

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

Meeting No. 357

Date: Thursday, October 13, 2022

Time: 6:30 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board meeting will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Webinar:

<https://us02web.zoom.us/j/81312046782?pwd=cnN6MDVnSHZDQkd5UElSUk1Lalh5dz09>

Webinar ID: 813 1204 6782

Password: 101322

Join by Phone: (669) 900-6833

Persons who wish to address the C/CAG Board on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to mcrume@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

1.0 CALL TO ORDER/ ROLL CALL

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Presentation by Laura Feinstein, Sustainability and Resilience Policy Director with SPUR, on regional efforts to improve climate resiliency and achieve carbon neutrality. p. 1

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

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

- 5.1 Approval of minutes of the special board business meeting No. 356 dated September 15, 2022. ACTION p. 3
- 5.2 Review and approval of Resolution 22-84 finding that, as a result of the continuing COVID-19 pandemic state of emergency, meeting in person would present imminent risks to the health or safety of attendees, and that the state of emergency continues to directly impact the ability of members of the Board of Directors and C/CAG legislative bodies to meet safely in person. ACTION p. 12
- 5.3 Review and approval of Resolution 22-85 determining that the proposed amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 17
- 5.4 Review and approval of Resolution 22-86 determining that Project Nomar, a two-building office/life science campus at 1699 and 1701 Old Bayshore Highway, Burlingame, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 24
- 5.5 Review and approval of Resolution 22-87 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans to add \$10,000, for a revised not to exceed contract amount of \$221,466, and to extend the term of the contract to January 31, 2023. ACTION p. 31
- 5.6 Review and approval of Resolution 22-88 authorizing the C/CAG Chair to execute Amendment No. 2 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project, extending project completion date to October 31, 2023, at no additional cost. ACTION p. 36
- 5.7 Review and approval of the appointment of Humza Javed, Public Works Director for the City of East Palo Alto, to serve on C/CAG's Committee. ACTION p. 41
- 5.8 Receive a final report on C/CAG efforts and outcomes of the 2022 Legislative Session. INFORMATION p. 44
- 5.9 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:

5.9.1 Receive a copy of executed Amendment No. 1 to the Funding Agreement with Alta Planning + Design for the preparation of San Mateo County Shared Micromobility Feasibility Study and Implementation Plan, extending project completion date to December 31, 2022, at no additional cost. INFORMATION p. 50

5.9.2 Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Belmont for the Ralston Ave. Adaptive Signalization System project, extending project completion date to December 31, 2022, at no additional cost.
INFORMATION p. 54

5.10 Receive a copy of a Resolution of the Millbrae City Council giving notice to the C/CAG Board, as the San Mateo County Airport Land Use Commission (ALUC), of its intent to consider an override of the ALUC determination that the proposed Amendments to the Millbrae Station Area Specific Plan related to "Biosafety Level 2" uses within portions of the Transit Oriented Development Zone located east of El Camino Real, west of the railroad corridor and north of Millbrae Avenue, are not consistent with the safety policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.
INFORMATION p. 58

6.0 REGULAR AGENDA

6.1 Update on C/CAG Equity Assessment and Framework Development Project progress.
INFORMATION p. 60

6.2 Conduct a Public Hearing to review proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport related to overflight notification and aviation easement policies; and approve Resolution 22-90 adopting the amendments. (*Special Voting Procedures apply*)

(*Public hearing opened on September 15, 2022, and continued to October 13, 2022*)

ACTION p. 64

6.3 Receive a Presentation on the Recruitment process for up to two Board of Director's seats on the San Mateo County Express Lane Joint Powers Authority. INFORMATION p. 68

6.4 Review and provide input on the Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. INFORMATION p. 70

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/Communication

8.0 EXECUTIVE DIRECTOR’S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Written Communication – None.

10.0 CLOSED SESSION

10.1 Public Employee Performance Evaluation (Government Code Section 54957).

Title: Executive Director of C/CAG.

