, on February 14, 2019, the C/CAG Board approved Resolution 19-04 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City; and

**WHEREAS**, the design of the northern segment is anticipated to be complete by this summer; and

**WHEREAS**, a Cooperative Agreement with Caltrans and the SMCTA will be required to document the obligations and responsibilities for the construction phase of the northern segment.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that, on behalf of C/CAG, the Chair is authorized to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Northern Segment) Project from Whipple Ave. in Redwood City to I-380 in San Bruno, and also that the Executive Director is authorized to negotiate the final terms of said cooperative agreement prior to its execution by the C/CAG Chair, subject to approval as to form by legal counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

## C/CAG AGENDA REPORT

Date: May 9, 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 19-27 authorizing the C/CAG Chair to execute Amendment No. 7 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$93,000 for Fiscal Year 2019-20.

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

### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-27 authorizing the C/CAG Chair to execute Amendment No. 7 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$93,000 for FY 2019-20.

### FISCAL IMPACT

A total of \$93,000 for FY 2019-20. It is included in the proposed C/CAG budget for FY 2019-20.

### SOURCE OF FUNDS

Member assessments, parcel fee, motor vehicle fee, and State/ Federal Transportation Funds.

### BACKGROUND

The City of San Carlos is the Financial Agent for C/CAG. C/CAG annually negotiates a fee for these services. On June 14, 2012, C/CAG Board approved Resolution 12-42 authorizing the Chair to execute the agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,600 for fiscal year 2012-13. On June 13, 2013, C/CAG Board approved Resolution 13-16 authorizing the Chair to execute Amendment No. 1 to said agreement in an amount of \$75,366 for fiscal year 2013-14. Amendment No. 1 also included additional language regarding background check for Management personnel. On May 8, 2014, C/CAG Board approved Resolution 14-10 authorizing Amendment No. 2 in an amount of \$77,700 for fiscal year 2014-15. On May 14, 2015, C/CAG Board approved Resolution 15-18 authorizing Amendment No. 3 in an amount of \$80,430 for fiscal year 2015-16. That amendment included the additional effort to implement Government Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions*. On May 12, 2016, CCAG Board approved Resolution 16-06 authorizing Amendment No. 4 in an amount of \$82,440 for fiscal year 2016-17. On June 8, 2017, CCAG Board approved Resolution 17-25 authorizing Amendment No. 5 in an amount of \$85,000 for fiscal year 2017-18. On June 14, 2018, CCAG Board approved Resolution 18-35 authorizing Amendment No. 6 in an amount of \$88,200 for fiscal year 2018-19.

Financial services include activities such as maintaining bank and investment accounts, implementing internal financial controls, paying vendors and project sponsors, managing receivables, investing surplus cash, reporting, managing audit processes, etc. A high level of service has been achieved by the City of San Carlos. All reports were provided on a timely basis. Additionally, the City of San Carlos staff has been very responsive to requests from C/CAG staff.

City of San Carlos has updated the annual cost to ensure full recovery of cost for services, including an adjustment of hourly rate by a CPI increase of 3.3%, and added hours for the preparation of the State Controller's Annual Financial Transaction report, and hours for the Program Audits. It is proposed, as part of Amendment No. 7, the fee for regular financial services for fiscal year 2018-19 be \$93,000. In addition, City will be reimbursed by C/CAG for other services and special projects, as requested by C/CAG, at the fully burdened hourly rate of \$179 per hour.

The cost for bank fees, storage, postage, as well as costs for audit services are not included in the original agreement or any amendment. Those costs are billed separately.

#### **ATTACHMENTS**

1. Resolution 19-27
2. Amendment No. 7 to the agreement between C/CAG and the City of San Carlos to provide financial services.

## **RESOLUTION 19-27**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 7 TO THE AGREEMENT BETWEEN C/CAG AND THE CITY OF SAN CARLOS TO PROVIDE FINANCIAL SERVICES TO C/CAG FOR A TOTAL OF \$93,000 FOR FY 2019-20**

**WHEREAS**, the City/County Association of Governments (C/CAG) of San Mateo County is a Joint Powers Authority created by the Cities and the County; and,

**WHEREAS**, C/CAG utilizes the services of its member agencies in order to minimize staff and cost; and,

**WHEREAS**, the City of San Carlos has been designated as the C/CAG Financial Agent; and,

**WHEREAS**, C/CAG Resolution 12-42 (June 14, 2012) authorized the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,000 for fiscal year 2012-13; and,

**WHEREAS**, C/CAG has executed the following amendments to said agreement for City of San Carlos to provide financial services to C/CAG; and

Amendment No. 1, \$75,366 for FY 13-14, approved by Resolution 13-16 (June 13, 2013); and  
Amendment No. 2, \$77,700 for FY 14-15, approved by Resolution 14-10 (May 8, 2014); and  
Amendment No. 3, \$80,430 for FY 15-16, approved by Resolution 15-18 (May 14, 2015); and  
Amendment No. 4, \$82,440 for FY 16-17, approved by Resolution 16-06 (May 12, 2016); and  
Amendment No. 5, \$85,000 for FY 17-18, approved by Resolution 17-25 (June 7, 2017); and  
Amendment No. 6, \$88,200 for FY 18-19, approved by Resolution 18-35 (June 14, 2018); and

**WHEREAS**, the City of San Carlos has proposed a fee of \$93,000 for the financial services for fiscal year 2019-20; and,

**WHEREAS**, C/CAG and the City of San Carlos wish to set forth the terms and conditions, funding, and scope of work for the financial services as provided in Amendment No. 7.

**THEREFORE BE IT RESOLVED NOW**, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute Amendment No. 7 to the Financial Service Agreement for fiscal year 2019-20 between the City of San Carlos and C/CAG in an amount not to exceed \$93,000.

**PASSED, APPROVED, AND ADOPTED, THIS 9<sup>TH</sup> DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

## AMENDMENT No. 7

### AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SAN CARLOS AND CITY COUNTY ASSOCIATION of GOVERNMENTS

This Seventh Amendment to the Agreement for Professional Services is made and entered into as of July 1, 2019, by and between the City of San Carlos, hereinafter referred to as "CITY" and the City County Association of Governments, hereinafter referred to as "C/CAG".

#### WITNESSETH:

**WHEREAS**, on June 14, 2012, the City and C/CAG entered into an agreement for the performance of the agreed financial services by the City's Administrative Services Department through the Finance Division (the "Original Agreement"); and

**WHEREAS**, on July 1, 2013, the City and C/CAG executed Amendment One to the Agreement which adjusted the compensation, added background check requirement for certain City employees providing financial services to C/CAG, amended scope of services to include City serving as C/CAG's Controller with duties limited to making or contracting for an annual audit, and amending Notice delivery to Sandy Wong; and

**WHEREAS**, on July 1, 2014, the City and C/CAG executed Amendment Two to the Agreement which adjusted the compensation; and

**WHEREAS**, on July 1, 2015, the City and C/CAG executed Amendment Three to the Agreement which adjusted the compensation; and

**WHEREAS**, on July 1, 2016, the City and C/CAG executed Amendment Four to the Agreement which adjusted the compensation

**WHEREAS**, on July 1, 2017, the City and C/CAG executed Amendment Five to the Agreement which adjusted the compensation

**WHEREAS**, on July 1, 2018, the City and C/CAG executed Amendment Sixth to the Agreement which adjusted the compensation; and

**WHEREAS**, pursuant to Section B.3 set forth in Exhibit A of the original agreement, the City will provide financial services to C/CAG for a fixed annual fee and this fixed fee will be adjusted on an annual basis; and

**WHEREAS**, pursuant to Section B.6 set forth in Exhibit A of the original agreement, the City will bill an hourly rate excluding expenses for other services and special projects, and this rate should be adjusted annually based on the fully burdened hourly rate set for the fiscal year; and

**WHEREAS**, both parties now wish to amend that section of the Professional Services Agreement.

**NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:**

1. C/CAG agrees to reimburse CITY for Financial Services. The fixed annual fee for FY 2020 (July 1, 2019 to June 30, 2020) will be adjusted from \$88,200 to \$93,000.
2. C/CAG agrees to reimburse CITY for other services and special projects. The fully burdened hourly rate for FY 2020 (July 1, 2019 to June 30, 2020) will be adjusted to \$179 per hour. Expenses are excluded from this rate and will be billed separately.
3. All other terms of the Original Agreement and Amendment One remain in full force and effect.

**IN WITNESS WHEREOF**, the parties hereto have caused this amendment to the Original Agreement between C/CAG and the City of San Carlos to be executed effective as of the date first above written.

CITY OF SAN CARLOS

DATE: \_\_\_\_\_

\_\_\_\_\_

Jeff Maltbie, City Manager

C/CAG

DATE: \_\_\_\_\_

\_\_\_\_\_

Maryann Moise Derwin, Chair

APPROVED AS TO FORM

DATE: \_\_\_\_\_

\_\_\_\_\_

Gregory J Rubens, City Attorney

APPROVED AS TO FORM

DATE: \_\_\_\_\_

\_\_\_\_\_

C/CAG Legal Counsel

## C/CAG AGENDA REPORT

Date: May 9, 2019

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-28 determining that the Mills Park Center Project in San Bruno, including Rezoning, Planned Development Permit and related 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)

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 19-28 determining that the proposed Mills Park Center Project, including Rezoning, Planned Development Permit and related project entitlements, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

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

### DISCUSSION

The Mills Park Center Project (“Project”) includes the demolition of existing improvements on the project site at 601-799 El Camino Real, merger of 27 parcels totaling 5.38 acres into two lots, and construction of a five-story (70 ft. tall) mixed use building on each lot: Building A includes 41,600 sq. ft. of ground floor commercial and 182 residential units, and Building B includes 12,600 sq. ft. of ground floor commercial with 243 residential units above.

Among other project entitlements, the property is proposed to be rezoned from Low-Density Residential (R-2) to a Planned Development District (P-D). Additionally, in accordance with the City of San Bruno’s requirements, projects in a P-D District must be developed and utilized in accordance with an approved P-D Development Plan. Accordingly, a Planned Development Permit is required to ensure the proposed development conforms to the provision of that Development Plan.



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

## **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) *Safe, Efficient Use and Preservation of the Navigable Airspace*, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map (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 two new structures, both of which are 70 feet tall, with architectural elements that may extend an additional 10 feet. With a ground elevation of approximately 41-48 feet above mean sea level (MSL), the overall height of the project is about 121-128’ above MSL. As shown on Attachment 5, the height for the imaginary surface established for the horizontal surface at the project location is 163.2 feet above MSL, so the structure heights would be well below the limit. Moreover, SFO Planning staff reviewed the proposal and with more refinement determined the project to be 98 feet or more below the critical airspace. However, as shown on the Attachment 6, the Project is located in an area that requires FAA notification for projects greater than 30 feet tall. 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 San Bruno an FAA determination of no hazard to air navigation.

## **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 nor existing City ordinances, the following condition is proposed:

- The City of San Bruno 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 Review**

The Airport Land Use Committee considered this item at its April 25, 2019 meeting, and voted unanimously to find the project compatible with the SFO ALUCP, subject to inclusion of the conditions identified above.

### **ATTACHMENTS**

1. Resolution 19-28
2. ALUCP application, together with related project description and plan set excerpts
3. SFO ALUCP Exh. IV-6 - Noise Compatibility Zones
4. SFO ALUCP Exh. IV-8 – 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 19-28

**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 MILLS PARK CENTER PROJECT IN SAN BRUNO, INCLUDING REZONING, PLANNED DEVELOPMENT PERMIT AND RELATED ENTITLEMENTS, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT**

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

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

**WHEREAS**, the City of San Bruno has submitted its proposed Mills Park Center Project, including Rezoning, Planned Development Permit and related development entitlements (the “Project”), to the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

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

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

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

height shown on the airspace protection surfaces map (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 two new structures, both of which are 70 feet tall, with architectural elements that may extend an additional 10 feet. With a ground elevation of approximately 41-48 feet above mean sea level (MSL), the overall height of the project is about 121-128’ above MSL. The height for the imaginary surface established for the horizontal surface at the project location is 163.2 feet above MSL, so the structure heights would be well below the limit. However, based on the location of the site, the proposed building heights require 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 proposed Mills Park Center in San Bruno, including related Rezoning, Planned Development Permit 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 9TH DAY OF MAY 2019.**

---

*Maryann Moise Derwin, Chair*

**Resolution 19-28 – 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 San Bruno an FAA determination of no hazard to air navigation.*
- 2. The City of San Bruno 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).*

## Mills Park Center

**Project Address:** Mills Park Center (643 – 799 El Camino Real, 701- 751 Camino Plaza, 711 – 777 Kains Ave., 601 – 611 El Camino Real)

**Assessor's Parcel Nos:** 020-096-050, 020-096-060, 020-096-070, 020-096-080, 020-076-090, 020-076-100, 020-076-110, 020-076-120, 020-076-130, 020-076-160, 020-076-200, 020-076-220, 020-076-230, 020-076-240, 020-076-250, 020-076-260, 020-075-080, 020-075-090, 020-075-100, 020-075-110, 020-072-030, 020-072-040, 020-072-050, 020-072-060, 020-072-070, 020-072-320

**Project Description:** The applicant proposes to demolish the existing commercial shopping center known commonly as Mills Park Center and the adjacent vehicle storage lot located to the south of the site, and demolish the open vehicle storage lot located to the south of the shopping center and the commercial buildings located at 601 – 611 El Camino Real. The project would require the merger of 27 parcels into two lots, totaling 5.38 acres. Two five story, 70' tall mixed-use buildings would be constructed that would be separated by Kains Avenue. Total building square footage would amount to 904,252 gross square feet, which corresponds to a 3.86 FAR. The proposed site to the north is referred to as Parcel A and measures 2.42 acres. The site would be developed with Building A which would include 182 dwellings, made up of 12 studios, 117 one-bedroom units, and 53 two-bedroom units, an approximately 41,600 square foot grocery store, and 435 parking spaces. One hundred seventy of the parking spaces would be dedicated for the retail use. The proposed site to the south is Parcel B and measures 2.96 acres in area. The site would be developed with Building B which would include 243 dwelling units, made up of 20 studios, 154 one-bedroom units, and 69 two-bedroom units, approximately 12,600 sq. ft. of retail space divided among two commercial spaces on the corners, and 426 parking spaces. Fifty three of the parking spaces would be for the retail use. Residential parking for both buildings would be provided at 1 space per bedroom in the shared underground parking garage located beneath each building with direct access from El Camino Real (retail and apartments), Kains Avenue (apartments only), and White Way (apartments only).

The primary building entrances are located along the El Camino Real and San Bruno Avenue frontages. Private direct access is provided from all of the underground parking areas. The permanent on-site leasing office is located in Building B along its El Camino Real frontage near the retail corner.

The tallest portions of the buildings would be located along the major corridor streets of El Camino Real and San Bruno Avenue West, transitioning to a two- to three-story building along both White Way and Linden Avenues to address the abutting low-density residential neighborhood to the west. The portion of the project on Linden Avenue in Building B would have the appearance and scale of townhouses with a landscaped front yard.

The project proposes to realign Kains Avenue and install a new signal light at the

intersection of Kains Avenue and El Camino Real. A portion of the southern portion of White Way within Parcel B and the Camino Plaza right-of-way within Parcel A would both be abandoned. A new dedication for a White Way connection to El Camino Real and a new dedication to widen White Way at San Bruno Ave. W. for access to the new dialysis center would be provided. Additional public right-of-way would be dedicated to create a right hand turning lane at the intersection of San Bruno Ave. W. and El Camino Real.

**Existing Conditions:** The development site measures 5.38 acres in total area and is bounded by San Bruno Ave. W. to the north, Angus Avenue to the south, El Camino Real to the east, and White Way and Linden Avenue to the west. The project site is currently zoned C (General Commercial) but would be rezoned to P-D (Planned Development) that permits high-density, mixed-use buildings within close proximity to transit as specified within the Transit Oriented District (TOD) General Plan designation.

The development site consists of 27 parcels. The majority of the site is developed with the Mills Park Center, a retail shopping center with 45 tenant spaces in 110,000 square-feet of floor area. The shopping center has two streets and an alley running through it. Camino Plaza extends from San Bruno Ave. W. to Kains Ave. and provides interior vehicular access to the shopping center. Kains Avenue provides the only east/west vehicular access through the site. White Way is an alley the runs north/south through the site and provides service access to some of the businesses within the shopping center. There are several surface parking lots scattered throughout the shopping center that provide a total of 80 parking spaces. Also included within the development site is the motor vehicle sales lot located just south of the shopping center and the commercial buildings located at 601 and 611 El Camino Real.

The project site generally slopes from West to East, with White Way and Linden situated approximately 13' higher than El Camino Real, with an average slope of approximately 5%. There is an existing retaining wall along the East side of White Way, which accommodates a grade difference of 4 to 8 feet between the alley and the adjacent single-family lots above.

The project site is located within the Transit Corridors Plan (TCP) area which was adopted by the City in 2013 to promote development in downtown San Bruno near the two major transit stations. There are five character areas located throughout the TCP area. The development site is located within the El Camino Real Character Area which generally applies to parcels along the El Camino Real corridor. The El Camino Real character area allows building heights up to 70 feet and 5 stories, with an extra 10 feet of height for architectural encroachments. The proposed buildings would measure 70 feet in height above the average grade plane, and includes architectural encroachments that would extend above 70 feet.

**Additional Application Information:**

1a. The development site is not located within a noise exposure zone as identified within the SFO-ALUCP.

1b. The development site is not located within a safety zone as identified within the SFO-ALUCP.

1c. The development site appears to encroach into critical airspace area as identified within the SFO-ALUCP.

**3. Environmental Review.** The project is located within the Transit Corridors Plan (TCP) Specific Plan area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. Therefore, site specific, individual projects, such as the proposed project, can be evaluated using the Program EIR to decide if all potentially significant environmental impacts of the individual project:

- ) Have been previously identified (are not new) and are not substantially more severe than those identified in the Program EIR;
- ) Will be avoided or mitigated to the extent feasible as a result of the EIR; and
- ) Have been examined in the EIR, site-specific project revisions, or the implementation of standards development standard regulations.

To determine if the above conditions are met, an Initial Study/Environmental Checklist must be prepared for the proposed project. The following studies/reports must be generated for the preparation of the Initial Study/Environmental Checklist: Tree Survey, Geotechnical Report, Phase 1 Environmental Site Assessment, Identify if any hazardous materials have ever been used on-site or will be used on-site, Asbestos Survey Report, FAA Notification or Exemption, Storm water treatment plan, Noise Assessment, Traffic Study and Feasibility Analysis, Transportation and Parking Demand Management Plan, and Estimates of water demand and wastewater generation. Staff is currently working with a consultant on the preparation of the Initial Study Checklist for the project.

**Additional Information for Development Projects:**

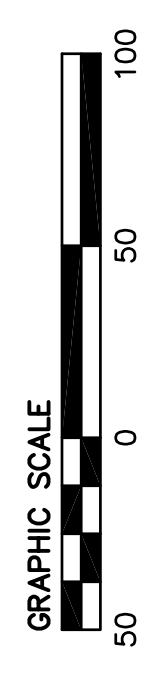
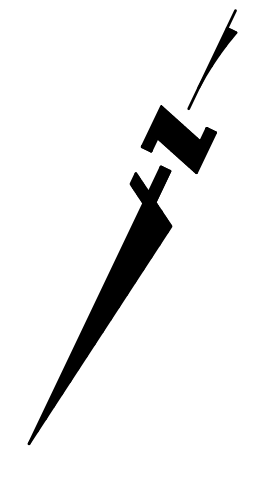
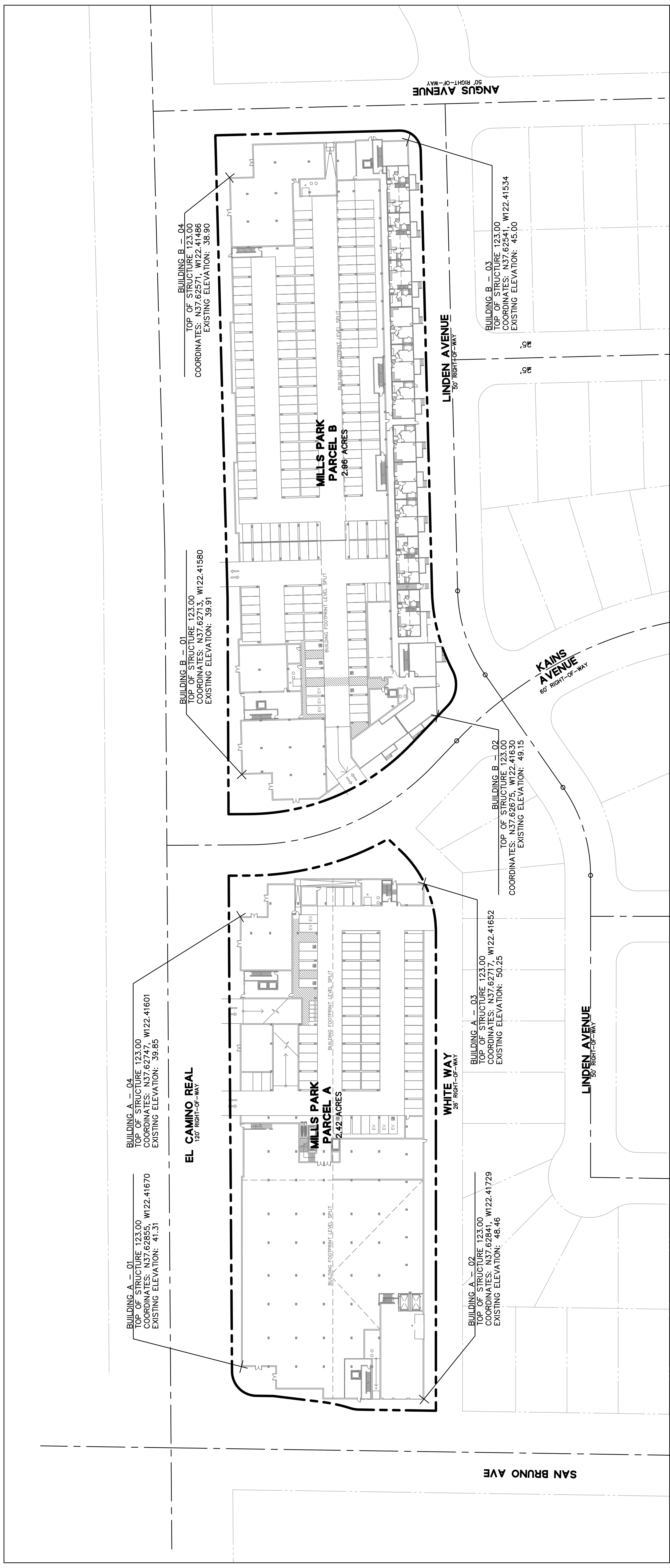
An Electronic Copy of the Plans was uploaded to the City's Box Account and can be found here: <https://sanbruno.box.com/s/vwh8z6juxpkqqmhonf7r3ckp47xk9j2h>

- Latitude: W122.41486, Longitude: N 37.62571
- Building Height: 70'-0" + 10'-0" for appurtenances
- Site Elevation: 41'-0"
- Overall Building Height Above Mean Sea Level: 123'-0"



Job No	20160157
Approved	
Drawn	JHD
Design	
Scale	
Date	02/22/19
No.	
Revisions	

# MILLS PARK FAA EXHIBIT



- NOTES:**
1. THE ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
  2. LATITUDE AND LONGITUDE COORDINATES ARE BASED ON NAD83.
  3. BUILDING A AND BUILDING B ASSUME A SITE ELEVATION OF 41.0.
  4. TOTAL STRUCTURE HEIGHT ABOVE GROUND IS 82.0 ABOVE SITE ELEVATION. THE STRUCTURE HEIGHTS WERE PROVIDED BY KIGY.
  5. TOP OF STRUCTURE ELEVATIONS WERE DETERMINED BY ADDING THE TOTAL STRUCTURE HEIGHTS TO THE SITE ELEVATION OF 41.0. TOP OF STRUCTURE ELEVATION IS 123.00 FOR BOTH BUILDING A AND BUILDING B.



Architecture + Planning  
 1814 Franklin Street, Ste. 400  
 Oakland, CA 94612  
 510.272.2910  
 ktgy.com

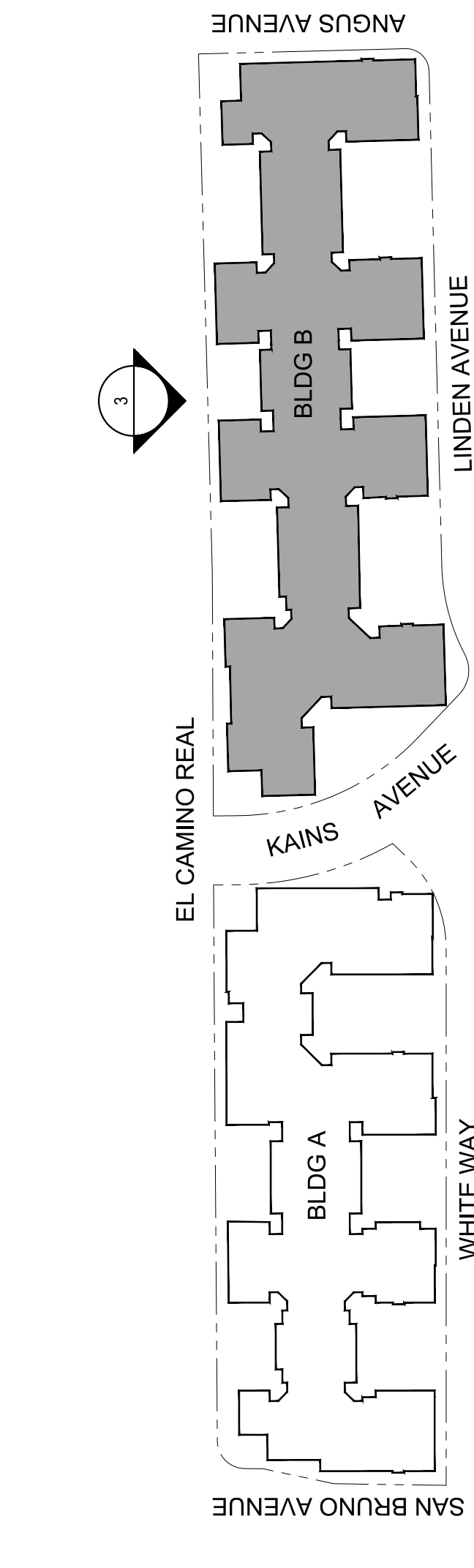
G.W. Williams Co. + Signature Development Group  
 2335 Broadway Street, Ste.200  
 Oakland, CA 94612

**MILLS PARK**  
 SAN BRUNO, CA # 2016-0449

**CITY SUBMITTAL #5**  
 FEBRUARY 22, 2019

COVER SHEET

**A0.0**



3. Key East Elevation n.t.s.



2. East Elevation Building B



1. East Elevation Building B

\* Per California Building Code, building height limited to 60 feet measured from average grade plane to top of roof sheathing.  
 \*\* Per Transit Corridors Plan, building height measured from average finished grade along the primary facade to the top of parapet



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 ktgy.com

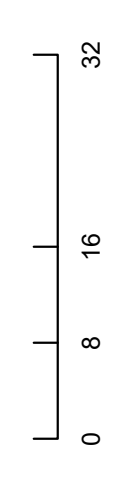
G.W. Williams Co. + Signature Development Group  
 2335 Broadway Street, Ste.200  
 Oakland, CA 94612

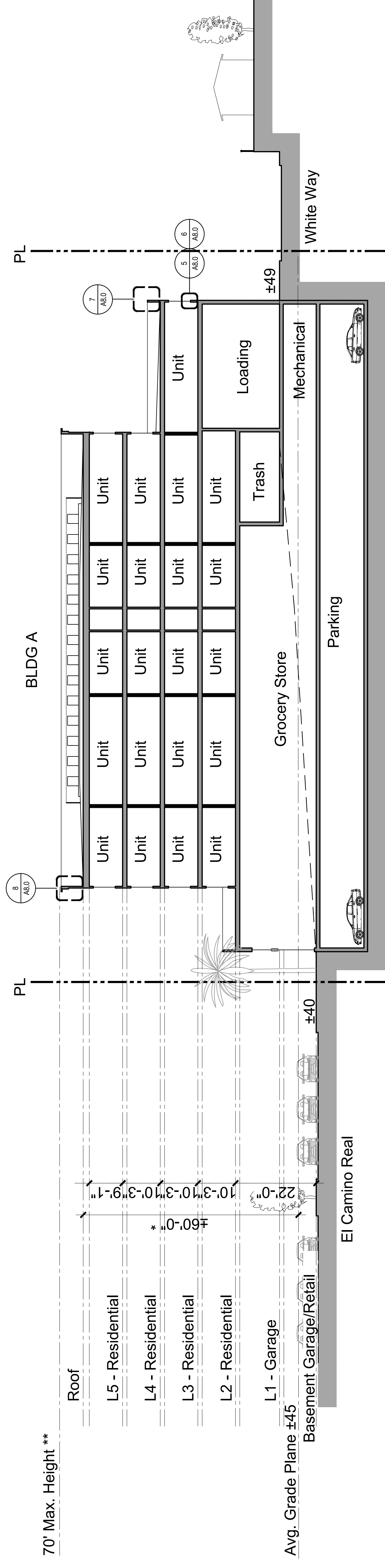
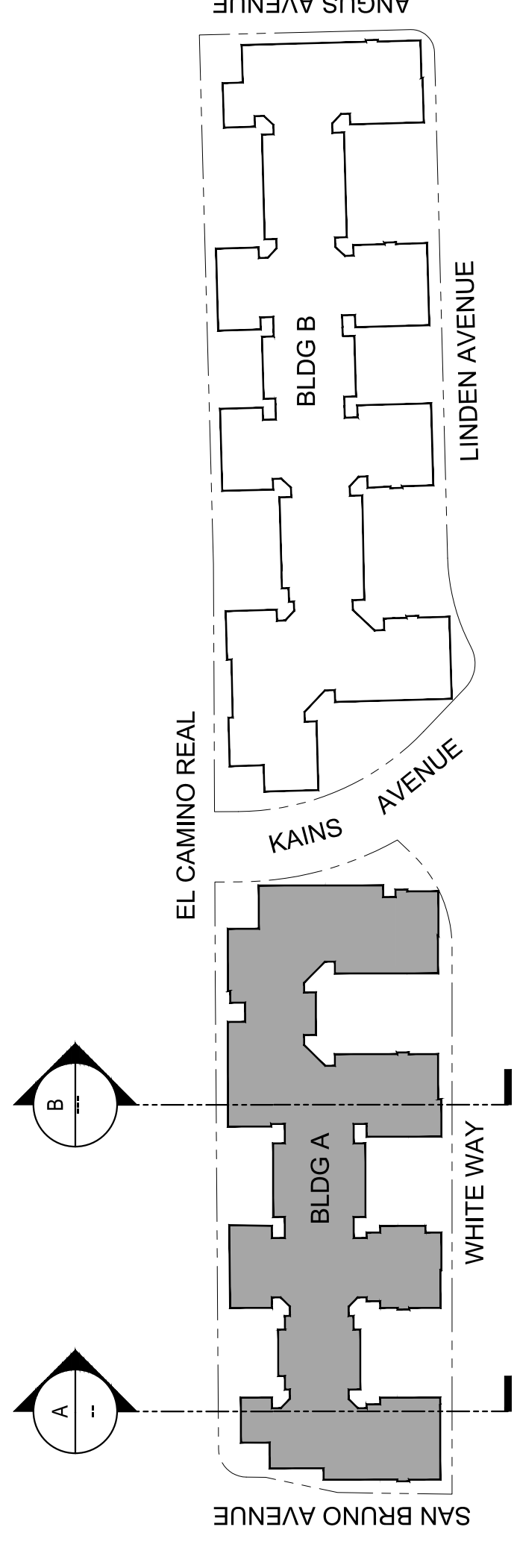
**MILLS PARK**  
 RESIDENTIAL  
 SAN BRUNO, CA # 2016-0449

CITY SUBMITTAL #5  
 FEBRUARY 22, 2019

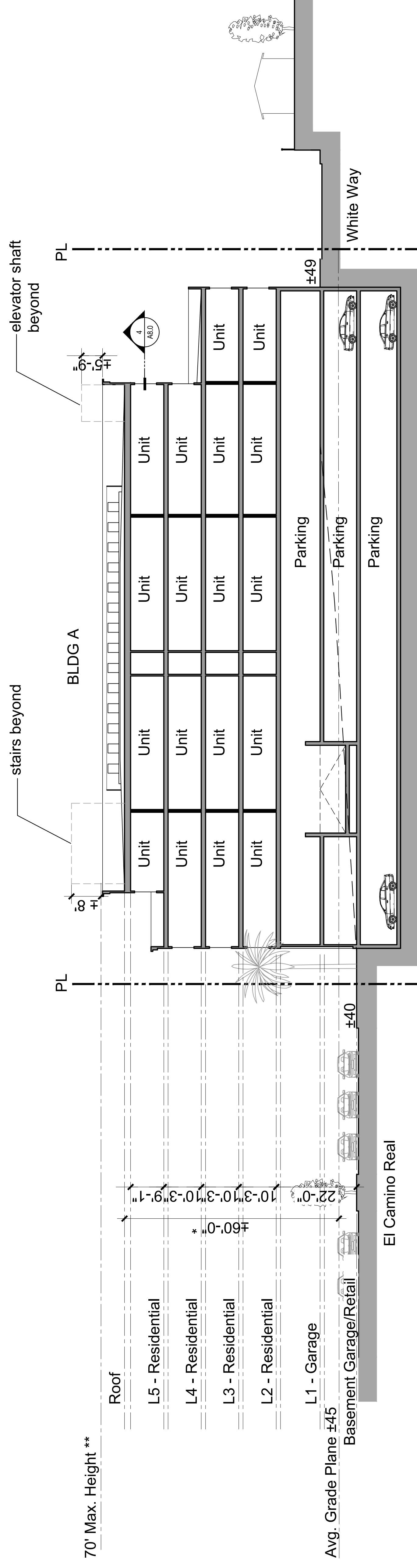
BUILDING B ELEVATIONS  
 BUILDING B

A2.5





1. Section A - Building A



2. Section B - Building A

\* Per California Building Code, building height limited to 60 feet measured from average grade plane to top of roof sheathing.  
 \*\* Per Transit Corridors Plan, building height measured from average finished grade along the primary facade to the top of parapet



Architecture + Planning  
 1814 Franklin Street, Ste. 400  
 Oakland, CA 94612  
 510.272.2910  
 ktgy.com

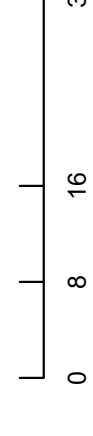
G.W. Williams Co. + Signature Development Group  
 2335 Broadway Street, Ste.200  
 Oakland, CA 94612

**MILLS PARK**  
 SAN BRUNO, CA # 2016-0449

**CITY SUBMITTAL #5**  
 FEBRUARY 22, 2019

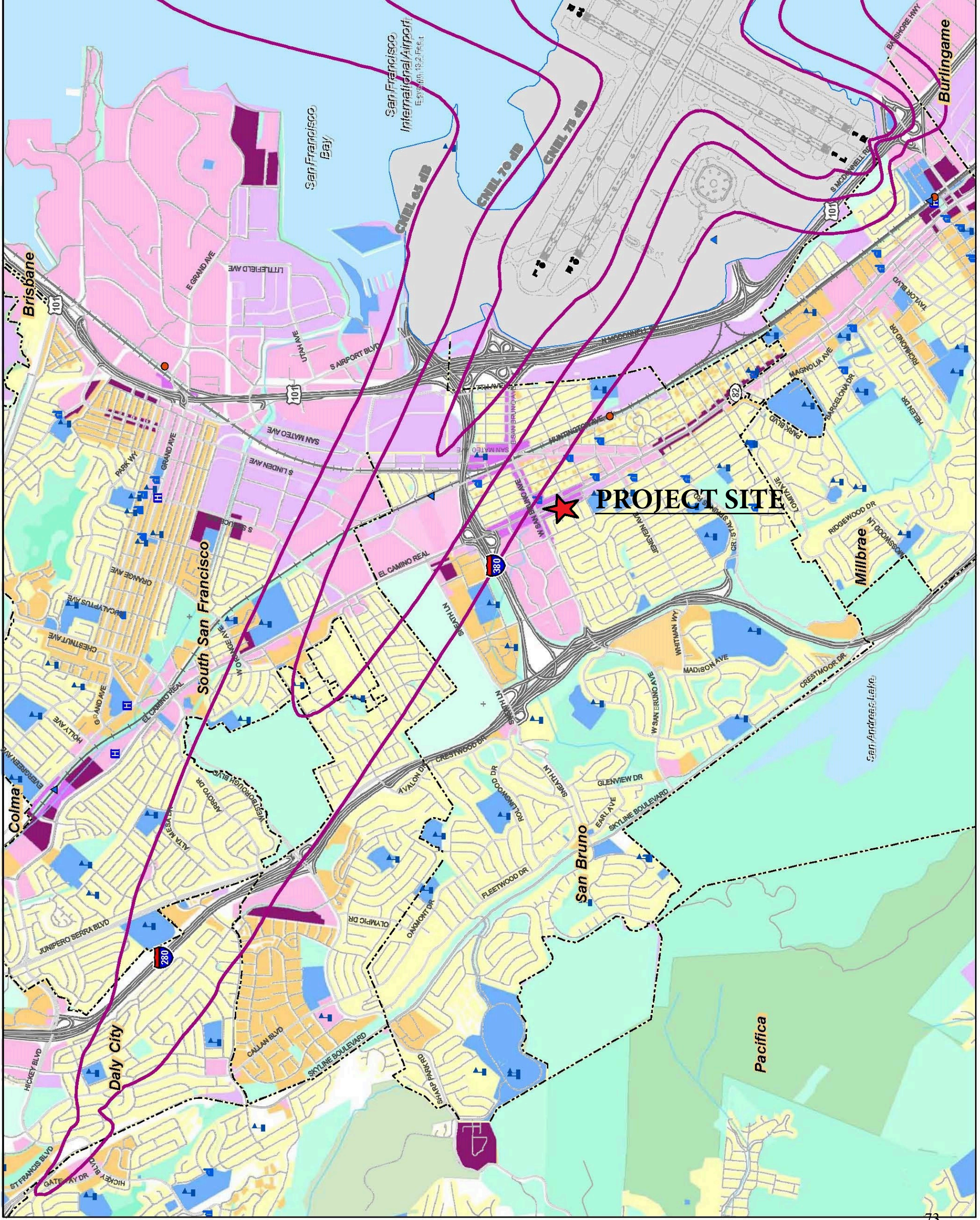
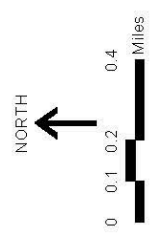
**BUILDING SECTIONS**  
 BUILDING A

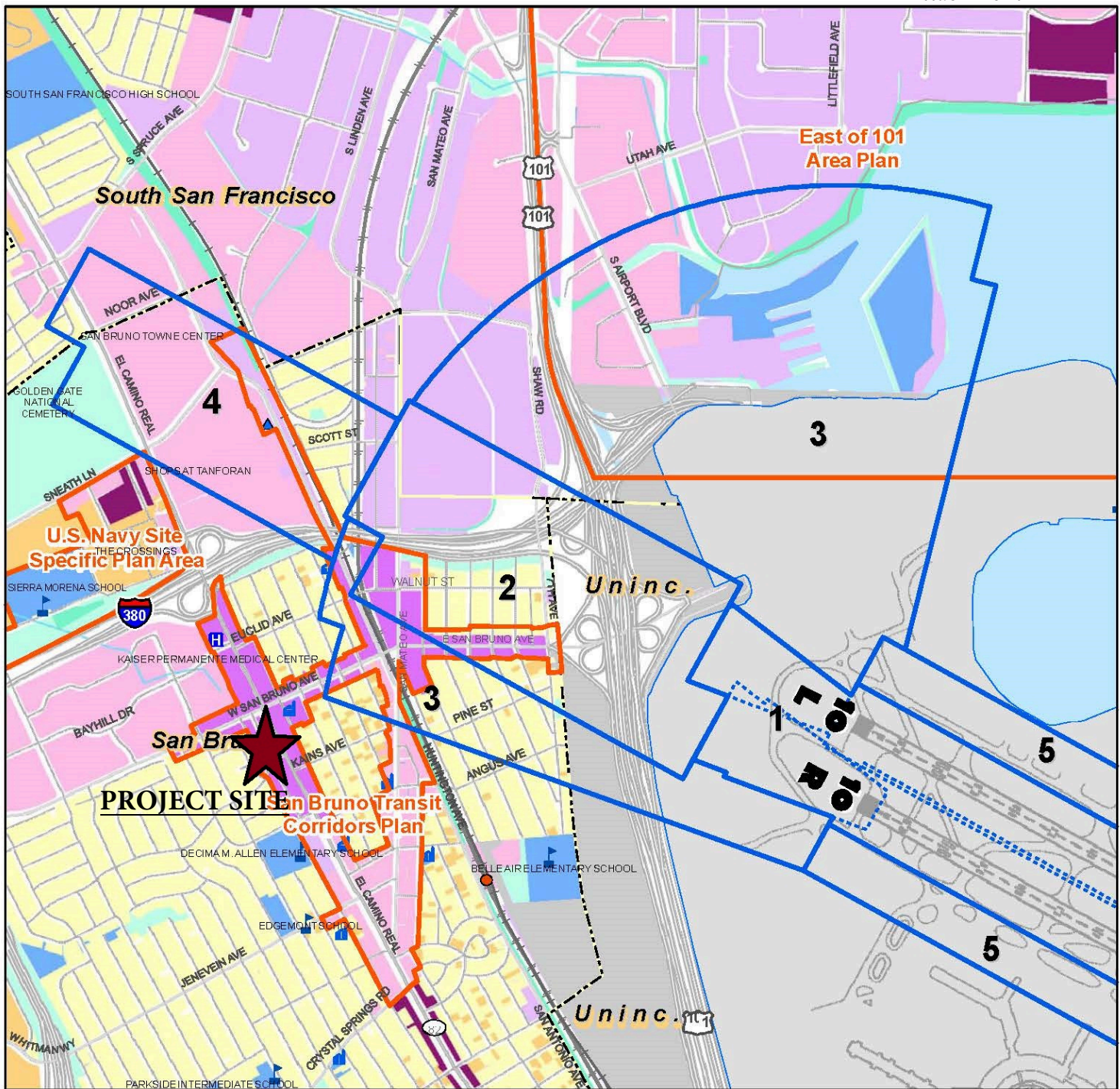
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- LEGEND**
- CNEL Contour, 2020 Forecast
  - Airport Property
  - BART Station
  - CALTRAIN Station
  - School
  - Place of Worship
  - Hospital
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Planned Land Use Per General Plans:
    - 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