11.0 RECONVENE IN OPEN SESSION

11.1 Report out on any actions taken during the Closed Session.

12.0 ADJOURNMENT

Next scheduled meeting November 10, 2022

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, 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>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to mcrume@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the C/CAG Board members and included in the administrative record of the meeting as soon as practicable.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.

4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on “raise hand.” The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

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

Executive Director: Sean Charpentier (650) 599-1409

Clerk of the Board: Mima Crume (650) 599-1406

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Presentation by Laura Feinstein, Sustainability and Resilience Policy Director with SPUR, on regional efforts to improve climate resiliency and achieve carbon neutrality.

(For further information contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on necessary multi-agency efforts to reduce greenhouse gas emissions to meet state goals for carbon neutrality in San Mateo County.

FISCAL IMPACT

This is an information item only.

SOURCE OF FUNDS

N/A

BACKGROUND

Climate change is here, resulting in multiple tangible risks playing out in our lifetimes, including: drought, wildfire, extreme heat, severe weather, and sea level rise. Adapting to these changes is the work of developing resilience to them. However, mitigation, which is reducing greenhouse gas (GHG) emissions in order to reduce these long-term risks, is also a goal that must be addressed in our lifetime. To that end, California has passed multiple pieces of legislation to reduce GHG emissions.

These pieces of legislation include AB 32 (Nunez, 2006) and SB 32 (Pavley, 2016), which targeted statewide emissions back to 1990 levels (approximately 15% below 2005) by 2020 and 40% below 1990 levels by 2030, and appointing the California Air Resources Board to develop policies, ultimately including the cap and trade program, respectively. They also include SB 100 (de Leon, 2018) and SB 350 (de Leon, 2015), which targets 60% renewable electricity by 2030 and 100% carbon free sources of electricity statewide by 2045, respectively. Other are: SB 1 (Beall, 2017), which provides transportation funding through an increase in the state's gasoline tax by \$0.12 per gallon and raising over \$5 billion per year for transportation projects including improvements in efficiency and emission reduction, and Senate Bill 375 (Steinberg, 2008) and Senate Bill 743 (Steinberg, 2013), which are related to transportation planning, setting regional greenhouse gas emission reduction targets for passenger vehicles and requiring agencies to assess and mitigate the vehicle miles traveled (VMT) impacts of new developments.

Many other legislative bills have been passed and, most recently, the California Air Resources Board voted to pass the Advanced Clean Cars II (ACCII), which will only allow the sale of new passenger cars, trucks, and SUVs in California if they have zero tailpipe emissions, starting in 2035. Passage of the proposal means no new gas-engine vehicles and no new diesels of this type will be sold in the state just a dozen years from now.

Reducing GHG emissions across the state, reaching carbon neutrality, means focusing on zero emission vehicles and buildings, and sequestering carbon both technologically and agriculturally. How our communities move, live, and work will undergo dramatic change in the next ten to fifteen years.

C/CAG is exploring its role in GHG reduction and carbon neutrality, including advancing a GHG mitigation program through a Caltrans Planning Grant. C/CAG is also discussing with Peninsula Clean Energy and the County Office of Sustainability the possibility for a San Mateo County Carbon Neutrality Action Plan. To aid this effort, C/CAG is inviting speakers to help explain and frame the issue.

At the September 15, 2022 C/CAG Board meeting, the Board received a presentation from Egon Terplan, formerly with the Governor's Office of Planning and Research and the Strategic Growth Council, who spoke about climate risks, needed target reductions in GHG emissions, and perspectives on how communities may need to change to meeting the ever-shortening timelines.

This month, Laura Feinstein, Sustainability and Resilience Policy Director with San Francisco Bay Area Planning and Urban Research Association (SPUR), a non-profit think tank focused on regional planning and public policy in the San Francisco Bay Area, will provide a presentation to the C/CAG Board on the efforts that will need be accomplished to meet the goals of carbon reduction.