**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
- H 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

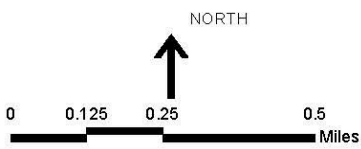
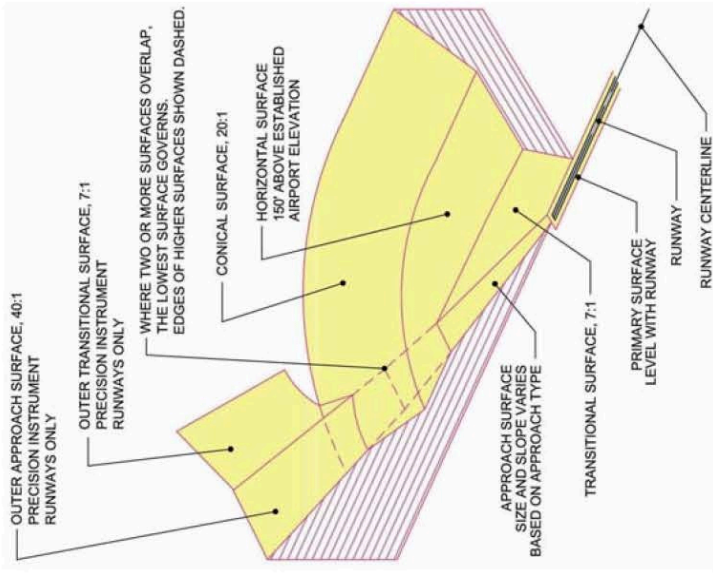


Exhibit IV-8  
**SAFETY COMPATIBILITY ZONES  
 IN THE CITIES OF SOUTH SAN FRANCISCO  
 AND SAN BRUNO**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

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

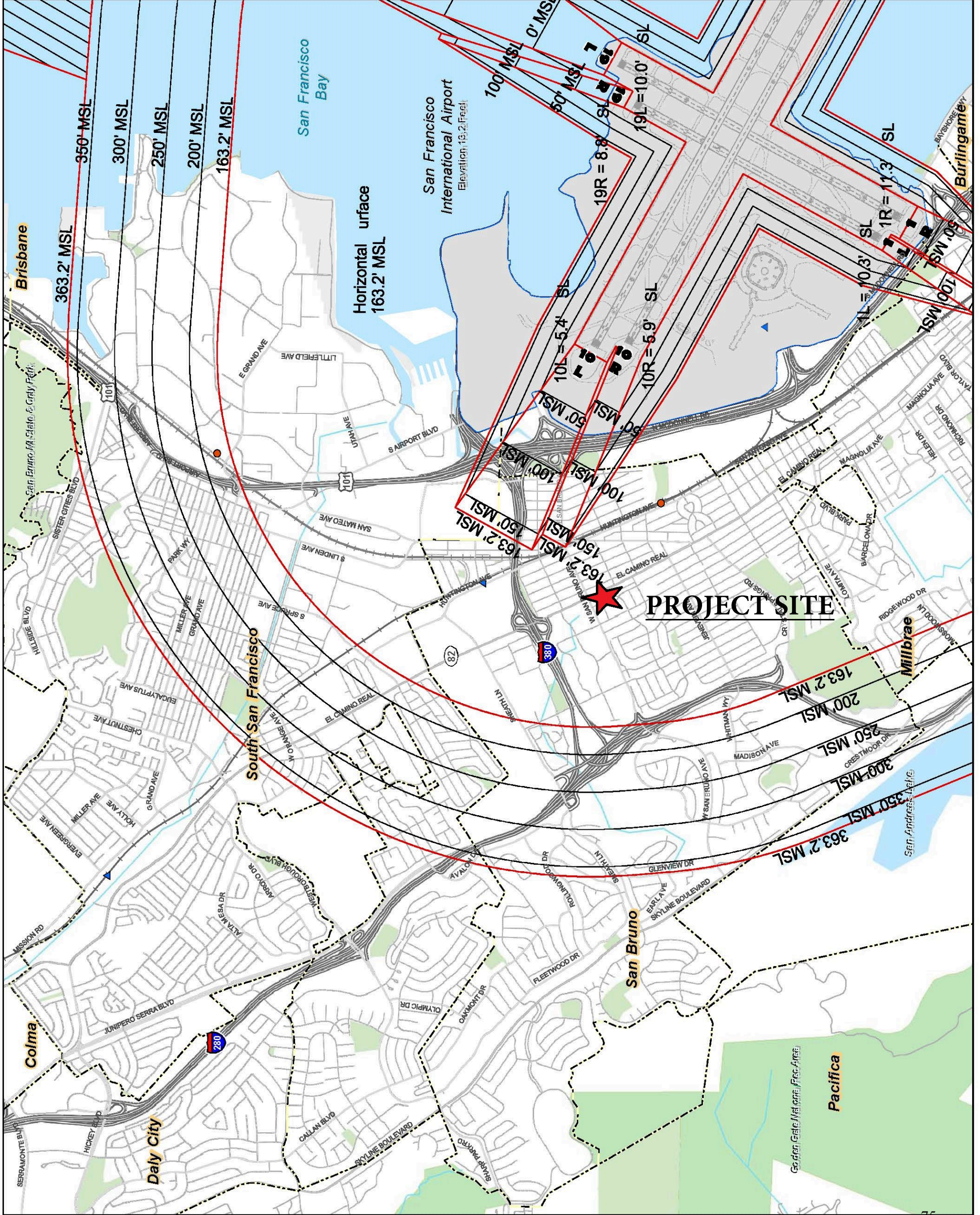


Sources:

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



Exhibit IV-14  
14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- NORTH SIDE  
Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport  
CICAG  
City/County Association of Governments of San Mateo County, California



**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 eE/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:**

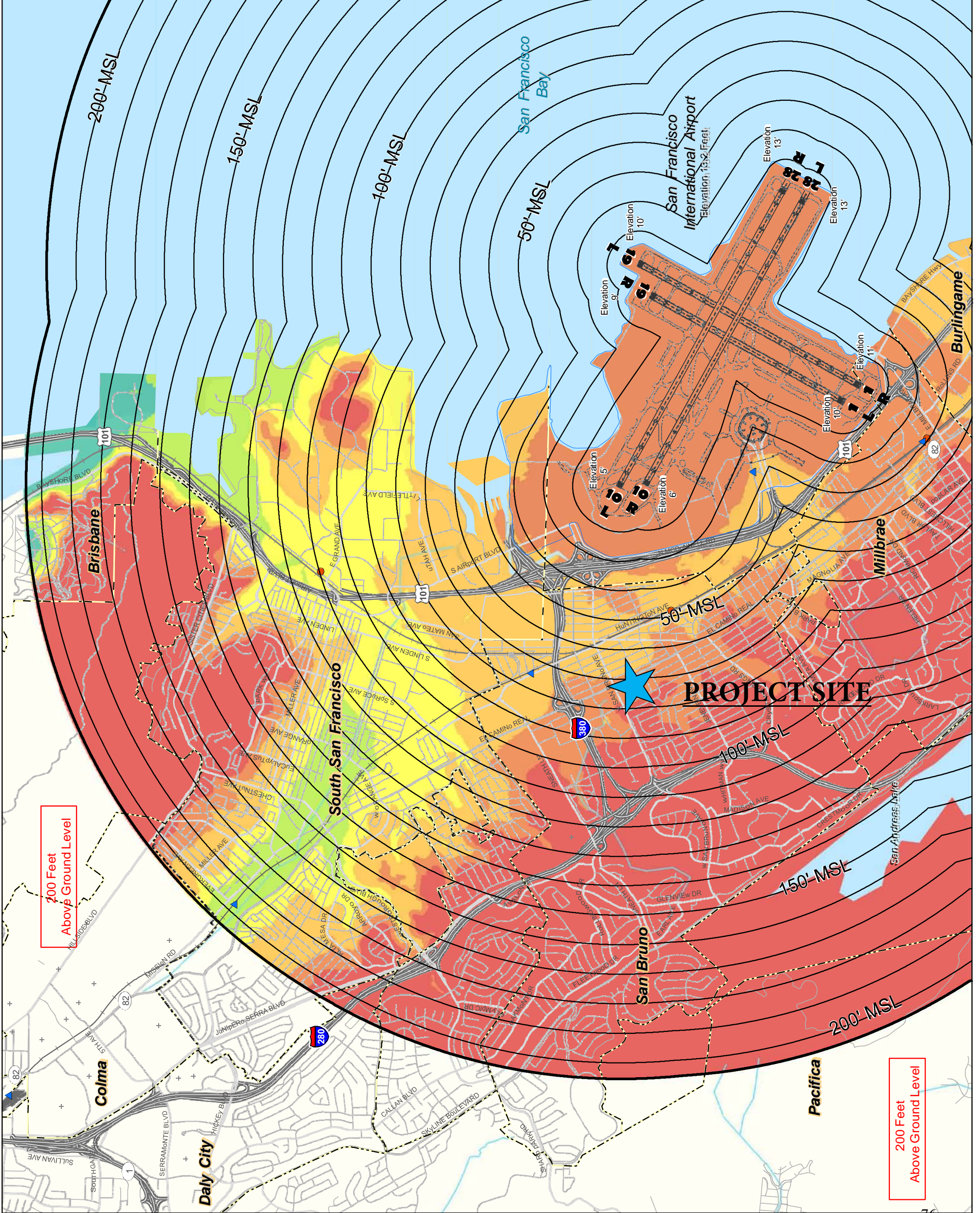
Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR part 77, Subpart B, Section 77.9.

**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

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

North





## C/CAG AGENDA REPORT

Date: May 9, 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 19-29 determining Redwood City’s proposed Mixed Use Live/Work Zoning and General Plan Amendments are consistent with the applicable airport land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 19-29 determining that Redwood City’s proposed Mixed Use Live/Work Zoning and General Plan Amendments are consistent with the applicable airport land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP).

### BACKGROUND

The City of Redwood City proposes amendments to the MULW and MULW-S zoning districts to increase flexibility in land uses, promote live/work units, and simplify some zoning requirements, and related General Plan amendments to its Mixed Use Transitional Land Use Category. The amendments would also incorporate community benefit bonus provisions, which allow additional height or intensity in exchange for community benefits. Maximum heights would increase from 3 stories/40 ft. to 5 stories/60 ft. with the provision of community benefits. As shown on Attachment 3, while all of Redwood City falls within Airport Influence Area A (AIA A) only a relatively small area, the “Project Area”, along Winslow and Arguello Streets, south of Whipple Avenue, falls within AIA B, the Project referral area.

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 Redwood City has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

### DISCUSSION

#### I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed Zoning and General Plan Amendment: (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

Pursuant to Noise Policy 1 of the San Carlos ALUCP, the projected 60dB CNEL contour defines the noise impact area for the San Carlos Airport. All land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown on Attachment 4, the Project Area is located well outside of the 60dB CNEL noise contour, and the project is therefore consistent with the noise compatibility policies of the San Carlos ALUCP.

**(b) Safety Policy Consistency Analysis**

**Runway Safety Zones** - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on Attachment 5, the affected Project Area lies within Safety Zone 6, the Traffic Pattern Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, new residential and mixed use development are compatible and are not restricted for safety reasons in this Zone.

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

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

The Project Area is located within the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport, beneath the 205'-305' contours (see Attachment 6). However, the maximum allowable building height of 60 feet is well below any heights of concern.

**II. Airport Influence Area A – Real Estate Disclosure Area**

The Project Area includes properties that are located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport. Within an AIA, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. The statement reads as follows:

"Notice of Airport in Vicinity

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

Redwood City's planning documents currently address these requirements, so future projects would be required to comply.

## **Airport Land Use Committee Meeting**

The Airport Land Use Committee considered this item at its April 25, 2019 meeting and, while supportive of recommending the project be found consistent with the noise, safety, airspace protection and real estate disclosure requirements of the San Carlos ALUCP, there was significant discussion regarding whether an aviation easement was warranted pursuant to ALUCP Overflight Policy 2. Because staff's interpretation differed from that of a Committee member and member of the public who had worked on the ALUCP Plan development, the Committee requested additional research be undertaken to provide clarity. Due to the statutory approval timeline (a determination must be made within 60 days of a complete application) they unanimously approved a motion recommending the Project be determined to be consistent with the San Carlos ALUCP, subject to the C/CAG Board making a determination as to whether the project should be conditioned to require overflight easements pursuant to San Carlos ALUCP Overflight Policy 2. (See Attachment 7, Draft Meeting Minutes)

### Overflight Policy 2 – Overflight Easement Review Area (OERA)

The OERA is the area bounded by the FAR Part 77 Airspace Surfaces and includes the 60 dB CNEL contour (see Attachments 4 and 6). Projects within this area are to be reviewed, pursuant to Overflight Policy 2 (see Attachment 8) for a determination as to whether an aviation easement is needed to: (1) ensure the unimpeded use of airspace in the vicinity of San Carlos Airport; (2) to ensure that new noise-sensitive land uses within the CNEL 60 dB contour are made compatible with aircraft noise; and (3) to provide notice to owners of real property near the airport of the proximity to the airport and of the potential impact that could occur on the property from airport/aircraft operations. The request for an aviation easement is to be made based on the following criteria:

- a. The proposed land use policy action involves real property located within the OERA and includes adoption of one or more of the following: General Plan, General Plan Amendment Zoning Ordinance, Zoning Ordinance Amendment, Specific Plan, Specific Plan Amendment.
- b. The proposed land use policy action would either permit or result in the development or construction of noise-sensitive land uses that are considered to be conditionally compatible with aircraft noise of CNEL 60 dB or greater;
- c. The proposed land use policy actions would allow the construction of structures or other objects in the vicinity of San Carlos Airport that could exceed the height standards defined in FAR Part 77;
- d. The proposed land use policy action would allow land uses that may cause visual, electronic, navigational, or wildlife hazards to aircraft in flight or taking off or landing at San Carlos Airport.

A standard aviation easement is provided in the ALUCP (see Attachment 9) which serves to transfer certain property rights from the owner of a property to the owner of the airport. As noted therein, "ALUCs may recommend the dedication of an aviation easement as a condition for approval of development on property subject to high noise levels. Aviation easements can also be used to restrict heights of structures and trees to less than might ordinarily occur on a property." The aviation easement provides that, in exchange for the right to develop, the property owner waives all right to pursue claims against the County for all activities authorized under the easement including those that cause noise, vibrations, fumes, exhaust dust, fuel particles, television interference, etc., arising from legal and proper operation of aircraft, and further providing that the easement shall not permit an aircraft noise level over the property which exceeds 65 dB CNEL.

Staff's position is that an aviation easement is not warranted for the subject project since it does not meet any of the impact criteria listed in b, c, or d, of the Overflight Policy, nor would it specifically address the easement purposes listed above. The one Committee member and the member of the public who had

worked on the San Carlos ALUCP contend that the Project being located within the OERA and including a General Plan amendment (criteria a.) is sufficient grounds to require an avigation easement.

Staff does not believe that criteria a. should be utilized as a standalone criterion, since such land use policy actions are the basis for any ALUC Consistency Review – the project would not require an ALUC review absent such a land use policy change. The subject Project would not introduce a new noise sensitive land use into a noise impact area; it would simply allow an already permissible land use, that is not located in a noise impact area, a potential 20-foot height increase to a 60-foot maximum, well below any height of concern for airspace protection. Given these circumstances, staff does not find a nexus to require an avigation easement.

#### ESA Consultant Team Input

ESA Airports, the consultant group that prepared the 2015 ALUCP for San Carlos Airport, was contacted for background on Overflight Policy 2. They agree that the Policy wording is unfortunate, noting it does not clearly reflect the policy intent, which is to require an avigation easement in cases where there is a nexus based on policy criteria (noise, safety, or airspace protection). As such, they suggest that the language could be amended to clarify that criterion a. should be repurposed to define what constitutes a land use policy action, and criteria b-d should be renumbered as the three criteria to be used for the easement determination.

#### **ATTACHMENTS**

1. Resolution 19-29
2. ALUCP application, together with related project description and exhibits.
3. Exh. 4-7 Airport Influence Area
4. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
5. Exh. 4-3 San Carlos Airport Safety Zones.
6. Exh 4-4 - Part 77 Airspace Protection Surfaces
7. Draft Meeting Minutes – April 25, 2019 ALUC Meeting
8. SQL ALUCP Overflight Policy 2
9. Standard Avigation Easement

## **RESOLUTION 19-29**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY DETERMINING THAT REDWOOD CITY'S PROPOSED MIXED USE LIVE/WORK ZONING AND GENERAL PLAN AMENDMENTS ARE CONSISTENT WITH THE APPLICABLE AIRPORT LAND USE POLICIES AND CRITERIA CONTAINED IN THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT**

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

**WHEREAS**, 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); and

**WHEREAS**, Redwood City's proposed Mixed Use Live/Work Zoning and General Plan Amendments (Project) affect properties located within Airport Influence Area B of the San Carlos Airport, the area subject to formal C/CAG/ALUC review; and

**WHEREAS**, the City of Redwood City has referred the subject Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP; and

**WHEREAS**, three set of airport/land use compatibility policies and criteria in the San Carlos ALUCP relate to the Project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies, as discussed below:

- (a) Noise Policy Consistency Analysis - Pursuant to Noise Policy 1 of the San Carlos ALUCP, the projected 60dB CNEL contour defines the noise impact area for the San Carlos Airport. All land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP. The Project Area is located outside of the 60dB CNEL noise contour, and the project is therefore consistent with the noise compatibility policies of the San Carlos ALUCP.
- (b) Safety Policy Consistency Analysis - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. The affected Project Area lies within Safety Zone 6, the Traffic Pattern Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, new residential and mixed use development are compatible and are not restricted for safety reasons in this Zone, so therefore the Project is consistent with the safety policies in the San Carlos ALUCP.
- (c) Airspace Protection Policy Consistency Analysis - The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77

airspace boundaries for San Carlos Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The Project Area is located within the outer areas of the FAR Part 77 airspace protection surfaces for San Carlos Airport, beneath the 205'-305' contours. However, the maximum allowable building height of 60 feet is well below any heights of concern, and therefore the Project complies with the Airspace Protection policies of the San Carlos ALUCP.

**WHEREAS**, as the Project Area is located within the Airport Influence Area for San Carlos Airport, where the real estate disclosure requirements of state law apply which provide that a statement be included in any property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. Redwood City's planning documents currently address these requirements, so future projects will be required to comply; and

**WHEREAS**, the Project Area is located within the Overflight Easement Review Area where projects are subject to review for a determination as to whether an avigation easement may be required, and it is determined that an avigation easement is not warranted for the subject Project since the Project does not meet any of the impact criteria listed in b, c, or d of Overflight Policy 2, nor would its imposition address the easement purposes listed in Appendix E.1 of the San Carlos ALUCP.

**NOW THEREFORE BE IT RESOLVED**, that the C/CAG Board, acting as the Airport Land Use Commission, finds that Redwood City's proposed Mixed Use Live/Work Zoning and General Plan Amendments are consistent with the applicable airport land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 9<sup>TH</sup> DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*



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

APPLICANT INFORMATION

Agency: City of Redwood City

Project Name: Mixed-Use Live/Work Zoning and General Plan Amendment

Address: Mixed-Use Live/Work Zoned areas - 37.3 acres

APN: Mixed-Use Live/Work Zoned areas - 37.3 acres

City: Redwood City

State: CA

ZIP Code: 94063

Staff Contact: Lindy Chan, Senior Planner

Phone: 650-780-7237

Email: lchan@redwoodcity.org

PROJECT DESCRIPTION

The City of Redwood City proposes amendments to the MULW and MULW-S zoning districts to increase flexibility in land uses, promote live/work units, improve the jobs/housing balance, and simplify the zoning. The amendment would also incorporate the community benefit bonus provisions, consistent with the other mixed-use zoning districts, which allows additional height or intensity in exchange for community benefits. Maximum heights would increase from 3 stories/40 ft. to 5 stories/60 ft. with the provision of community benefits. No change is proposed to heights on projects that do not provide community benefits.

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)

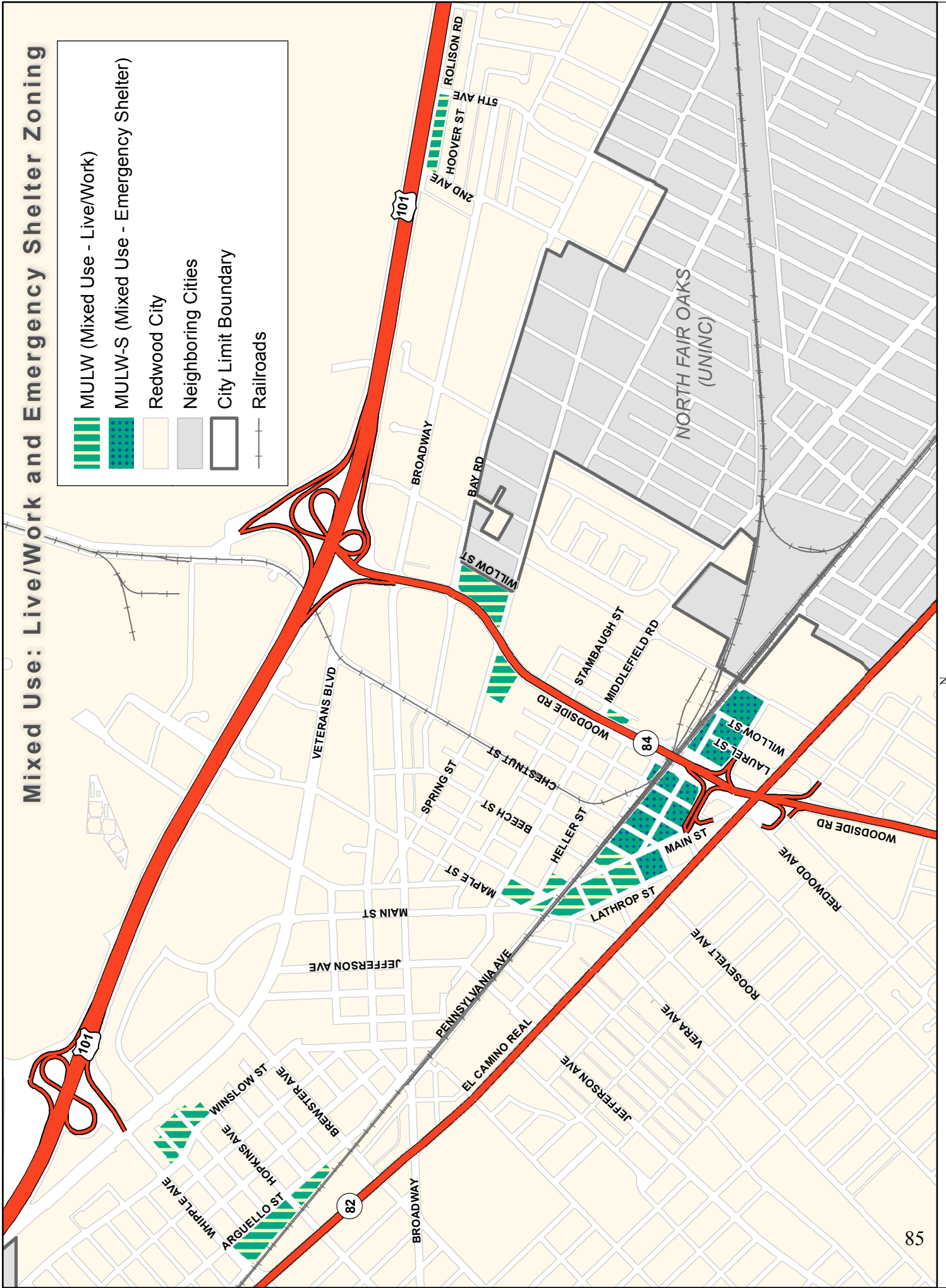
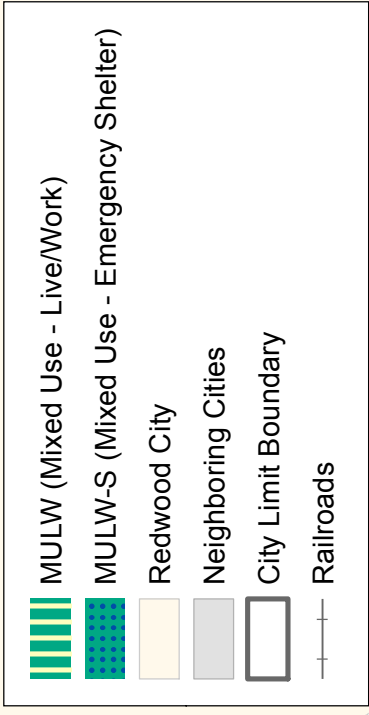
ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

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

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



# Mixed Use: Live/Work and Emergency Shelter Zoning



## MULW Zoning Amendment –Proposal Overview

### Goal

- ➔ Maintain MULW designation but remove zoning barriers.

### Key Amendments

#### A. MULW Zoning District Amendments

- a. Maintain the height and FAR
- b. Maintain density at 20 du/ac
- c. Add community benefits bonus of up to 2 stories and 20 du/ac (tiered point system)
- d. Provide more use options

#### B. Other Zoning Amendments

- a. Move Live/Work standards to Special Uses ([Article 31](#))
  - i. Modify live/work standards to provide more flexibility
- b. Move Bicycle Parking provisions to Off-Street Parking ([Article 30](#))

#### C. General Plan Amendments

- a. Update mixed-use live/work sections (map and narrative)

Mixed Use Live/Work		EXISTING Required	PROPOSED Required	PROPOSED Community Benefit	Additional Regulations
Floor Area Ratio		2.0	1.5	2.0	Floor area is calculated for commercial uses only and is exclusive of residential square footage.
Density		20 du/acre	20 du/acre	40 du/acre	Mixed-Use developments shall be subject to both maximum density and FAR requirements.
Stories	Residential	-	3 stories	4 stories	-
	Commercial	3 stories	3 stories	4 stories	-
	Mixed-Use	3 stories	4 stories	5 stories	-
Height	Residential	-	40 ft.	50 ft.	-
	Commercial	40 ft.	40 ft.	50 ft.	-
	Mixed-Use	40 ft.	50 ft.	60 ft.	-

Uses	MULW	Special Provisions
<b>Residential &amp; Specialty Housing</b>		
Single Family Dwelling	<u>C</u>	
Two-Family Dwelling	<u>C</u>	
Multi-Family Dwelling	<u>P</u>	
Live/Work	<u>PE</u>	<u>Sect. 31.4 Section 54.2.B.4</u>
Mobile Home Parks	-	
Rooming House	<u>C</u>	
<b>Retail &amp; Services</b>		
<del>Drive-Through</del> Retail or Service <u>with a Drive Through</u>	-	
Retail Sales, General	<u>P/C</u> <u>2,500K sf max</u>	
Retail Sales, Bulk <u>Merchandise</u>	-	
Financial <u>Institution and Related Services</u>	C	
Business, Wholesale	-	
Liquor Store	C	
Personal Services, General	P	
Personal Services, Studio	P	
<u>Business Services</u>	<u>P</u>	
Health/Fitness Club, Small	P	
Health/Fitness Club, Large	C	
<u>Animal-Related Uses</u>	<u>C</u>	
Check Cashing	-	
Vehicle/Equipment Service <del>and</del> Repair, <del>Minor</del>	C	<u>All work shall occur within an enclosed building. Outdoor storage and work areas are prohibited. Used or damaged equipment removed from vehicles during the repair process shall be stored indoors or shall be deposited in an approved covered outdoor collection receptacle for appropriate off-site disposal. Service bays shall be screened from direct view from a public right-of-way and private properties. If service bays face a street, they shall be parallel to a secondary street or alley, or adequately screened by structures. Section 54.2.B.5</u>
Vehicle/Equipment <u>Rental and</u> Sales <del>and</del> <u>Leasing</u>	-	
Vehicle Service Station	C	<u>Article 35</u>
<b>Restaurant &amp; Entertainment</b>		

Uses	MULW	Special Provisions
Bars	<u>C</u> —	
Entertainment Establishment	<u>C</u> —	
Nightclub	—	
Restaurant, <del>Sit-Down</del>	P	
Restaurant, <u>with a Drive-Through</u>	—	
Recreation, Outdoor Commercial	<u>C</u>	
<b>Office</b>		
Office <del>Business, Government, Professional</del>	P/ C $\geq$ 10K2,500sf	
Research and Development, <del>Office Type</del>	P/C $\geq$ 5K	
<del>Office</del> —Medical <u>Office</u>	<u>P/C</u> $\geq$ 5K <del>max</del>	
<b>Industry, Manufacturing &amp; Processing, Warehousing Uses</b>		
Handicraft/Custom Manufacturing	P	
Industrial, Limited	C	
Personal Storage (Mini-Storage)	—	
Research and Development, <del>Laboratory</del>	C	
<b>Lodging</b>		
Hotels/ <u>Motels</u>	<u>C</u> —	Article 31.5.
Long-Term <del>Hotel</del> <u>Hotel</u> (Extended Stay)	<u>C</u> —	Article 31.5.
Bed and Breakfast <del>Inn</del>	—	
<b>Care Facilities</b>		
Adult Day Programs	C	
Child Care Centers <u>—Not in conjunction with adjoining business</u>	<u>C</u> —	<u>Article 39</u>
Residential Care Facility, Small	C	
Residential Care Facility, Senior	<del>—C</del>	
Skilled Nursing Facility	C	
<b>Civic</b>		
Assembly/Meeting Facilities	C	<u>Located above first floor only.</u>
Cultural Institutions	C	
<u>Emergency Shelters</u>	<del>-/P</del>	<u>Permitted only in the “MULW-S district”</u>
<u>Funeral Homes</u>	<u>C</u>	
<u>Hospitals</u>	—	
Schools <del>—Public and Private</del>	<u>C</u> —	

## Mixed Use - Live/Work/Transitional

The Mixed Use - ~~Live/Work/Transitional~~ category facilitates a creative mix of residential, ~~lees,~~ industrial and low-intensity commercial uses. ~~workplaces.~~ Represented by its transition from lower density residential or light industrial to higher density mixed-use or more, commercial, industrial, or urban areas, the transitional category represents a mixture of uses that are moderate in scale. Live/work environments combine residential occupancy with commercial activity in the same building space, generally with the resident using the combined or adjacent commercial space for his or her business. Live/work uses are encouraged, and typically uses include artist lofts, studio spaces, small offices, and similar low-intensity uses. Creative industrial workspace areas are also permitted, provided that activities limit or confine noise, dust, and vibration impacts. Stand-alone residential development is not permitted. Adaptive reuse of existing structures is also encouraged.

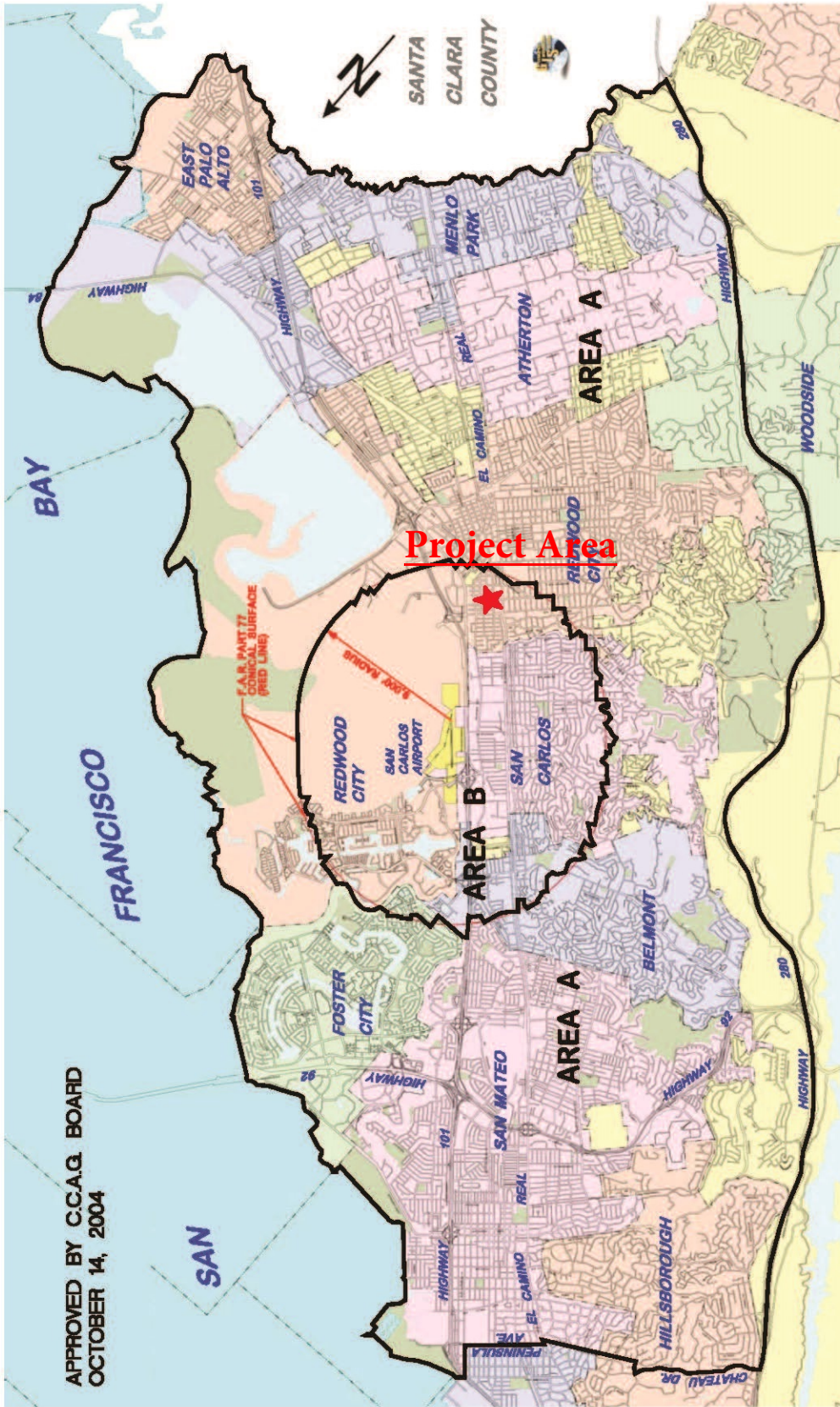
## Development Standards

### ~~Combined Use~~

- o Maximum residential density: 20 du/acre (up to 40 du/acre with compliance with community benefits program)
- o Maximum commercial intensity: ~~2.0~~ 1.5 FAR (up to 2.0 FAR with compliance with community benefits program)
- o ~~Maximum height: 3 stories~~

### ~~Single Use (Nonresidential)~~

- o ~~Maximum intensity: 2.0 FAR~~
- o ~~Maximum height: 3 stories~~



APPROVED BY C.C.A.G. BOARD  
OCTOBER 14, 2004

**CCAG LANDUSE COMMITTEE RECOMMENDATION  
REVISED AIRPORT INFLUENCE AREA BOUNDARY  
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY (real estate disclosure only)  
 AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY (real estate disclosure and formal CCAG/ALUC review)

• This boundary is a refinement of the current CCAG/ALUC review boundary.

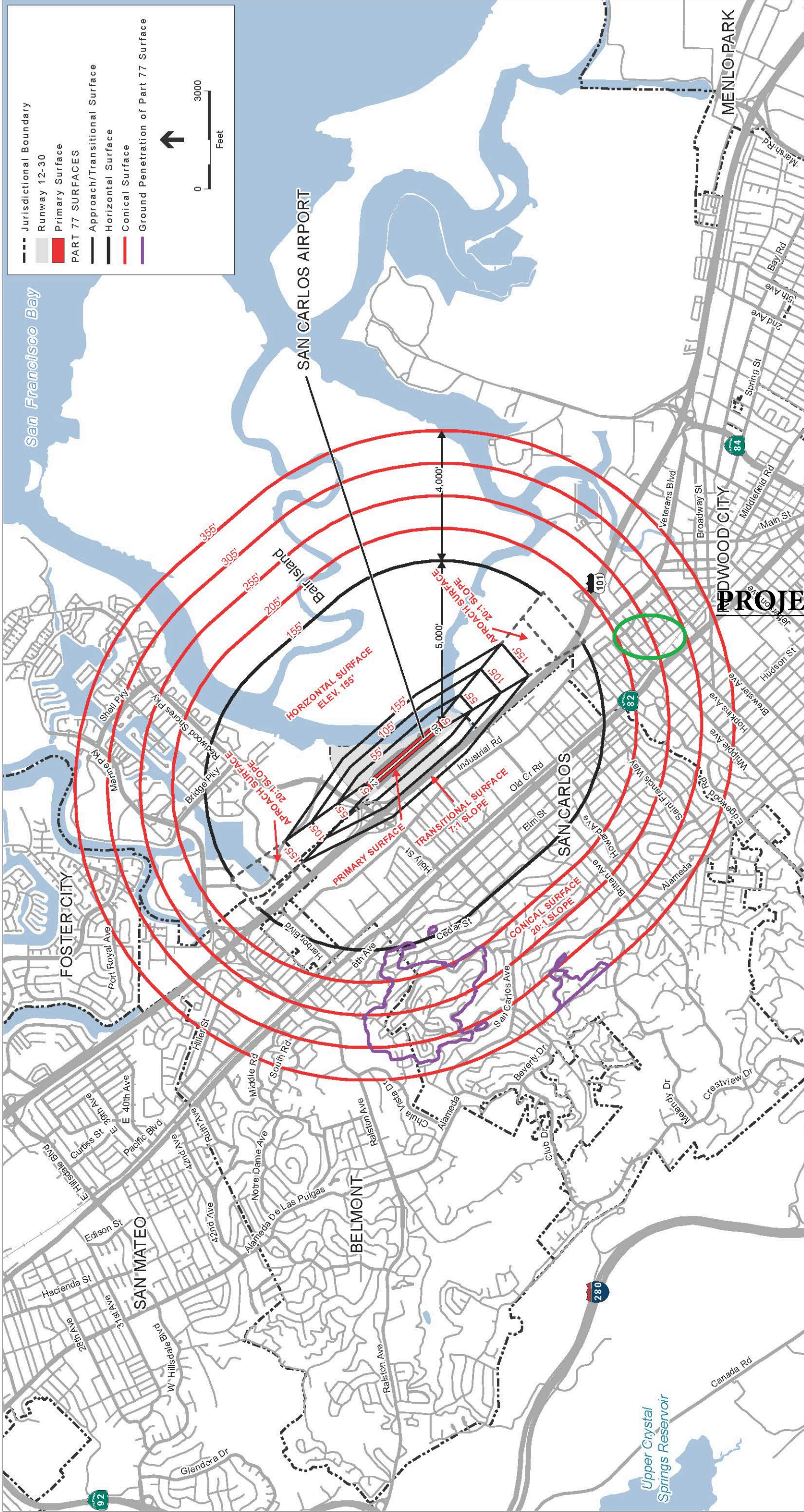
San Carlos Airport ALUCP - 130753  
**Exhibit 4-7**  
 Airport Influence Area for San Carlos Airport

SOURCE: City/County Association of Governments of San Mateo County (C/CAG), October 2004









**PROJECT AREA**

San Carlos Airport ALUCP . 130753

**Exhibit 4-4**

San Carlos Airport Part 77 Airspace Protection Surfaces

SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

**Airport Land Use Committee (ALUC)**  
**Meeting Minutes**  
**April 25, 2019**

**1. Call to Order/Roll Call**

Chair Ortiz called the meeting to order at 4:00 pm.

Attendance sheet is attached.

Chair Ortiz noted that Agenda Item 6, regarding the Airport Development Plan, had been presented previously to most Committee members in their capacity as City Council members except Member Ford, the Aviation representative, so requested an abbreviated presentation. John Bergener, SFO Planning Director, agreed, noting he would like to speak about how the Plan will impact the work of the ALUC. He further offered to present the Plan more thoroughly to Committee member Ford separately.

**2. Public Comment On Items Not On The Agenda**

None

**3. Minutes of the January 24, 2019 Meeting**

Motion: Member Davis moved, and Vice-Chair Masur seconded, approval of the January 24, 2019 minutes. Motion carried unanimously (8-0).

**4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Mills Park Center, including related Rezoning and Planned Development Permit.**

Susy Kalkin, C/CAG staff, presented the staff report.

Committee member Ford questioned at what point a project would need to provide evidence of compliance with the FAA Notification requirements. Staff clarified the condition requires a determination of no hazard from the FAA prior to issuance of a building permit.

Motion: Member Oliva moved, and Vice-Chair Masur seconded approval of the item. Motion carried unanimously (8-0).

**5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Mixed Use Live/Work Zoning and General Plan Amendment, Redwood City**

Susy Kalkin, C/CAG staff, presented the staff report.

Committee member Ford requested that a requirement for an aviation easement be included in any consistency finding recommendation. She noted that while the project was not located within the noise impact area, she believed other criteria were present that warranted this

condition. Chair Ortiz invited Rich Newman to the podium for further explanation.

Rich Newman made reference to Overflight Policy 2, the Easement Review Area, noting there are several criteria that could provide basis for imposition of an avigation easement, including that the project included a general plan amendment, and that it was in an area beneath the Part 77 surface. He contended that there was never an intent when adopting this ALUCP plan that avigation easements would be limited to only noise sensitive uses within the 60 dB CNEL contour.

Vice-Chair Masur noted there is already a requirement for notification of property owners, per the Real Estate Disclosure requirements, and questioned what additional benefit the easement would provide. Member Ford and Mr. Newman provided additional background on what an easement provides – grants rights to the airport, recorded on the deed, runs with the land.

Committee members felt that the main issue is providing notice that future tenants are aware of the airport and potential impacts. They also questioned how this policy has been applied in the past.

Staff noted that the criteria contained under this policy include qualifiers, including whether the land use policy action: would result in construction of a noise sensitive use within the 60 dB CNEL contour; would allow structures that would exceed height standards defined in FAR Part 77; or would allow land uses that may cause visual, electronic, navigational or wildlife hazards for aircraft. Staff further noted that none of those criteria were applicable to the project.

Mr. Newman reiterated his opinion that the policy applies because the Project includes a general plan amendment and is located inside the FAR Part 77 conical surface.

Given the conflicting interpretations, the Committee requested the matter be tabled until the next meeting. Staff advised that the timing would be problematic since there is a statutory requirement to take final action on a determination within 60 days of receipt of a complete application. Given that, the Committee directed that the matter be investigated further and a determination be made by the C/CAG Board as to whether an avigation easement is warranted under the Policy.