ATTACHMENT

None

C/CAG

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C/CAG BOARD SOCIAL MEETING and SAN MATEO COUNTY AIRPORT LAND USE COMMITTEE SPECIAL MEETING NOTICE

MINUTES

Meeting No. 356
September 15, 2022

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board meeting will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

1.0 CALL TO ORDER/ ROLL CALL

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

- Belmont – Davina Hurt
- Colma – John Goodwin
- Daly City – Pamela DiGiovanni
- East Palo Alto – Lisa Gauthier
- Half Moon Bay – Harvey Rarbak
- Menlo Park – Cecilia Taylor
- Millbrae – Gina Papan
- Pacifica – Sue Beckmeyer
- Redwood City – Alicia Aguirre
- San Bruno – Michael Salazar
- San Carlos – Adam Rak
- San Mateo – Diane Papan
- San Mateo County – David Canepa (depart 6:47 p.m.)
- South San Francisco – Mark Nagales
- SMCTA (Non-Voting) – Rico E. Medina

Absent:

- Atherton
- Brisbane
- Burlingame
- Foster City

Hillsborough
San Carlos
Woodside
SMCTD (Non-Voting)

Others:

Sean Charpentier – C/CAG Executive Director
Mima Crume – C/CAG Clerk of the Board
Melissa Andrikopolous – C/CAG Legal Counsel
Kaki Cheung – C/CAG Staff
Van Ocampo – C/CAG Staff
Jeff Lacap – C/CAG Staff
Reid Bogert – C/CAG Staff
Susy Kalkin – C/CAG Staff
Kim Wever – C/CAG Staff
Kim Springer – C/CAG Staff
Eva Gaye – C/CAG Staff
Audrey Shiramiza – C/CAG Staff
Egon Terplan – Professor at Berkley
Leo Scott – Gray Bowen Scott
Patrick Hickman – ESA
Chris Jones – ESA
Mike Sellinger – Alta Planning
Other members of the public attended.

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

Clerk Crume gave an overview of the teleconference meeting procedures.

3.0 COVID-19 PANDEMIC STATE OF EMERGENCY

3.1 Review and approval of Resolution 22-70 finding that, as a result of the continuing COVID-19 pandemic state of emergency, meeting in person would present imminent risks to the health or safety of attendees, and that the state of emergency continues to directly impact the ability of members of the Board of Directors and C/CAG legislative bodies to meet safely in person. APPROVED

Board Member Papan (Millbrae) MOVED to approve item 3.1 Board Member Taylor SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0**

4.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

Clerk Crume announced that there were no public comments.

5.0 PRESENTATIONS/ ANNOUNCEMENTS

5.1 Update on the Construction of San Mateo 101 Express Lanes Project.

The Board received an update presentation on the San Mateo 101 Express Lanes Project. The northern segment construction of the capital improvement is now 96% completed with only 89% of the construction time elapsed. Work is now focused on addressing the punch-list items on the capital improvement side, while installation of the Toll Facility continues. Based on the current project schedule, toll commencement for the northern segment is anticipated to begin the early part of 2023.

Board Member Papan (Millbrae) asked if cost of theft was covered. Leo answered that it was not. Assessment is covered by insurance on the part of the contractor and once it becomes the JPA's the JPA will have the insurance.

Board Member Rak asked about the fiber optic damage and some of the sequencing changes and different things. How much impact was it financially overall in terms of contingency.

Leo Scott said we saved a lot of money and avoided a lot of expense. In terms of actual additional cost, we are paying a second crew for Transcore. The work was already in their estimate. We're only paying the difference between having it be provided by a second contractor as opposed to having Transcore pay for it. We've paid a delta at around \$100K. The net cost to us was under \$500K.

- 5.2 Presentation by Egon Terplan, Senior Advisor of Economic Development and Transportation, Governor's Office of Planning and Research/Strategic Growth Council on the timeframe, risks, opportunities, and challenges of meeting state carbon reduction goals.