Motion: Member Oliva moved, and Member Davis seconded a motion to recommend the C/CAG Board, acting as the ALUC, find the project consistent with the San Carlos ALUCP subject to making a determination as to applicability of the overflight easement requirements. Motion carried unanimously (8-0).

Motion: Member O'Connell moved, and Member Ford seconded a motion directing that staff draft a letter to the Redwood City Council recommending it impose an avigation easement requirement on the project if the C/CAG Board does not otherwise impose such a requirement pursuant to the prior motion. Motion carried unanimously (8-0).

## **6. Presentation on the Airport Development Plan for San Francisco San Francisco International Airport**

SFO Planning Director Bergener gave a quick overview of the Airport Development Plan,

### **Overflight Policy 2 – Overflight Easement Review Area**

The 1996 CLUP established an Avigation Easement Review Area (AERA) that is based on the CNEL 55 dB contour, the FAR Part 77 horizontal surface, the FAR Part 77 approach surface, and the FAR Part 77 transitional surface. The AERA is hereby modified as follows:

- a. The AERA is renamed the Overflight Easement Review Area (OERA)
- b. The OERA boundary for San Carlos Airport is based on the combination of the:
  1. 60 dB CNEL noise contour as depicted on Exhibit 4-2
  2. The FAR Part 77 horizontal surface as depicted on Exhibit 4-4
  3. The FAR Part 77 approach surface depicted on Exhibit 4-4
  4. The FAR Part 77 transitional surface depicted on Exhibit 4-4

The C/CAG Board deems it necessary to: (1) ensure the unimpeded use of airspace in the vicinity of San Carlos Airport; (2) to ensure that new noise-sensitive land uses within the CNEL 60 dB contour are made compatible with aircraft noise in accordance with California Code of Regulations, Title 21, Section 5014; and (3) to provide notice to owners of real property near San Carlos Airport of the proximity to the airport and of the potential impacts that could occur on the property from airport/aircraft operations. Both the C/CAG ALUC and the C/CAG Board, acting as the Airport Land Use Commission, will consider the need for the granting of an avigation easement to the County of San Mateo, as part of their reviews of proposed local agency land use policy actions that affect property within the defined OERA for San Carlos Airport. The request for the grant of an avigation easement will be made to the local agency that is proposing the land use policy action and will be based on the following criteria:

- a. The proposed land use policy action involves real property located within the OERA and includes adoption of one or more of the following:
  1. General Plan
  2. General Plan Amendment
  3. Zoning Ordinance
  4. Zoning Ordinance Amendment
  5. Specific Plan
  6. Specific Plan Amendment
- b. The proposed land use policy action would either permit or result in the development or construction of noise-sensitive land uses that are considered to be conditionally compatible with aircraft noise of CNEL 60 dB or greater;
- c. The proposed land use policy action would allow the construction of structures or other objects in the vicinity of San Carlos Airport that could exceed the height standards defined in FAR Part 77, Subpart C;

- d. The proposed land use policy action would allow land uses that may cause visual, electronic, navigational, or wildlife hazards to aircraft in flight or taking off or landing at San Carlos Airport.

The process for requesting the grant of an aviation easement to the County of San Mateo will include the following steps:

1. The C/CAG ALUC reviews a proposed local agency land use policy action and submits a recommendation to the Airport Land Use Commission (C/CAG Board), regarding a request for a grant of an aviation easement to the County of San Mateo.
2. The Airport Land Use Commission (C/CAG Board) reviews the proposed local agency land use policy action and considers the ALUC recommendation
3. If the Airport Land Use Commission (C/CAG Board) concurs with the ALUC recommendation it shall notify the affected local agency of its action and shall formally request the agency to require the grant of an aviation easement to the County of San Mateo as part of the agency's final approval of the proposed action.

When deemed necessary, the C/CAG Board shall condition its approval of the proposed development upon the owner of the subject property granting an aviation easement to San Mateo County, as the proprietor of San Carlos Airport. The local governmental agency with the ultimate permitting and approval authority over the proposed development shall ensure that this condition is implemented prior to final approval of the proposed development. If the approval action for the proposed development includes construction of a building(s) and/or other structures, the local permitting authority shall require the grant of an aviation easement to San Mateo County prior to issuance of a building permit(s) for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, San Mateo County shall record a notice of termination of the aviation easement. The aviation easement to be used in fulfilling this condition is presented in **Appendix E**.

# APPENDIX E

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## Implementation Materials

### E.1 Avigation Easement

Avigation easements transfer certain property rights from the owner of a property to the owner of the airport (i.e., the County of San Mateo). ALUCs may recommend the dedication of an avigation easement as a condition for approval of development on property subject to high noise levels. Avigation easements can also be used to restrict heights of structures and trees to less than might ordinarily occur on a property. A sample of a standard avigation easement for San Carlos Airport is presented in **Exhibit E-1**.

## Exhibit E-1: Grant of Avigation Easement

When recorded return to:  
County of San Mateo  
County Manager's Office  
Real Property Division  
455 County Center, 5th Floor  
Redwood City, CA 94063

### COUNTY OF SAN MATEO AVIGATION EASEMENT

This easement is made this \_\_\_\_\_ day of \_\_\_\_\_ by and between \_\_\_\_\_, hereinafter referred to as "GRANTOR" and the County of San Mateo, a political subdivision of the State of California, hereinafter referred to as "COUNTY" or "GRANTEE."

#### *Recitals*

A. COUNTY is the owner of certain real property, commonly known as the San Carlos Airport, situated in the County of San Mateo, State of California and generally described as Assessor Parcel Numbers 046-081-730; 600; 680 and 700; 046-082-010; 095-030-210 and 230; 095-222-070; 130 and 140. The County of San Mateo operates the San Carlos Airport as a Category B-II, General Aviation Airport, as defined in Federal Aviation Administration Advisory Circular 150/5300-13 "Airport Design" and Federal Aviation Regulations, Part 77. For purposes of this easement, the San Carlos Airport property is the dominant tenement

B. GRANTOR is the owner in fee of certain real property situated in the County of San Mateo, State of California, as more particularly described in Exhibit A attached hereto, and incorporated herein by reference (the "Grantor Property"). For purposes of this easement, the Grantor Property is the servient tenement.

C. GRANTOR has proposed a \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_, near San Carlos Airport.

D. GRANTOR and GRANTEE wish to establish the terms and conditions of an avigation easement so that the aircraft which use San Carlos Airport will have the right to use the airspace over and above GRANTOR'S property.

NOW, THEREFORE, the parties hereto agree as follows:

1. GRANT OF EASEMENT

Grantor GRANTS to COUNTY, its successors and assigns a perpetual easement over the Grantor Property, as described in Exhibit A hereto, on the terms and conditions stated herein. The easement is an easement appurtenant to the San Carlos Airport, and an easement in gross as to the general flying public using San Carlos Airport.

2. PURPOSE OF EASEMENT

The purposes of this easement are (1) to allow for the free and unobstructed passage and flight of operationally compatible aircraft using San Carlos Airport, in through, over and across the airspace of the Grantor Property and (2) to provide notice to GRANTOR and any future owners of the GRANTOR property that the PROPERTY is located in the vicinity of San Carlos Airport and may be subject to impacts of aircraft operations at such airport.

3. RIGHTS GRANTED BY EASEMENT

Subject to limitations in Paragraph 5, below, this easement grants to the COUNTY and members of the public who use San Carlos Airport, the right to fly aircraft in the airspace above the Grantor Property, together with the following rights:

- a) The right to cause such noise, vibration, fumes, exhaust, dust and fuel particles which result from the legal and proper operation of such aircraft.
- b) The right to cause radio, television, and other electromagnetic interference associated with the legal and proper operation of such aircraft.
- c) The right to cause such other effects which are inherent in the legal and proper operation of such aircraft.

4. GRANTOR'S OBLIGATIONS

GRANTOR shall not construct, nor permit the construction of, nor permit the growth of, any structure, tree or other natural or man-made object that a) penetrates the designated transitional, horizontal or approach surface, as shown in Exhibit B, attached hereto and incorporated herein by this reference (hereafter "Prohibited Zone") such as to constitute an obstruction or hazard to air navigation as defined in 14 CFR Part 77, "Objects Affecting Navigable Airspace", or b) obstructs or interferes with the use of the flight easement and right of way granted herein, or c) creates electrical interference with radio communication between any installation located at San Carlos Airport and any aircraft, or d) impairs visibility to an extent that it interferes with the safe operation of aircraft at San Carlos Airport, as determined by the FAA.



5. COUNTY'S OBLIGATION UNDER GRANT OF EASEMENT

COUNTY shall exercise efforts to control and prohibit such aircraft operations at San Carlos Airport which:

a) are in violation of Federal noise abatement regulations and operational and noise abatement flight procedures set forth in Volume 14 of the Code of Federal Regulations and Federal Aviation Administration (FAA) orders applicable to aircraft operations at San Carlos Airport; or

b) cause noise impacts in violation of Title 21, Subchapter 6 of the California Code of Regulations.

A violation or violations of the noise criteria set forth in this paragraph shall not operate to invalidate this easement or any provision of this easement or relieve GRANTOR from complying with the provisions of this easement.

6. WAIVER AND RELEASE OF CLAIMS

GRANTOR hereby waives, releases, and discharges, for itself and on behalf of GRANTOR'S heirs, assigns and successors in interest to all or any part of the Grantor Property, any and all claims or causes of action it may have now or in the future against COUNTY arising out of any of the activities authorized under this easement to include, but not limited to, activities which cause noise, vibrations, fumes, exhaust, dust, fuel particles, radio and television interference, and other effects which may be caused by the legal and proper operation of aircraft landing at or taking off from, or operating at San Carlos Airport.

7. ACKNOWLEDGEMENT OF EFFECTS OF AIRCRAFT OPERATION.

The Grantor Property is located within the boundary of the adopted Airport Influence Area (AIA) and the Avigation Easement Review Area (AERA) for the San Carlos Airport. GRANTOR acknowledges and understands that, because the GRANTOR'S private property is in close proximity to San Carlos Airport, operation of the airport and aircraft utilizing the airport may affect such property.

8. LIMITATIONS ON NOISE.

This grant of easement shall not: extend to permit an aircraft noise level over the Grantor Property which exceeds 65dB CNEL.

9. RESERVATION OF RIGHTS AGAINST UNLAWFUL OPERATION.

a) This grant of easement shall not operate to deprive the GRANTOR, and GRANTOR'S successors or assigns, of any rights that it may have against any individual or private operator of aircraft for negligent or unlawful operation of aircraft as such operation may affect the Grantor Property.

b) This grant of easement does not waive any claim GRANTOR or GRANTOR'S successors or assigns, or by any person lawfully on the Grantor Property, for damages for personal injury or damage to personal or real property sustained as a result of an aircraft crash or from objects falling from aircraft flying over the Grantor Property.

10. INTERPRETATION AND ENFORCEMENT.

a) COUNTY shall have the sole right and authority to enforce this easement on behalf of itself and members of the public using San Carlos Airport.

b) COUNTY may bring any action in court necessary to enforce the terms of this easement including, but not limited to, injunction to terminate a breaching activity, or an action to enforce the terms and provisions hereof by specific performance. The enforcement proceedings specified in this paragraph are not exclusive. Any forbearance on the part of the COUNTY to enforce the terms and conditions hereof shall not be deemed a waiver of COUNTY'S right regarding any subsequent breach.

11. COVENANT RUNS WITH THE LAND.

The covenants and agreements described herein shall run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the GRANTOR and GRANTEE. This easement benefits and burdens the Grantor Property and the San Carlos Airport property.

12. APPLICABLE LAW.

Provisions of this easement shall be interpreted, applied and enforced in accordance with the provisions of State and Federal Laws recited herein as they exist as of the effective date of this easement, except to the extent such provisions are preempted by any future amendment or amendments to such State or Federal laws, in which case the amended provisions of State and Federal law shall apply.

13. TERMINATION.

This grant of easement, and the covenants and agreements contained therein, shall continue in effect until San Carlos Airport shall be permanently abandoned and shall cease to be used for public airport purposes.

(NAME OF GRANTOR)

Dated: \_\_\_\_\_

by: \_\_\_\_\_

APPROVED AS TO FORM

Dated: \_\_\_\_\_

\_\_\_\_\_

City Attorney

COUNTY OF SAN MATEO

Dated: \_\_\_\_\_

by:

\_\_\_\_\_

County Manager

## C/CAG AGENDA REPORT

Date: May 9, 2019

To: San Mateo Countywide Water Coordination Committee

From: Sandy Wong, Executive Director of C/CAG

Subject: Review and approve Resolution 19-31 approving and authorizing release of the solicitation package for the at-large, northern, central, southern, and coastal area governing board members for the proposed San Mateo County Flood and Sea Level Rise Resiliency District.

**Recommendation:**

That the C/CAG Board of Directors review and approve Resolution 19-31 approving and authorizing release of the solicitation package for the at-large, northern, central, southern, and coastal area governing board members for the proposed San Mateo County Flood and Sea Level Rise Resiliency District.

**Fiscal Impact:**

None.

**Background:**

The C/CAG Board previously approved Resolution 19-01 endorsing the proposal for the San Mateo County Flood and Sea Level Rise Resiliency Agency. That proposal calls for creating the new agency through legislative amendments to the existing San Mateo County Flood Control District Act. These amendments include, in part, changing the governing board of the new agency from the Board of Supervisors to a new seven-member board that includes five city/town council members and two county supervisors. The five city/town members are to be appointed by the C/CAG Board of Directors.

On April 19, 2019, C/CAG's Countywide Water Coordination Committee reviewed a draft solicitation package for recruiting city/town council candidates for the new governing board. The attached solicitation package incorporates comments from that body as well as comments received during discussions at C/CAG's Administrators Advisory Committee. The solicitation package summarizes the purpose of the recruitment, defines the geographic boundaries for the five seats (at-large, north, central, south, and coastal), and requires submittal by interested parties of a Candidacy Form specifying the seat for which they are running and a letter of interest. Candidates will be provided an opportunity to speak to the C/CAG Board at the June 13, 2019 Board meeting, prior to the C/CAG Board voting to appoint candidates to each of the five available seats.

Staff recommends the Board approve Resolution 19-31, approving and authorizing release of the solicitation package.

**Attachments:**

1. Resolution 19-31

## 2. Candidate Solicitation Package

## **RESOLUTION 19-31**

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING AND AUTHORIZING RELEASE OF THE SOLICITATION PACKAGE FOR THE AT-LARGE, NORTHERN, CENTRAL, SOUTHERN, AND COASTAL AREA GOVERNING BOARD MEMBERS FOR THE PROPOSED SAN MATEO COUNTY FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT**

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

**WHEREAS**, the C/CAG Board previously approved Resolution 19-01 endorsing the proposal for the San Mateo County Flood and Sea Level Rise Resiliency Agency, and

**WHEREAS**, that proposal calls for legislative amendments to the existing San Mateo County Flood Control District Act, including revisions to create a new seven-member governing board that includes five city/town council seats to be appointed by C/CAG, and

**WHEREAS**, four of the city/town council seats are geographically based and one is at-large, and

**WHEREAS**, C/CAG previously approved Resolution 19-15 defining the geographic boundaries for the north, central, south, and coastal seats for the new governing board, and

**WHEREAS**, C/CAG's Countywide Water Coordination Committee recommended approval of a solicitation package for the five C/CAG-appointed seats at its April 19, 2019, meeting, and

**WHEREAS**, C/CAG's appointment of prospective candidates is necessary to convene the new governing board for the proposed agency.

**NOW THEREFORE BE IT RESOLVED**, the Board of Directors of the City/County Association of Governments of San Mateo County hereby approves and authorizes release of the solicitation package for the at-large, northern, central, southern, and coastal area governing board members for the proposed San Mateo County Flood and Sea Level Rise Resiliency District.

**PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY 2019.**

---

*Maryann Moise Derwin, Chair*

# C/CAG

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

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

Date: May 10, 2019

To: Council members from San Mateo County Cities and Towns

From: Maryann Moise Derwin, C/CAG Chair

Subject: **SOLICITATION OF INTERESTED CITY AND TOWN COUNCIL MEMBERS TO SERVE ON THE PROPOSED FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT BOARD OF DIRECTORS**

C/CAG is currently recruiting elected officials from cities and towns in San Mateo County to serve on the upcoming **Flood and Sea Level Rise Resiliency District Board of Directors**. The Flood and Sea Level Rise Resiliency District's mission and role would be to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County by 2100.

The *Flood and Sea Level Rise Resiliency District Board of Directors* will have seven seats: five seats to be appointed by C/CAG for elected officials from among the twenty City and Town Councils in San Mateo County and two seats for the County Board of Supervisors that will be appointed by the Board of Supervisors. One of the City and Town Council seats is at-large and the other four will represent specific geographic areas of the county, as detailed below (and on the attached map):

- At-large (all 20 cities and towns)
- North (Brisbane, Colma, South San Francisco, San Bruno, Millbrae, Burlingame)
- Central (Hillsborough, San Mateo, Foster City, Belmont, San Carlos)
- South (Redwood City, Menlo Park, East Palo Alto, Atherton, Woodside, Portola Valley)
- Coastal (Daly City, Pacifica, Half Moon Bay)

The Flood and Sea Level Rise Resiliency District is being created through legislative revisions to the existing San Mateo County Flood Control District Act (through Assembly Bill 825, Mullin, linked in attachments). Therefore, the selected appointees to the new Board of Directors will initially serve as an advisory body to the Board of Supervisors until the enacting legislation goes into effect (anticipated to be January 1, 2020). The proposed legislation calls for four-year terms for the Board of Director seats; however, the initial terms for the At-Large, Central, and Coastal seats (and one of the two Supervisor seats) will be two-year terms to create staggered terms for the overall Board.

Any individual who wishes to be considered for appointment to this new agency should: (1) fill out the attached Candidacy Form designating which of the five city/town seats you are seeking (i.e., at-large, north, central, south, or coastal – **YOU MAY SELECT AND RUN FOR ONLY ONE POSITION**) and (2) submit a letter of interest stating why you wish to be appointed,

affirming your commitment to serve for the anticipated (e.g., two- or four-year term depending on the seat), and any particular experience, background, or qualities that you feel would bring value to the governing board and be of interest to the C/CAG Board when making appointments.

Letters of interest must be received by **5 PM on Friday, May 31, 2019**, and should be sent to:

Sandy Wong, C/CAG Executive Director  
City/County Association of Governments  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
(650) 599-1409  
e-mail to [slwong@smcgov.org](mailto:slwong@smcgov.org)

Candidate appointments will be considered by the C/CAG Board of Directors at the **June 13, 2019** meeting, and all potential candidates will be provided an opportunity to speak to the C/CAG Board regarding their qualifications and interest in participating on the Flood and Sea Level Rise Resiliency District governing board. The C/CAG Board will vote to appoint one person for each of the five seats, with the candidate receiving the most votes for a given seat on the governing board being selected for appointment to that seat. In the case of a tie vote for one or more seats, the C/CAG Board will revote with only the candidates that were tied being considered for subsequent votes. The meeting will be held at 6:30 pm in the 2<sup>nd</sup> floor auditorium of the SamTrans building at 1250 San Carlos Ave, San Carlos.

Sincerely,

Maryann Moise Derwin  
C/CAG Chair

Attachments:

1. Candidacy Form
2. Map showing geographic areas for city/town council appointees
3. Flood and Sea Level Rise Resiliency District Background
4. Flood and Sea Level Rise Resiliency District Proposal (online at [www.resilientsanmateo.org/resources](http://www.resilientsanmateo.org/resources))
5. Assembly Bill 825 (online at [http://www.leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200AB825](http://www.leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB825))
6. Information regarding the existing Flood Control District (online at <https://publicworks.smcgov.org/flood-control-districts>)
7. Information on existing Flood Resilience Program (<https://publicworks.smcgov.org/flood-resilience>)



# 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*

Date: \_\_\_\_\_

I, \_\_\_\_\_, am hereby submitting my candidacy for the  
(Please print name)

following seat on the proposed Flood and Sea Level Rise Resiliency Agency.

(Select only one)

\_\_\_\_\_ **At-Large Seat**

\_\_\_\_\_ **North** (Brisbane, Colma, South San Francisco, San Bruno, Millbrae, Burlingame)

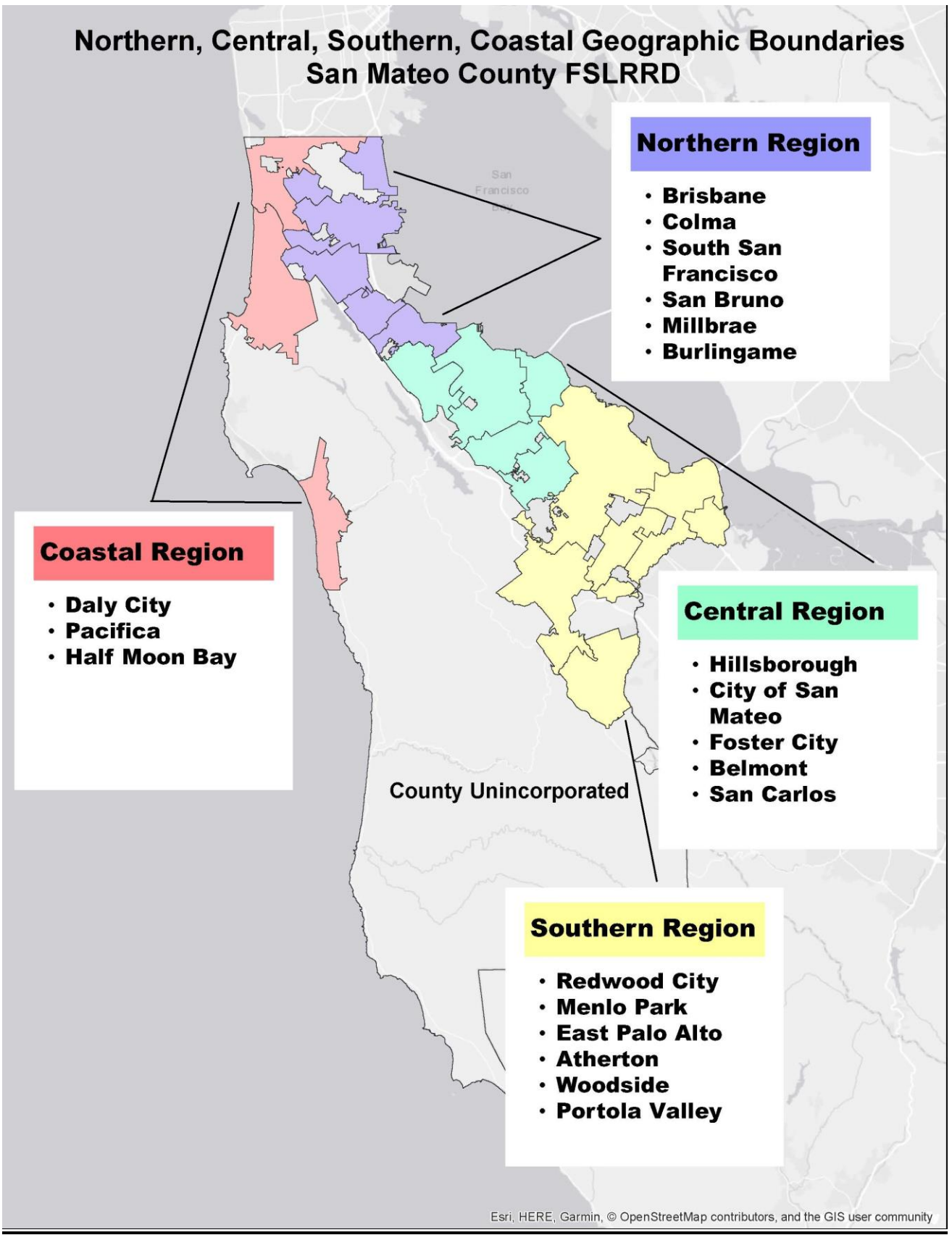
\_\_\_\_\_ **Central** (Hillsborough, San Mateo, Foster City, Belmont, San Carlos)

\_\_\_\_\_ **South** (Redwood City, Menlo Park, East Palo Alto, Atherton, Woodside, Portola Valley)

\_\_\_\_\_ **Coastal** (Daly City, Pacifica, Half Moon Bay)

\_\_\_\_\_  
*Signature*

# Northern, Central, Southern, Coastal Geographic Boundaries San Mateo County FSLRRD



## Northern Region

- Brisbane
- Colma
- South San Francisco
- San Bruno
- Millbrae
- Burlingame

## Coastal Region

- Daly City
- Pacifica
- Half Moon Bay

## Central Region

- Hillsborough
- City of San Mateo
- Foster City
- Belmont
- San Carlos

## Southern Region

- Redwood City
- Menlo Park
- East Palo Alto
- Atherton
- Woodside
- Portola Valley

## **Flood and Sea Level Rise Resiliency District Background**

### **Early Efforts**

In December 2013, Congresswoman Jackie Speier, Assemblymember Rich Gordon, and County Supervisor Dave Pine convened a conference titled “Meeting the Challenge of Sea Level Rise in San Mateo County” that initiated the County’s efforts to plan for sea level rise, including launching in 2015 its “Sea Change SMC” initiative and commencing a countywide sea level rise vulnerability assessment.

At the May 2015 C/CAG Board meeting, Supervisor Pine and County staff presented proposed plans for the County to begin addressing multi-jurisdictional flooding and sea level rise. To ensure all its member agencies were included in decisions on how best to address these challenging issues, C/CAG convened an ad-hoc group to evaluate options and make recommendations to the C/CAG Board.

### **C/CAG Ad-hoc Water Committee**

In December 2015 C/CAG convened an ad-hoc Water Committee to discuss opportunities for better countywide coordination, communication, and collaboration on integrated water issues to improve efficiency and maximize funding opportunities, including for state and federal grants. The ad-hoc Water Committee met throughout 2016 and, after exploring various options for a more comprehensive approach to water management, including presentations by numerous agencies that are already doing integrated water management outside of San Mateo County, ultimately recommended C/CAG establish a standing committee as a first step toward greater levels of countywide collaboration and decision making. It also recommended the committee primarily focus on the “orphan” issues of stormwater, flooding, and sea level rise rather than water management issues related to groundwater, water supply, or wastewater since those are already being worked on by others, such as through the Bay Area Water Supply and Conservation Agency, water purveyors, and sanitary agencies/special districts.

### **C/CAG Countywide Water Coordination Committee**

The Countywide Water Coordination Committee (Committee) convened in May of 2017 with four city elected officials representing geographic areas in the county and one member of the Board of Supervisors. After establishing its focus on funding advocacy, information and education, and inter-agency collaboration, the Committee quickly began planning the March 30, 2018 water summit, “Floods, Droughts, Rising Seas, Oh My!” This summit, attended by over 300 people, closed with a video address by Congresswoman Speier urging San Mateo County and the 20 cities and towns to create a joint flood control agency to better compete for federal funds to address sea level rise. In response to this call to action, the Committee, over the subsequent months, began investigating options for taking more formal action to address integrated water management in the county, including creation of a new or modified agency to coordinate efforts on sea level rise, coastal erosion, flooding, and regional stormwater management. To support this effort, the C/CAG Board added three additional members to the Committee, including the C/CAG Chair, Vice-Chair and immediate past Chair.

The Committee ultimately decided to develop by the end of 2018 a proposal for a water management agency that could be considered by the C/CAG Board of Directors and County Board of Supervisors. To achieve this goal, the Committee convened a Staff Advisory Team (SAT) comprised of 18 representatives (staff level) from C/CAG, the County, cities, and other water-related agencies and interests to help develop the draft proposal.

The SAT convened in July 2018 and met eight times, with numerous additional Executive Team calls to help shepherd the process. The SAT hosted a series of initial information gathering meetings with all 20 cities and towns in August and September 2018, the results of which informed the draft agency proposal. Two additional city meetings were hosted in November and December to present the draft agency proposal. At its December 13, 2018 meeting, the SAT endorsed a final version of the agency proposal (Proposal) for Committee consideration on December 20. At that meeting, the Committee recommended the C/CAG Board endorse the Proposal.

*The Proposal: The San Mateo County Flood and Sea Level Rise Resiliency Agency*

After considering many different alternatives, the Proposal focuses on modifying an existing special district, the San Mateo County Flood Control District (District). The District, which is governed by the Board of Supervisors and utilizes county staff for its functions, has been in place since its creation via special legislation in 1959. Its activities are generally limited to three flood control zones in which it collects pre-Proposition 13 property taxes to fund flood control efforts (Colma Creek, San Bruno Creek, and San Francisquito Creek watersheds). It also imposes two countywide fees on the property taxes on C/CAG's behalf to fund its Countywide Water Pollution Prevention Program. The District's annual zone-based property tax revenue is approximately \$3.8 million, the majority of which comes from the Colma Creek zone, and the two countywide fees for the C/CAG program generate approximately \$1.5 million annually. These funds would remain dedicated to their existing programs.

To address city concerns about a County-managed integrated water agency, the Proposal recommends revising (through special legislation) the 1959 San Mateo Flood Control District Act to change the governance from the Board of Supervisors to a seven-member board consisting of five city and two county elected officials. Legislative fixes, which could likely go into effect January 1, 2020, would also enhance authorities related to sea level rise and coastal erosion, clarify funding/financing authorities to reflect current state regulations/constitutional restrictions, and change the name to the Flood and Sea Level Rise Resiliency District (New Agency). The New Agency's mission and role would be to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County by 2100.

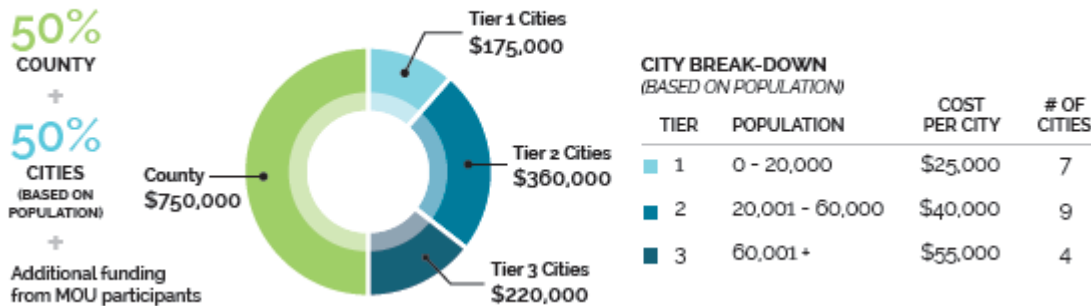
Proposed New Agency "Startup" funds:

The Proposal calls for \$1.5 million in annual funding contributions for three years, split equally between the County and the 20 cities and towns (\$750k each). Annual city/town contributions are proposed to fall into three population-based tiers, with seven small size cities/towns paying \$25k, nine medium size cities paying \$40k, and four large size cities paying \$55k (see chart on next page), for a cumulative city/town contribution of \$755k. A table listing each agency's proposed annual contributions is included in Attachment 3.

Of the \$750K County's share, \$350K will go to supplement the cities/towns' contribution, resulting in a grand total of \$1.1 million as "Start-up" funds. The remaining \$400k County contribution would be used to continue its current Flood Resilience Program under which the County is leading efforts with seven cities under three memoranda of understanding to address multi-jurisdictional flooding problems in three different watersheds. Additional city/town contributions for specific Flood Resilience Program projects are

established under the terms of the memoranda of understanding.

## Annual Funding



During this three-year period, the New Agency’s activities would generally fall into two categories: continuing existing efforts and implementing new startup services. For the first, the New Agency would continue implementing the District’s zone-based flood control activities (proposed initially through contracting with County Department of Public Works) and maintain the Flood Resilience Program that is working with the seven cities under three memoranda of understanding. For the startup services, the New Agency would develop an Integrated Flood and Sea Level Rise Investment Strategy and, perhaps most importantly, work to secure long-term sustainable revenue, such as through an Enhanced Infrastructure Financing District, a Geological Hazard Abatement District, or targeted special tax, any of which will require significant community and stakeholder engagement and outreach.

In the event a long-term funding structure is not in place within this three-year period, the annual funding contributions of the County and the cities are proposed to be extended for up to two additional years provided that (1) the New Agency is demonstrating sufficient progress toward meeting its objectives, and (2) the cities and the County agree to continue their respective funding contributions.

The Proposal calls for the new governing board of the New Agency to hire a General Manager and the two County staff currently working on the Flood Resiliency Program are anticipated to join the New Agency. Additional staff and consultants would be hired by the New Agency, as needed, to achieve its goals during the three-year startup period and beyond. It would also need to contract with the County for ongoing management of the existing District activities, until it is able to manage such efforts on its own.

## C/CAG AGENDA REPORT

Date: May 9, 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 19-33 authorizing the C/CAG Chair to execute Amendment No. 4 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 \$6,000 for a new total of \$117,486.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-33 authorizing the C/CAG Chair to execute Amendment No. 4 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 \$6,000 for a new total of \$117,486.

### 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. Amendment 3 added \$7,297. This amendment will add \$6,000 for a new not to exceed total of \$117,486.

### 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 determined that an additional \$9,684 is required to complete additional work with developing materials for Cultural Resources, resulting in Amendment No. 2, which increased the budget to \$104,189. Additional time was also required to complete the project; therefore, the term of the Agreement was also extended to December 31, 2018.

In December 2018, Caltrans indicated that an additional document not previously identified, the Historic Resources Evaluation Report (HRER), was required. Per Board approved Resolution 19-20, Amendment No. 3, executed in April 2019, added \$7,297 and extended the contract to June 30, 2019 to account for the addition work and review process. The Archaeological Survey Report (ASR) was also submitted to Caltrans in February 2019.

In April 2019, C/CAG submitted the updated Historical Property Survey Report (HPSR) and final Area of Potential Effects (APE) maps as well as the Finding of No Adverse Effect (FNAE) documents. As of May 1, 2019, Caltrans is continuing the review process and has indicated that final clarification comments will be provided soon. C/CAG and consultant plans to respond to Caltrans comments expeditiously. With Caltrans' approval, a NEPA (National Environmental Policy Act) clearance will be issued for the project and along with a separate CEQA (California Environmental Quality Act) clearance, C/CAG will proceed with requesting the California Transportation Commission (CTC) for funding allocation for the design phase.

C/CAG is continuing to coordinate with Caltrans for the 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 \$6,000. The new cost will increase to \$117,486.

#### **ATTACHMENTS**

1. Resolution 19-33
2. Amendment No. 4 to the Agreement with Iteris

**RESOLUTION 19-33**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT 4 WITH 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 \$6,000 FOR A NEW TOTAL OF \$117,486**

**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 new contract amount of \$104,189; and

**WHEREAS**, Amendment No. 3, executed on April 11, 2019, added \$7,297 for a new contract amount of \$111,486 and extended the completion date to June 30, 2019; and

**WHEREAS**, C/CAG and Iteris have determined that additional funds in the amount of \$6,000 for a new contract amount of \$117,486 is 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. 4 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 \$6,000 for a new total of \$117,486.

**PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY, 2019.**

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*Maryann Moise Derwin, Chair*



**AMENDMENT NO. 4 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 a 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 for a new total Agreement amount of \$104,189 and extended the completion date to December 30, 2018; and

WHEREAS, Amendment No. 3, executed April 11, 2019, added \$7,297 for a new total Agreement amount of \$111,486 and extended the completion date to June 30, 2019; and

WHEREAS, C/CAG and Consultant have determined that an additional \$6,000 is needed to complete the work, resulting in a new total Agreement amount of \$117,486; 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 added funding provided to Consultant by C/CAG under this amendment will be no more than \$6,000 for services thereby making the new maximum total Agreement amount, in Section 2 of the Agreement, \$117,486; and
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect upon execution by both parties.

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: May 9, 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)

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### RECOMMENDATION

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

### FISCAL IMPACT

Unknown.

### SOURCE OF FUNDS

N/A

### BACKGROUND

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

For SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives – This bill is in the process of being revised and there appears to be mixed positions from legislative committee members and board members. Revisions of the bill will be presented at the C/CAG Legislative Committee meeting and the Board.

### ATTACHMENTS

1. May 2019 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. SB 50 (Wiener) as amended on May 1, 2019 available online at: <http://ccag.ca.gov/committees/board-of-directors/>
3. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

**DATE:** April 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 – May 2019

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***Legislative Update***

The Legislature returned from Spring Recess on April 22. Policy committees had until April 26 to hear bills that have a fiscal impact to the state and May 31 marks the house of origin deadline. The Governor will release his update to the proposed budget, the May Revise, around May 14. Many of the bills related to the CASA Compact were heard and amended in policy committees before April 26 and some will likely be held in the Appropriations Committees in the coming weeks. We are tracking a number of bills for C/CAG, some of which are identified under ***Bills of Interest*** below.

***C/CAG Sacramento Visit***

On Tuesday, April 23, C/CAG Legislative Committee members travelled to Sacramento for a series of meetings with members of the Legislature and Newsom Administration. The meetings predominantly focused on housing, legislation surrounding the CASA Compact, and C/CAG's \$8 million budget request for multi-benefit stormwater projects. Overall, it was a successful day and a lot of productive conversations were had with members.

***Bills of Interest***

**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 was amended substantially in the Senate Governance and Finance Committee and as of this writing, the amendments have not come in to print. The bill would essentially grant development rights

for projects within certain proximity to rail and bus routes, or in jobs-rich areas. The amended version of the bill will apply different standards to counties with populations over 600,000, scale back the triggering frequency for bus routes, and make certain exemptions for the coastal zone and wildfire prone areas. Additional changes were made regarding parking minimums.

**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. *C/CAG SUPPORTS 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. *C/CAG SUPPORTS 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 1487 (Chiu) Regional Housing Funding\***

This bill would enact the San Francisco Bay Area Regional Housing Finance Act and establish the Housing Alliance for the Bay Area (HABA), a regional entity governed by members of MTC and ABAG. HABA would be tasked with establishing a regional funding program to address housing needs in the Bay Area. The funding source is unspecified and left to HABA to determine what's likely to meet the region's needs and garner voter-approval. A portion of the revenues would be returned to each county and a portion would be controlled by HABA.

**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 prohibit the entity from applying for certain state grants, including the Transit and Intercity Rail Capital Program.

***C/CAG OPPOSES this measure.***

**ACA 1 (Aguiar-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.*

## C/CAG AGENDA REPORT

Date: May 9, 2019

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

From: Jean Higaki, Program Director

Subject: Review and approval of Resolution 19-32 authorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 (*Special voting procedures apply*).

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-32 authorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023.

### FISCAL IMPACT

If reauthorized, the Congestion Relief Plan will receive \$1.85 million per year for four years.

### SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived primarily from C/CAG member assessment of \$1.85 million.

### BACKGROUND

The San Mateo County Congestion Relief Plan was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP). The CMP is a legal requirement (California Government Code Section 65089(b)(1)(A)), enforceable with financial penalties, and requiring deficiency plans when the congestion exceeds set standards. The Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan such that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs.

The alternative to a Countywide Deficiency Plan would be for each individual jurisdiction to research, develop, fund, and implement its own deficiency plan. Agencies would potentially have to contribute to multiple deficiency plans some outside their jurisdiction where they contribute 10% or more trips at the deficient location. This could result in unpredictable cost/ impact to the local agencies.

Over the years, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The adoption of the Congestion Relief Plan relieves all San Mateo County jurisdictions from State mandates to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years. Aside from meeting the State mandate, it is also prudent for all San Mateo County jurisdictions to share resources and address traffic and transportation issues together.

Adopting the Congestion Relief Plan allows for countywide programs to address congestion in a more impactful manner. The Congestion Relief Plan was developed to respect and support the economic development efforts made by local jurisdictions. Since economic prosperity tends to create severe traffic congestion which also threatens economic growth, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction without halting economic growth.

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

The C/CAG Board authorizes the Congestion Relief Plan for a period of 4 years and all jurisdictions make financial contributions to the Plan based on population and trip generation. The last re-authorization in 2015 was based on 2014 population percentages and 2013 trip generation data. The proposed assessment is updated to reflect 2018 population percentages and 2015 trip generation data as shown on Attachment A. The proposed assessment will be updated when more recent ABAG regional projections are recalibrated by our modeler and validated by our jurisdictions.

### San Mateo County Congestion Relief Plan Benefits to Cities and County

Contribution to a Countywide Deficiency Plan is a fixed cost that provides immunity from localized deficiency plans. This approach is more fiscally efficient than each agency developing and implementing multiple localized Deficiency Plans.

Much of the Congestion Relief Plan assessment fees are distributed back to local agencies in the form of planning grants, shuttle grants, use of the Peninsula Traffic Congestion Relief Alliance services at low or no cost, and installation of intelligent transportation system equipment for operational improvements, and development of model programs, plans, and templates for local jurisdiction use at low or no cost.

### Proposed Program Revisions from the 2015-2019 Adopted Plan

Below is a description of program changes proposed for the new authorization.

#### 1. Local Transportation Services Program

The current Employer-Based Shuttle Program and Local Transportation Services Program primarily funded employer or community shuttles through a competitive process and required a 50% match from the project sponsor. Originally this program was the only available source of funds for shuttle services. Today, San Mateo County Transportation Authority (TA) has a robust fund source dedicated to fund shuttles and the funds for this program may be better spent in exploring new emerging mobility options.

In consideration of this, the proposed program is modified to include innovative programs and emerging mobility options that facilitate local transportation services and will reduce congestion. Examples of emerging mobility options include autonomous shuttles/ vehicles, and shared economy mobility services.

The state and bay area region are beginning to focus more on vehicle miles traveled (VMT) impacts and the links between housing and transportation. To accommodate this new focus, Program 4 - "Linking Transportation and Land Use" has redefined several sub-items highlighted below.

#### 4A. Innovative Trip Reduction Strategies and Major Corridors Studies

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies. Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and goods. As part of the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

This authorization proposes to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies on major corridors, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be reduced to \$150,000.

#### 4B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases.

Previous match contributions made under this program included: contributing \$80,608 in matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this section to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the San Mateo Countywide Transportation Plan (SMCTP) 2040 Action Plan and develop feasible plans to track performance measure.



- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000.

#### 4C. Climate Change and Resiliency Planning

There is a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

This program would be modified to incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding.

#### 4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) 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).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new

authorization be set at \$150,000.

**Total Funding**

Due to the varied expenditure needs from year to year, the current Congestion Relief Plan provides flexibility to shift funds between the sub-items under Program 4 (Linking Transportation and Land Use) as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval.

The 2015 reauthorization of an annual \$1.85 million in member assessments for the Congestion Relief Plan was used to finance the programs shown on the table below. It is proposed that the reauthorization of this Plan be held at the same member assessment level and that the Plan include the revised programs as shown on the table below.