C/CAG Board Chair Davina Hurt introduced Egon Terplan, prior Senior Advisor on Economic Development and Transportation from the Governor's Office of Planning and Research and the Strategic Growth Council, to present on how the state, the region, and the county can think about transitioning to a carbon free economy. Egon Terplan, who recently moved on from state service back to work on multiple projects and as a professor at some local universities, explained that a lot of the action and policy designed by the state is really going to take place at the local and regional level. In his presentation, Terplan pointed out that several focusing ideas are housing near jobs, electrifying transportation, expanding e-bikes, and changing how communities are designed for walking and biking. "The future is taking an integrated approach linking land use, transportation, climate."

C/CAG Executive Director, Sean Charpentier shared that C/CAG is already working towards some of these efforts, but that this transition is going to be the biggest change in transportation since the Ford Model T. Charpentier also mentioned that we can't do this alone, and that C/CAG staff are talking with Peninsula Clean Energy and the County Office of Sustainability on what a countywide Carbon Neutrality Action Plan might look like.

Committee members asked about how to prioritize actions, which led to a discussion about travel distances and options, need for more cooperation with transit operators, alternatives for the aging population, the right place for infrastructure and the need to expand public transit.

6.0 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.

- 6.1 Approval of the minutes of regular business meeting No. 355 dated July 14, 2022. APPROVED
- 6.2 Review and approval of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of June 30, 2022. APPROVED
- 6.3 Review and approval of Resolution 22-71 adopting the C/CAG Investment Policy Update. APPROVED
- 6.4 Review and approval of Resolution 22-72 adopting the 2022 update to the C/CAG Procurement Policy. APPROVED
- 6.5 Review and approval of Resolution 22-73 authorizing the C/CAG Chair to execute Amendment No. 3 to the Agreement with EOA, Inc. extending the term to June 30, 2023, for no additional cost to enable completion of the existing Task Order EOA-14, which covers water quality monitoring activities and reporting requirements on behalf of the Countywide Stormwater Program for Water Year 2022. APPROVED
- 6.6 Review and approval of Resolution 22-74 authorizing the C/CAG Chair to execute Amendment No.1 to the FY 22-23 Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program adding \$279,503 of rollover funds from previous fiscal years for a new total of \$704,889. APPROVED
- 6.7 Review and approval of Resolution 22-75 authorizing the C/CAG Chair to execute an agreement with Econolite Systems, Inc. to provide Smart Corridor System Field Maintenance and Repair Services in an amount not to exceed \$1,500,000 over four years APPROVED
- 6.8 Review and approval of Resolution 22-76 determining that the proposed General Plan Amendment for developed property at 401 Island Parkway, Belmont, to allow life science and related light industrial uses is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. APPROVED
- 6.9 Review and approval of Resolution 22-77 determining that the Millbrae 2040 General Plan is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 6.10 Review and approval of Resolution 22-78 determining that the Millbrae Downtown and El Camino Real Specific Plan is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED

- 6.11 Review and approval of Resolution 22-79 determining that the proposed life science/research and development building, including a related rezoning request, for a property at 405 Industrial Road, San Carlos is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. APPROVED
- 6.12 Review and approval of Resolution 22-80 determining that the proposed South San Francisco General Plan, Housing Element and Zoning Code Updates are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 6.13 Receive a copy of a Resolution of the South San Francisco City Council giving notice to the C/CAG Board, as the San Mateo County Airport Land Use Commission (ALUC), of its intent to consider an override of the ALUC determination that the residential portion of a proposed development project at 180 El Camino Real is not consistent with the noise policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. INFORMATION
- 6.14 Approval of the appointment of Heba El-Guindy, Deputy Director from the San Mateo County Transportation Authority (SMCTA) and Nidal Tuqan, District Division Chief from California Department of Transportation (Caltrans), to the C/CAG Congestion Management Program Technical Advisory Committee (TAC). APPROVED
- 6.15 Review and approval of Resolution 22-83 supporting the submittal of a joint application on the implementation of bicycle and pedestrian safety elements on North McDonnell Road, in partnership with the City and County of San Francisco International Airport Commission, for San Mateo County Transportation Authority's 2022 Cycle 6 Pedestrian and Bicycle grant program funding. APPROVED