2015-2019 Proposed Plan			2019-2023 Proposed Plan				
1	Employer-Based Shuttle and Local Transportation Services Program	\$500,000	1	Local Transportation Services Program	\$500,000		
2	Travel Demand Management	\$550,000	2	Travel Demand Management	\$550,000		
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies	\$200,000	3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000		
4	Linking Transportation and Land Use:	\$600,000	4	Linking Transportation and Land Use:	\$600,000		
	4A. Innovative Trip Reduction Strategies and Major Corridors Studies			\$250,000		4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan	\$150,000
	4B. Transportation Improvement Strategy			\$100,000		4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)	\$150,000
	4C. Climate Action Plan Activities			\$150,000		4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)	\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.			\$100,000		4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000
Total		\$1,850,000	Total		\$1,850,000		

The reauthorization of the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 was presented to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 18, 2019 and was recommended for approval as proposed. The Plan was also presented to the Congestion Management and Environmental Quality (CMEQ) Committee on April 29, 2019 and was recommended for approval.

**ATTACHMENTS**

1. Resolution 19-32
2. Attachment A Congestion Relief Plan Assessment
3. Attachment B Congestion Relief Plan Program Details

## RESOLUTION 19-32

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE SAN MATEO COUNTY CONGESTION RELIEF PLAN FOR FOUR YEARS FROM JULY 1, 2019 TO JUNE 30, 2023

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

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

**WHEREAS**, State law requires monitoring of the Congestion Management Network, and

**WHEREAS**, any deficient corridor or interchange will require the development of a deficiency plan with mitigation that may include all the cities and the County, and

**WHEREAS**, the San Mateo County Congestion Relief Plan was in effect from July 1, 2015 thru June 30, 2019, and

**WHEREAS**, the San Mateo County Congestion Relief Plan has been demonstrated to be an effective program that included, Intelligent Transportation System and Traffic Operational Improvement Strategies, Countywide Travel Demand Management, Funding for Local and Employer Shuttles, and Activities Linking Transportation and Land Use, and

**WHEREAS**, the new authorization of the San Mateo County Congestion Relief Plan will include, Intelligent Transportation System and Traffic Operational Improvement Strategies, Countywide Travel Demand Management, Local Transportation Services, and Activities Linking Transportation and Land Use, and

**WHEREAS**, the San Mateo County Congestion Relief Plan has proven beneficial to the Cities and the County by providing a simple predictable way to address transportation deficiencies caused by development.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County to reauthorize the San Mateo County Congestion Relief Plan for a four-year term with an assessment of \$1,850,000. The new Congestion Relief Plan will start July 1, 2019 and expire June 30, 2023.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

## Congestion Relief Plan Assessment \*

	Population (as of 1/1/18)	% of Total Population	2015 % of Trip Generation	Average of Population % & Trip Gen %	Member Assesment
Atherton	7,135	0.92%	0.88%	0.90%	\$16,672
Belmont	27,388	3.54%	3.22%	3.38%	\$62,501
Brisbane	4,692	0.61%	0.78%	0.69%	\$12,828
Burlingame	30,294	3.91%	5.59%	4.75%	\$87,901
Colma	1,501	0.19%	0.61%	0.40%	\$7,468
Daly City	107,864	13.93%	10.18%	12.06%	\$223,029
East Palo Alto	30,917	3.99%	2.27%	3.13%	\$57,896
Foster City	33,490	4.33%	3.96%	4.14%	\$76,658
Half Moon Bay	12,639	1.63%	1.79%	1.71%	\$31,674
Hillsborough	11,543	1.49%	1.09%	1.29%	\$23,837
Menlo Park	35,268	4.56%	5.54%	5.05%	\$93,389
Millbrae	22,854	2.95%	2.97%	2.96%	\$54,734
Pacifica	38,418	4.96%	4.06%	4.51%	\$83,443
Portola Valley	4,767	0.62%	0.60%	0.61%	\$11,235
Redwood City	86,380	11.16%	12.50%	11.83%	\$218,806
San Bruno	46,085	5.95%	5.89%	5.92%	\$109,504
San Carlos	29,897	3.86%	4.04%	3.95%	\$73,055
San Mateo	104,490	13.50%	14.99%	14.24%	\$263,494
South San Francisco	67,082	8.67%	8.64%	8.65%	\$160,055
Woodside	5,623	0.73%	0.61%	0.67%	\$12,405
San Mateo County	65,828	8.50%	9.81%	9.16%	\$169,417
<b>Assessment</b>	<b>774,155</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$1,850,000</b>

\* **Assessment is based on the % of population and % Countywide automobile trips generated by jurisdiction.**

Population data as approved by the C/CAG Board

Trips generated from the C/CAG-VTA Travel Model (Travel Demand Model)

**SAN MATEO COUNTY CONGESTION RELIEF PLAN  
REAUTHORIZATION**

**PROGRAM DETAILS FOR 7/1/2019 – 6/30/2023**

Adopted on 5/9/2019

**1) Local Transportation Services Program.**

The Local Transportation Services Program focuses on connecting employment centers to transit centers (BART, Caltrain, and Ferry) and provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. Under the Local program, jurisdictions have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, on-demand services, and mid-day service.

This program is modified to include innovative solutions and emerging mobility options that facilitate local transportation services to reduce congestion. Examples of emerging mobility options may include autonomous shuttles/ vehicles, and shared economy mobility services.

Proposed: The program is amended to include innovative solutions and emerging mobility alternatives to traditional shuttle services. The annual fund level for the program is currently \$500,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- To increase transit use and thereby reduce congestion.
- Facilitate the use of innovative emerging mobility options that reduce congestion.

**2) Countywide Travel Demand Management Program.**

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Commute.Org). Core Commute.Org work includes voluntary trip reduction programs, working with employers to reduce peak commute trips, employer-based shuttle development and management, employer alternative commuting support services, and alternative commute incentive programs. Commute.Org also incorporates other projects to adapt to changing commute patterns and technologies.

Commute.Org has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. Recent and current projects include: Deployment and promotion of the STAR Platform (branded STAR Platform by vendor Ride Amigos) to promote, track and incentivize alternative commuting behavior and working with partners who are developing and deploying app-based and other technologies that will lead to the reduction in single-occupancy vehicle trips in San Mateo County.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$550,000. It is proposed that the new authorization remain at the same

level of funding.

Goals:

- Increase transit use and use of alternative commute options through education and incentives.
- Reduce single occupant vehicle trips through education and incentives.

**3) Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies.**

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. Funding under this Program is used as seed funding for design and implementation of individual components of the ITS Plan.

In addition, Caltrans has developed a Corridor System Management Plan (CSMP) and a Comprehensive Corridor Plan (CCP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. Caltrans has also developed a Transportation Concept Reports (TCR) for Interstate 280 and State Route 92. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. TCRs are long-range planning documents that appraise existing conditions and maintenance needs, analyze imminent population and job growth scenarios, then, in accord with local governments and planning agencies, suggest strategies to cope with both current and future mobility challenges.

It is anticipated that funding under this Program will be used to study, design, implement, or maintain operational and safety improvement strategies. This also includes funding technological strategies that support congestion reduction along major corridors.

Proposed: The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- Analyze the causes of congestion and identify solutions to mitigate congestion.
- Support and implement solutions that utilize technology for congestion reduction and traffic operation improvements.
- Initial support of the US 101 Express Lanes.
- Implement and operate the San Mateo Smart Corridors.
- Extend ITS improvements to the northern county.
- Define ITS strategies for US 101, SR 92, I-280, and El Camino Real.

## **4. Linking Transportation and Land Use.**

### **4A. Innovative Trip Reduction Strategies.**

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies. Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and goods. As part of the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

Proposed: It is proposed to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies in major corridors, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be reduced to \$150,000 (See note under Total Funding).

Goals:

- Implement innovative strategies to reduce auto commute trip demands in partnership with other public or private entities.
- Implement programs or projects that address the mobility challenges on major corridors in the county.

### **4B. Transportation Improvement Strategies to Reduce Green House Gases.**

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases.

Previous match contributions made under this program included: contributing \$80,608 in



matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this program to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures.

- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor’s Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board. It is expected that this program could be continued or expanded if there is a demand.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

Proposed: The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000. (See note under Total Funding).

#### Goals:

- Leverage funds towards projects aimed at reducing GHG.
- Develop tools to assist member agencies and project partners with SB 743 compliance.
- Evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures

### **4C. Climate Change and Resiliency Planning**

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee which supports the development of energy efficiency- and climate change-related programs.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board related to energy, water use, and greenhouse gas mitigation efforts, including planning measures related to reducing vehicle miles traveled in San Mateo County and the region. More recently, the Committee is also considering the reduction of emissions from transferring the vehicle stock in San Mateo county from gasoline to hybrid or electric.

Also, in 2009, the C/CAG Board launched the San Mateo County Energy Watch Program (SMCEW), a Local Government Partnership between C/CAG and PG&E. A portion of the SMCEW budget, combined with additional C/CAG Congestion Relief Funds, provides climate action planning assistance to San Mateo County local governments through a program called the Regionally Integrated Climate Action Planning Suite (RICAPS).

RICAPS is a set of tools developed through grant funding from the Bay Area Air Quality Management District and PG&E with matching funds from C/CAG. This grant program provides ongoing climate action planning technical assistance to local governments in San Mateo County and is supported by the C/CAG-PG&E Local Government Partnership (LGP) and C/CAG. The program also includes monthly working group meeting with sustainability staff across San Mateo County. These meeting may include information or reducing VMT and electrification of existing transportation.

With State goals of reducing emission by 40% by 2030 and 80% by 2050, there will be increased emphasis on transportation-related emissions. The recently-formed community choice aggregator in San Mateo County, Peninsula Clean Energy (PCE), is focused on decarbonizing our electricity energy source. 100% carbon-free electricity is expected to be available in San Mateo County by 2025. To support and leverage the efforts and programs of other regional organizations, such as PCE and Joint Venture Silicon Valley, C/CAG may use program funds to coordinate with these organizations' efforts.

There is also a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

Proposed: This program would incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding (See note under Total Funding).

Goals:

- Leverage regional efforts through collaboration and coordination to benefit San Mateo County cities and the County of San Mateo
- Maintain climate action planning and emission inventory tools and technical support to San Mateo County Cities and the County of San Mateo
- Enhancing resources needed to implement projects identified in the San Mateo County Energy Strategy.
- Continue collaboration efforts with the County on adaptation strategies.

#### **4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.**

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) 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).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

Proposed: The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new authorization be set at \$150,000 (see note under Total Funding).

Goals:

- Support San Mateo County transportation-land use and sustainability planning efforts.
- Facilitate the Cycle 6 Sub-RHNA process and assisting agencies in developing their associated housing elements.
- Provide countywide technical support and analysis to C/CAG member agencies for countywide housing planning efforts and reporting requirements.

**Total Funding**

The total funding from C/CAG Member Agencies for reauthorization of the Congestion Relief Plan is \$1,850,000. It is recommended that the Congestion Relief Plan be reauthorized for four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2023).

Note: Flexibility will be provided to shift funds between items 4A, 4B, 4C, and 4D as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval.

**C/CAG AGENDA REPORT**

Date: May 9, 2019

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

From: Sandy Wong, Executive Director

Subject: Review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

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

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**RECOMMENDATION**

That the C/CAG Board review the draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

**FISCAL IMPACT**

Unknown.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the summer of 2021. The RTP/SCS, also known as Plan Bay Area 2050, will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. It is important to note that Plan Bay Area 2050 will not fund specific transportation projects but sets a roadmap for future transportation investments.

## Per MTC Request for Regionally-Significant Projects Guidance:

*“For regionally-significant projects to progress from an idea to implementation or construction, project sponsors must demonstrate the project assumptions are consistent with Plan Bay Area 2050 and its environmental assessments (e.g., regional transportation-air quality conformity, program environmental impact report). Therefore, all regionally-significant projects anticipated to open by 2050 that will seek federal, state, or regional funding or that will require federal or state actions (e.g., project-level transportation-air quality conformity, National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA)) must be submitted for consideration during this Request for Regionally-Significant Projects.”*

MTC requests the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA’s), also known as Congestion Management Agencies (CMA’s), to coordinate project proposals for their county. The purpose of the Plan Bay Area 2050 Request for Regionally Significant Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller projects for prioritization in the region’s long-range plan. The Plan Bay Area 2050 Request for Regionally Significant Projects will build upon Plan Bay Area 2040 (adopted in 2017), the Bay Area’s adopted 2019 Transportation Improvement Program (TIP), and MTC Horizon’s Request for Transformative Projects.

### C/CAG Request for Regionally-Significant Projects

Project sponsors will be requested to submit regionally significant projects which are defined as follows:

- **Regionally-significant project** means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.
  - In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:
    - Expands or extends the principal arterial system (length must be greater than ¼ mile)
    - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
    - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
    - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
    - Extends or expands the fixed guideway transit infrastructure
    - Adds new or expands transit stations or terminals, including parking facilities
    - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
    - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
    - Total estimated cost (capital + operating and maintenance) is greater than \$250 million

MTC issued a spreadsheet populated with existing data from the current RTP/SCS, State Transportation Improvement Program (STIP), and TIP. C/CAG staff requested the assistance of project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources.

### Programmatic Investments

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing. Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets).

Projects that are covered under a programmatic category and that will also seek federal, state, or regional funding or require federal or state action (e.g., project level conformity, NEPA, CEQA) must be included in the plan to progress to implementation. Having a project listed under a programmatic category enables project sponsors to still be eligible for both State and Federal funding and show consistency with the RTP. An individual project listing is not necessary to show consistency with the plan. In addition, projects that are 100% locally funded and have regional significance must still be included in the plan and analyzed by the region. C/CAG anticipates further guidance from MTC for programmatic investments later this year.

### Draft List of Regionally Significant Projects

C/CAG released the Request for Regionally Significant Projects on March 18, 2019. A workshop for San Mateo County project sponsors was held on March 28, 2019 in San Carlos. Project sponsors were requested to submit new project proposals or project updates by April 10, 2019. The draft list of regionally significant project proposals and updates can be found in Attachment 1.

The projects listed in Attachment 1 that have been strike through indicate that the project either: (a) project is under construction or completed (b) project will not move forward. Project sponsors were required to concur with the removal of these projects. Their cost was also zeroed out to reflect the removal from the list as well.

SamTrans submitted the Dumbarton Rail Corridor project with a total project cost of two billion dollars. Because the project is a multi-county transformative project, it will not count towards the San Mateo County financial target but will remain on the project list to be evaluated for air quality conformity along with the other regionally significant projects.

At the April 18, 2019 C/CAG CMP TAC Committee meeting, committee members reviewed the draft list and had clarifying questions about the next steps in finalizing the project list and asked about how programmatic categories will be handled later this year.

At the April 29, 2019 C/CAG CMEQ Committee meeting, committee members suggested that the draft list also be presented to the C/CAG Board as well as providing another opportunity for public comment. A public hearing was also held during this meeting as an opportunity for public comment and to adhere to the MTC outreach policy.

A final list of submitted projects will be presented to the CMP TAC and CMEQ in May and presented to the C/CAG Board, for an endorsement, in June 2019.

### Schedule and Outreach

The request for projects and project updates was sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, C/CAG standing committees, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, and the Golden Gate National Recreation Area (GGNRA) request for projects announcement will also be posted on the C/CAG website. Below is the schedule showing C/CAG’s process schedule. MTC anticipates that Plan Bay Area 2050 will be adopted in the summer of 2021.

<b>Schedule Task</b>	<b>Date</b>
Review and Solicit Input on Draft Request for Projects Guidance	MTC PTAC: January 2019 Regional RAWG: March 2019
C/CAG Staff Coordination Meeting with SMCTA/SamTrans/JBP	February 2019
MTC Issues Request for Regionally Significant Projects Guidance Letter to CTAs	Late February 2019
CMP TAC – Outreach and Process Review	February 21, 2019
CMEQ – Outreach and Process Review	February 25, 2019
C/CAG Board - Outreach and Process Review	March 14, 2019
C/CAG issues a request for regionally significant projects to all identified project sponsors	March 15, 2019
Workshop for San Mateo County Project Sponsors	March 28, 2019
Deadline for Project Sponsors to submit projects to C/CAG	April 10, 2019
CMP TAC – Review of Draft Project List	April 18, 2019
CMEQ – Review of Draft Project List and Public Hearing	April 29, 2019
C/CAG to Finalize List of Projects Based on Sponsor Submittals and Public Hearing	Early May 2019
<b>C/CAG Board – Review of Draft Project List</b>	<b>May 9, 2019</b>
CMP TAC –Review of the final project list	May 16, 2019
CMEQ – Review of the final project list	May 20, 2019
C/CAG Board –Endorsement of the project list	June 13, 2019
Project Submittals Due to MTC	June 28, 2019
MTC Conducts Project-Level Performance Assessment	Fall 2019

### Next Steps

The total cost of projects will need to be constrained within a financial county target of approximately \$4.6 billion that is provided by MTC. The current total of cost of regionally significant projects on the draft project list from San Mateo County is \$2.6 billion. However, it is anticipated that MTC will provide a clearer funding revenue target later this year. This would mean revisions to the project costs



of regionally significant projects may be required because it is anticipated that the final financial target will need to encompass both the costs of regionally significant projects and programmatic investments.

Because of this financial constraint, C/CAG will work together with sponsors with project completion dates in the outer years of the RTP/SCS to be shown only with fully funded preliminary phases, such as the planning or environmental phases to fit all the projects within the target, keeping in mind the RTP is updated every four years giving a chance to update project costs during the next update.

After C/CAG submits the approved project list in June, MTC will take the projects collected from this request and perform a project performance assessment against three scenarios that will shape a final scenario for Plan Bay Area 2050.

C/CAG supports adding regionally significant projects from San Mateo County to the development of Plan Bay Area 2050, which are essential to conducting air quality conformity analysis and shaping the preferred scenario to be used in Plan Bay Area 2050. However, C/CAG does not endorse the particular design details of any individual project.

#### **ATTACHMENTS**

1. Draft List of Regionally Significant Projects to be submitted to MTC for inclusion in the update of Plan Bay Area 2050.

**Attachment 1 - Draft List of Regionally Significant Projects**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	Street/Highway Facility	Highway	Widen existing Manor Drive Overcrossing and signalize the intersections of Palmetto Drive/Manor Drive and Oceana Drive/Manor Drive. Construct new northbound on-ramp at Hwy 1 and Milagra Drive.	2030	20		
17-06-0008	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.	2024	210		
17-06-0009	Improve operations at U.S. 101 near Route 92 Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	US 101 operational improvements near Route 92. Project may have phased construction.	2026	160		
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	Street/Highway Facility	Highway	Modifies the Woodside Road Interchange at US 101.	2025	144	0.1	
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	Street/Highway Facility	Highway	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	2024	146		
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	Street/Highway Facility	Highway	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.	2023	85		
<del>17-06-0013</del>	<del>Reconstruct U.S. 101/Broadway interchange*</del>	<del>Burlingame</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Reconstructs the US 101/Broadway interchange.</del>	<del>2017</del>	<del>0</del>		
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	Street/Highway Facility	Highway	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	2018	2		
<del>17-06-0015</del>	<del>Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*</del>	<del>Caltrans</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Add northbound and southbound auxiliary lanes.</del>	<del>2015</del>	<del>0</del>		
17-06-0016	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects. Environmental phase only for long term projects).	2040	39		
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	Street/Highway Facility	Highway	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	2021	34		
<del>17-06-0018</del>	<del>Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only*</del>	<del>San Bruno</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Environmental assessment of local access improvements at the existing I-280/I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.</del>		<del>0</del>		
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement*	San Mateo (City)	Street/Highway Facility	Highway	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	2020	2		
17-06-0020	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	Street/Highway Facility	Highway	Operational and safety improvements for vehicles, transit, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, recreational and commuter parking, turn lanes, bike lanes, intersection control, including roundabouts, enhanced crossings, and trail network improvements.	2020	90		

**Attachment 1 - Draft List of Regionally Significant Projects**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	Street/Highway Facility	Highway	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.	2021	25		
<del>17-06-0022</del>	<del>Westbound slow vehicle lane on Route 92 between Route 35 and I-280 – Environmental Phase</del>	<del>San Mateo County</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280</del>		<del>0</del>		
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	Street/Highway Facility	Highway	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	2020	19		
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	Street/Highway Facility	Highway	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.	2030	17		
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	Street/Highway Facility	Highway	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	2021	15		
17-06-0027	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	San Mateo County Transit District (SamTrans)	Bicycle/Pedestrian Facility	Transit	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.		1		
17-06-0029	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	2040	228		
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	Public Transit Facility	Transit	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.		8		
17-06-0031	Redwood City Street Car Project	Redwood City	Public Transit Facility	Transit	New transit service between Downtown and Stanford in Redwood City	2035	160	2	
<del>17-06-0032</del>	<del>Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*</del>	<del>Pacifica</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100 year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.</del>	<del>2015</del>	<del>0</del>		
<del>17-06-0033</del>	<del>Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*</del>	<del>Half Moon Bay</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.</del>	<del>2025</del>	<del>8</del>		
<del>17-06-0034</del>	<del>Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*</del>	<del>Pacifica</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,200 feet north of Reina Del Mar Avenue, a distance of 1.2 miles, and will add a 16ft wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue.</del>	<del>2021</del>	<del>0</del>		

**Attachment 1 - Draft List of Regionally Significant Projects**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0035	I-280 improvements near D Street exit	Daly City	Street/Highway Facility	Highway	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	2025	1		
<del>17-06-0036</del>	<del>Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased*</del>	<del>San Bruno</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four-lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.</del>	<del>2021</del>	<del>0</del>		
17-06-0037	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	Street/Highway Facility	Local Project	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	2022	15		
17-06-0038	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	Street/Highway Facility	Local Project	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.	2025	17		
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	Street/Highway Facility	Local Project	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	2023	29		
<b>NEW</b>	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Purchase electric buses to use in running expanded express bus service utilizing the San Mateo County Express Lanes project; construct improvements at the US-101/SR-92 interchange park-and-ride; add secure bike parking and improved bus stop facilities at key stop locations.	2022	37	10.3	
<b>NEW</b>	El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade	San Bruno	Street/Highway Facility	Auto	The El Camino Real/Westbound I-380 Ramps Intersection project is proposed to improve intersection operations and decrease expected future delays due to growth in vehicle traffic by adding an additional right-turn lane access from westbound I-380 onto northbound El Camino Real.	2035	25		
<b>NEW</b>	Eastbound I-380 Freeway Expansion	San Bruno	Street/Highway Facility	Auto	The Eastbound I-380 Freeway Expansion project is proposed to decrease expected future delays due to growth in vehicle traffic by widening the freeway between I-280 and US 101.	2035	150		
<b>NEW</b>	HSR Millbrae SFO Station	Millbrae	Public Transit Facility	Transit	Construct 4-level underground parking structure podium in preparation for future High Speed Rail Millbrae SFO station at the northeast corner of Millbrae Ave and El Camino Real as part of the Millbrae Station Area Specific Plan. Project will include electronic wayfinding signage along US101 and Interstate 280 providing direction and real time transit information to attract SOV and promote transit use in the region.	2030	250	0.5	
<b>NEW</b>	Millbrae SFO Guideway Improvement	Millbrae	Public Transit Facility	Transit	Improve existing guideway between Millbrae Station and SFO Station to accommodate new trains to provide seamless transit between Millbrae Station/future High Speed Rail Station and SFO Station.	2030	500	2	
<b>NEW</b>	Redwood City Transit Center Expansion Project	Redwood City	Public Transit Facility	Transit	Expand and potentially relocate Redwood City Caltrain Station	2025	100		
<b>NEW</b>	El Camino Real Road Diet	Millbrae	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction with high traffic speeds and volume. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by reducing travel lane, widening sidewalks, and adding bike lanes.	2025	50	0.5	
<b>NEW</b>	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay via existing Dumbarton Rail Bridge Corridor. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of the multimodal program which facilitates substantial, additional transit capacity across the San Francisco Bay, thus providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.	2028	2000	50	Transformative multi county project and won't be counted towards the San Mateo County financial target at this time.

<b>PBA 2050 Regionally Significant Project Cost Target - February 2019 (\$ in millions)</b>	<b>4578</b>
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<b>San Mateo County Regionally Significant Projects (\$ in millions)</b>	<b>2602</b>
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\* and ~~struck through~~ indicates existing project will be removed from the proposed PBA 2050 list

## C/CAG AGENDA REPORT

Date: May 9, 2019

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

From: Sandy Wong, Executive Director

Subject: Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2019-20 Program Budget and Member Fees.

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

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### RECOMMENDATION

That the C/CAG Board of Directors review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2019-20 Program Budget and Member Fees.

### FISCAL IMPACT

In accordance with the proposed C/CAG 2019-20 Program Budget.

### SOURCE OF FUNDS

Funding sources for C/CAG include member assessments, cost reimbursement from partners, grants, regional - State - Federal transportation and other funds, property tax/fee, Department of Motor Vehicle fees, State - Federal earmarks, and interest.

### BACKGROUND

Each year, the C/CAG Board reviews the draft annual budget and member fees in the month of May and approves the final in June.

For fiscal year 2019-20, it is proposed that the total member fees be the same as that in FY 2018-19. However, individual jurisdiction member's portion would vary due to the updated population data.

For budgeting purposes, the draft fee for each individual member agency was sent to City and County Managers on March 12, 2019. Approval of the final C/CAG Fiscal Year 2019-20 budget and fees will be submitted to C/CAG Board on June 13, 2019.

The Congestion Relief Plan fund (C04) requires C/CAG Board re-authorization every four years. Assumption is made that its reauthorization will be approved for the next four years.

Revenue from PG&E Local Government Partnership grant has been substantially reduced in FY 19-20. As presented to the C/CAG Board at the November 8, 2018 meeting (approval of calendar year 2019 Contract Work Authorization with PG&E), PG&E has reduced its funding allocation to Local Government Partnerships in their overall portfolio to meet CPUC cost-effectiveness requirements.

Transportation Programs Fund (C02) receives revenues from a combination of member fees, MTC Planning Grant, and STIP-PPM (State Transportation Improvement Program – Planning, Programming, and Monitoring) grant. For FY 2019-20, as a transition year, there is zero allocation from the State for STIP-PPM. From C/CAG budget standpoint, the only STIP-PPM revenue is from last year unspent carry-over.

Effort to close out the AB1546 \$4 Vehicle Registration Fee fund (C08) is underway, pending invoices from all project sponsors receiving C/CAG grants for the Pilot on Joint Safe Routes to School and Green Infrastructures program.

Expenses for supporting the new San Mateo County Express Lanes JPA has been budgeted in FY 2019-20. Such expense is expected to be paid back by the Express Lanes JPA from future toll revenues. Formal agreements will be needed.

In FY 2018-19, C/CAG lost one full-time transportation staff due to relocating out of the Bay Area. It's expected full staffing will be in-place in FY 2019-20.

For Stormwater Fund (C07), proposed consultant expenses have been budgeted to fit within available revenues, based on priorities provided by the Stormwater Executive Ad Hoc.

As directed by the Finance Committee at its February 2019 meeting, recommendations on increasing the Reserve amounts as well as spending down on available balance will be developed and recommended to the Board later this year.

#### **ATTACHMENTS**

1. Proposed C/CAG Member Fee for Fiscal Year 2019-20.
2. FY 2018-19 C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance.
3. FY 2019-20 C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance.
4. Entire Draft Budget Book is provided under separate cover, available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>

**Draft C/CAG Member Fees - FY 2019-2020**

Agency	Percent of Population	General Fund Fee	Gas Tax Fee	Total Fee
		\$ 275,651	\$ 410,452	\$ 686,103
Atherton	0.922%	\$ 2,541	\$ 3,783	\$ 6,323
Belmont	3.538%	\$ 9,752	\$ 14,521	\$ 24,273
Brisbane	0.606%	\$ 1,671	\$ 2,488	\$ 4,158
Burlingame	3.913%	\$ 10,787	\$ 16,062	\$ 26,848
Colma	0.194%	\$ 534	\$ 796	\$ 1,330
Daly City	13.933%	\$ 38,407	\$ 57,189	\$ 95,596
East Palo Alto	3.994%	\$ 11,009	\$ 16,392	\$ 27,401
Foster City	4.326%	\$ 11,925	\$ 17,756	\$ 29,681
Half Moon Bay	1.633%	\$ 4,500	\$ 6,701	\$ 11,201
Hillsborough	1.491%	\$ 4,110	\$ 6,120	\$ 10,230
Menlo Park	4.556%	\$ 12,558	\$ 18,699	\$ 31,257
Millbrae	2.952%	\$ 8,138	\$ 12,117	\$ 20,255
Pacifica	4.963%	\$ 13,679	\$ 20,369	\$ 34,048
Portola Valley	0.616%	\$ 1,697	\$ 2,527	\$ 4,225
Redwood City	11.158%	\$ 30,757	\$ 45,798	\$ 76,555
San Bruno	5.953%	\$ 16,409	\$ 24,434	\$ 40,843
San Carlos	3.862%	\$ 10,645	\$ 15,851	\$ 26,497
San Mateo	13.497%	\$ 37,205	\$ 55,400	\$ 92,605
South San Francisco	8.665%	\$ 23,886	\$ 35,566	\$ 59,452
Woodside	0.726%	\$ 2,002	\$ 2,981	\$ 4,983
San Mateo County	8.503%	\$ 23,439	\$ 34,902	\$ 58,341
<b>TOTAL</b>	<b>100.000%</b>	<b>\$ 275,651</b>	<b>\$ 410,452</b>	<b>\$ 686,103</b>

**NOTES:**  
 1. C/CAG member fees are comprised of two portions: General Fund and Gas Tax.  
 2. For FY 2019-20, C/CAG member fees for General Fund portion is proposed to stay the same as past 3 years (\$275,651).  
 For FY 2019-20 C/CAG member fee For the Gas Tax portion is proposed to stay the same as past 3 years (\$410,452).  
 3. Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2018.

**Congestion Relief Program (CRP) Assessment - FY 2019-2020**

Agency	Percent of Population	Total Trips	% of Trips	Congestion Relief
Atherton	0.922%	45,201	0.89132%	\$ 16,770
Belmont	3.538%	156,279	3.08167%	\$ 61,230
Brisbane	0.606%	39,066	0.77034%	\$ 12,732
Burlingame	3.913%	278,460	5.49096%	\$ 86,988
Colma	0.194%	42,332	0.83475%	\$ 9,515
Daly City	13.933%	514,686	10.14910%	\$ 222,761
East Palo Alto	3.994%	109,433	2.15791%	\$ 56,902
Foster City	4.326%	202,400	3.99113%	\$ 76,933
Half Moon Bay	1.633%	89,658	1.76797%	\$ 31,455
Hillsborough	1.491%	54,917	1.08291%	\$ 23,809
Menlo Park	4.556%	275,259	5.42784%	\$ 92,347
Millbrae	2.952%	147,546	2.90946%	\$ 54,220
Pacifica	4.963%	206,200	4.06606%	\$ 83,515
Portola Valley	0.616%	29,645	0.58457%	\$ 11,103
Redwood City	11.158%	639,969	12.61956%	\$ 219,942
San Bruno	5.953%	294,349	5.80427%	\$ 108,754
San Carlos	3.862%	212,462	4.18954%	\$ 74,476
San Mateo	13.497%	784,576	15.47106%	\$ 267,957
South San Francisco	8.665%	442,379	8.72328%	\$ 160,843
Woodside	0.726%	39,034	0.76971%	\$ 13,838
San Mateo County	8.503%	467,397	9.21661%	\$ 163,908
<b>TOTAL</b>	<b>100.000%</b>	<b>5,071,248</b>	<b>100.00000%</b>	<b>\$ 1,850,000</b>

**NOTES:**  
 1- Total CRP (countywide total) is the same as prior years at \$1,850,000.  
 However, individual agency fees have changed based on annual update of population.  
 2- Congestion Relief Fee is calculated based on population and trips generated, 50% each, respectively.

**NPDES Member Fee - Estimate Only (not actual)**

Agency	NPDES Basic (1)	NPDES	TOTAL NPDES
Atherton			
Belmont			
Brisbane	0 \$	9,871	\$ 9,871
Burlingame			
Colma	0 \$	3,584	\$ 3,584
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	0 \$	107,326	\$ 107,326
South San Francisco			
Woodside	\$ 8,598	\$ 9,522	\$ 18,120
San Mateo County			
<b>TOTAL</b>			

**NOTES:**  
 1. NPDES assessments shown above are for INFO ONLY.  
 2- Agencies not listed are collected by the Flood Control Dist.  
 3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.  
 4. NPDES assessments are based on total parcels in each jurisdiction.

05/02/19	C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
	FY 2018-19										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee (\$4) Program	Measure M (DMV Fee \$10)	Total
<b>BEGINNING BALANCE</b>	<b>481,288</b>	<b>2,399,897</b>	<b>5,208,579</b>	<b>161,571</b>	<b>305,532</b>	<b>585,955</b>	<b>641,800</b>	<b>0</b>	<b>2,759,497</b>	<b>9,525,100</b>	<b>22,069,219</b>
<b>PROJECTED REVENUES</b>											
Interest Earnings	14,500	59,000	138,600	0	4,500	17,500	11,200	0	52,900	234,900	533,100
Member Contribution	275,651	410,452	1,850,000	0	0	0	134,497	0	0	0	2,670,600
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	755,000	0	0	0	0	0	0	0	520,000	1,275,000
Grants	0	0	0	0	1,003,572	0	354,000	0	0	0	1,357,572
DMV Fee	0	0	0	0	0	1,141,094	0	0	368	7,090,000	8,231,462
NPDES Fee	0	0	0	0	0	0	1,439,353	0	0	0	1,439,353
TA Cost Share	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	334,000	0	0	0	0	0	0	0	0	334,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0
<b>Total Revenues</b>	<b>290,151</b>	<b>1,558,452</b>	<b>1,988,600</b>	<b>0</b>	<b>1,008,072</b>	<b>1,158,594</b>	<b>1,939,050</b>	<b>0</b>	<b>53,268</b>	<b>7,844,900</b>	<b>15,841,087</b>
<b>TOTAL SOURCES OF FUNDS</b>	<b>771,439</b>	<b>3,958,349</b>	<b>7,197,179</b>	<b>161,571</b>	<b>1,313,604</b>	<b>1,744,549</b>	<b>2,580,850</b>	<b>0</b>	<b>2,812,765</b>	<b>17,370,000</b>	<b>37,910,306</b>
<b>PROJECTED EXPENDITURES</b>											
Administration Services	80,063	140,613	66,688	61,850	18,067	5,718	34,305	0	0	43,586	450,890
Professional Services	157,618	915,047	5,115	0	260,663	30,716	348,262	0	0	106,151	1,823,572
Consulting Services	14,364	270,397	226,700	524,300	446,591	32,392	1,094,889	0	236,000	2,082,057	4,927,690
Supplies	2,047	0	0	0	0	0	0	0	0	0	2,047
Prof. Dues & Memberships	0	0	0	0	0	0	43,864	0	0	0	43,864
Conferences & Meetings	9,374	3,538	0	0	7,515	0	5,500	0	0	60	25,987
Printing/ Postage	8,633	0	0	0	0	0	0	0	0	0	8,633
Publications	0	0	0	0	0	0	0	0	0	0	0
Distributions	0	70,000	1,010,000	0	430,000	1,040,000	2,000	0	76,500	4,855,476	7,483,976
OPEB Trust	46,000	0	0	0	0	0	0	0	0	0	46,000
Miscellaneous	500	0	0	0	0	0	1,000	0	0	0	1,500
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	20,000	0	0	0	0	0	0	0	2,500	2,500	25,000
Project Management	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expenditures</b>	<b>340,599</b>	<b>1,399,595</b>	<b>1,308,503</b>	<b>586,150</b>	<b>1,162,835</b>	<b>1,108,826</b>	<b>1,529,820</b>	<b>0</b>	<b>315,000</b>	<b>7,089,830</b>	<b>14,841,158</b>
<b>TRANSFERS</b>											
Transfers In	0	0	0	600,000	100,000	0	0	0	0	0	700,000
Transfers Out	0	0	250,000	0	0	0	0	0	350,000	0	600,000
Administrative Allocation	(219,578)	117,371	7,983	0	30,990	4,051	42,535	0	0	16,648	0
<b>Total Transfers</b>	<b>(219,578)</b>	<b>117,371</b>	<b>257,983</b>	<b>(600,000)</b>	<b>(69,010)</b>	<b>4,051</b>	<b>42,535</b>	<b>0</b>	<b>350,000</b>	<b>16,648</b>	<b>(100,000)</b>
<b>NET CHANGE</b>	<b>169,130</b>	<b>41,486</b>	<b>422,114</b>	<b>13,850</b>	<b>(85,753)</b>	<b>45,717</b>	<b>366,695</b>	<b>0</b>	<b>(611,732)</b>	<b>738,422</b>	<b>1,099,929</b>
<b>TRANSFER TO RESERVES</b>	<b>3,346</b>	<b>218,137</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-50,000</b>	<b>-</b>	<b>191,483</b>
<b>TOTAL USE OF FUNDS</b>	<b>124,367</b>	<b>1,735,103</b>	<b>1,586,486</b>	<b>(13,850)</b>	<b>1,093,825</b>	<b>1,112,877</b>	<b>1,572,355</b>	<b>0</b>	<b>615,000</b>	<b>7,106,478</b>	<b>14,932,641</b>
<b>ENDING FUND BALANCE</b>	<b>647,072</b>	<b>2,223,246</b>	<b>5,610,693</b>	<b>175,421</b>	<b>219,779</b>	<b>631,672</b>	<b>1,008,495</b>	<b>0</b>	<b>2,197,765</b>	<b>10,263,522</b>	<b>22,977,665</b>
<b>RESERVE FUND</b>											
Beginning Reserve Balance	40,000	400,000	120,000	0	0	0	120,000	0	0	120,000	800,000
Reserve Transfers In	0	0	0	0	0	0	0	0	0	0	0
Reserve Transfers Out	0	0	0	0	0	0	0	0	0	0	0
<b>Ending Reserve Balance</b>	<b>40,000</b>	<b>400,000</b>	<b>120,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120,000</b>	<b>0</b>	<b>0</b>	<b>120,000</b>	<b>800,000</b>
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance											
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.											
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.											
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.											



05/02/19 C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE											
FY 2019-20											
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	DMV Fee (\$4) Program	Measure M (DMV Fee \$10)	Total	
<b>BEGINNING BALANCE</b>	647,072	2,223,246	5,610,693	175,421	219,779	631,672	1,008,495	2,197,765	10,263,522	22,977,665	
<b>PROJECTED REVENUES</b>											
Interest Earnings	15,000	60,000	140,000	0	4,500	10,000	12,000	45,000	234,000	520,500	
Member Contribution	275,651	410,452	1,850,000	0	0	0	138,935	0	0	2,675,038	
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	
MTC/ Federal Funding	0	800,000	0	0	0	0	0	0	523,400	1,323,400	
Grants	0	0	0	0	321,000	0	632,300	0	0	953,300	
DMV Fee	0	0	0	0	0	1,100,000	0	0	7,500,000	8,600,000	
NPDES Fee	0	0	0	0	0	0	1,463,494	0	0	1,463,494	
TA Cost Share	0	0	0	0	0	0	0	0	0	0	
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	
PPM-STIP	0	88,000	0	647,000	0	0	0	0	0	735,000	
Assessment	0	0	0	0	0	0	0	0	0	0	
TLSP	0	0	0	0	0	0	0	0	0	0	
Total Revenues	290,651	1,358,452	1,990,000	647,000	325,500	1,110,000	2,246,729	45,000	8,257,400	16,270,732	
<b>TOTAL SOURCES OF FUNDS</b>	937,723	3,581,698	7,600,693	822,421	545,279	1,741,672	3,255,224	2,242,765	18,520,922	39,248,397	
<b>PROJECTED EXPENDITURES</b>											
Administration Services	97,000	200,000	70,000	60,000	20,000	6,000	40,000	0	40,000	533,000	
Professional Services	225,000	1,080,000	30,000	0	300,000	48,000	374,425	2,500	120,000	2,179,925	
Consulting Services	45,000	1,070,000	950,000	1,097,000	187,500	0	2,108,100	346,700	1,876,400	7,680,700	
Supplies	4,000	2,000	0	0	0	0	0	0	0	6,000	
Prof. Dues & Memberships	1,750	4,000	3,600	0	0	0	43,984	0	0	53,334	
Conferences & Meetings	15,500	5,000	1,000	0	0	0	5,500	0	100	27,100	
Printing/ Postage	15,000	6,000	0	0	0	0	0	0	0	21,000	
Publications	4,000	3,000	0	0	0	0	0	0	0	7,000	
Distributions	0	0	1,050,000	0	0	1,260,000	15,000	1,399,931	5,919,931	9,644,862	
OPEB Trust	50,000	0	0	0	0	0	0	0	0	50,000	
Miscellaneous	5,500	1,000	1,000	0	0	0	1,000	0	0	8,500	
Bank Fee	3,500	0	0	0	0	0	0	0	0	3,500	
Audit Services	22,500	0	0	0	0	0	0	2,500	2,500	27,500	
Project Management	0	0	0	0	0	0	0	0	0	0	
<b>Total Expenditures</b>	488,750	2,371,000	2,105,600	1,157,000	507,500	1,314,000	2,588,009	1,751,631	7,958,931	20,242,421	
<b>TRANSFERS</b>											
Transfers In	0	0	0	500,000	150,000	0	0	0	0	650,000	
Transfers Out	0	0	650,000	0	0	0	0	350,000	0	1,000,000	
Administrative Allocation	-262,973	144,409	11,282	0	36,102	6,092	46,755	282	18,051	0	
<b>Total Transfers</b>	-262,973	144,409	661,282	-500,000	-113,898	6,092	46,755	350,282	18,051	350,000	
<b>NET CHANGE</b>	64,874	-1,156,957	-776,882	-10,000	-68,102	-210,092	-388,035	-2,056,913	280,418	-4,321,689	
<b>TRANSFER TO RESERVES</b>		0	0	0	0	0	0	0	0	0	
<b>TOTAL USE OF FUNDS</b>	225,777	2,515,409	2,766,882	657,000	393,602	1,320,092	2,634,764	2,101,913	7,976,982	20,592,421	
<b>ENDING FUND BALANCE</b>	711,946	1,066,289	4,833,811	165,421	151,677	421,580	620,460	140,852	10,543,940	18,655,976	
<b>Restricted Fund Balance</b>	0	1,066,289	4,833,811	165,421	151,677	421,580	620,460	140,852	10,543,940	17,944,030	
<b>RESERVE FUND</b>											
Beginning Reserve Balance	40,000	400,000	120,000	0	0	0	120,000	0	120,000	800,000	
Reserve Transfers In	0	0	0	0	0	0	0	0	0	0	
Reserve Transfers Out	0	0	0	0	0	0	0	0	0	0	
Ending Reserve Balance	40,000	400,000	120,000	0	0	0	120,000	0	120,000	800,000	

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.  
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3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.  
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