Board Member Papan (Millbrae) MOVED to approve the consent agenda items 6.1 through 6.15. Board Member Aguirre SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0**

7.0 REGULAR AGENDA

- 7.1 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) APPROVED

C/CAG Staff, Kim Springer, shared discussions from the C/CAG Legislative Committee held prior to the Board meeting. Besides voting to add a meeting in November to the Legislative Committee calendar, the Committee discussed two main bills: SB – 6 Local Planning: Housing: Commercial Zones (Caballerro, Eggman, Rubio), and Proposition 30 - Tax on Income Above \$2 Million for Zero-Emissions Vehicles and Wildfire Prevention Initiative (2022). No position was taken by the Committee on SB 6.

A NO position was taken on Proposition 30 by the Legislative Committee. The initiative would raise \$100M over several years to fund wildfire and electric vehicle efforts. Staff shared details about the initiative, which are included in the C/CAG Board packet. The Legislative Committee took a NO position for a few reasons: Prop 30 sets a bad precedent for future initiatives from and benefiting the private sector with tax money in alignment

with the Governor, concerns about funding for education in alignment with the California Teachers Association, additional movement by community out of California, and the timing of the measure as it relates to the large surplus of and extensive funding in the next budget already for these initiatives.

Board Member Papan (Millbrae) made motion for NO on 30. Board Member Rak SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0.**

- 7.2 Open a Public Hearing to review proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport related to overflight notification and avigation easement policies and continue the public hearing to October 13, 2022. APPROVED

The Board received a presentation on the San Carlos Airport Land Use Compatibility Plan – Proposed Amendments. The Working Group met several times to discuss the concerns and a number of different alternatives that were presented. The Airport Land Use Committee held a public hearing on the draft amendments on July 28, 2022. In accordance with C/CAG policy, adoption of a state-mandated countywide plan such as the San Carlos ALUCP requires introduction at an initial meeting and adoption at a subsequent meeting. This hearing which was publicly noticed in the San Mateo Daily Journal on September 4, 2022, was intended to provide an opportunity for initial comment and discussion, with a recommendation to continue the public hearing to the next Board meeting on October 13, 2022, for final action.

Board Member Gauthier asked if there is an opportunity for groups to work together through the County to address issues that are impacting East Palo Alto but from Santa Clara County. Susy said, yes, they have had recent discussions internally on how to engage in that. Will probably come back to you with some kind of proposed approach.

Board Member Taylor commented that it impacts Menlo Park as well and would like to be added to the list.

Board Member Rak MOVED to continue the public hearing to October 13, 2022. Board Member Nagales SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0.**

- 7.3 Review and approval of Resolution 22-81 authorizing the C/CAG Chair to sign a Letter of Interest nominating 9 projects requesting \$32.6 million for the Metropolitan Transportation Commission (MTC) One Bay Area Grant 3 (OBAG 3) County & Local Program. APPROVED

The Board received a presentation on the One Bay Area Grant 3 (OBAG 3) County & Local Program. The C/CAG Technical Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Congestion and Environmental Quality Committee recommended approval of the draft Staff Recommended nomination list of projects under Option 2 at their August 18th, 2022; August 23rd, 2022; and August 29th, 2022 meetings. The MTC Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. C/CAG staff requests that the C/CAG Board of Directors submitting a Letter of Interest nominating the 10 projects in Option 2 for the One Bay Area Grant (OBAG) Cycle 3 County & Local Program. Staff also requests that the Committee recommends approval of \$200,000 in Measure M Safe Routes to School

funding to be incorporated into the SMCTA Call for Projects for pedestrian and bicycle projects.

Board Member Papan (Milbrae) MOVED to approve item 7.3. Board Member Gauthier SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0.**

Sean Charpentier, Executive Director, extended his sincere thanks to the evaluation panel members that include members of our community.

- 7.4 Review and approval of Resolution 22-82 authorizing \$200,000 of Measure M Safe Routes to School funding to be incorporated into the SMCTA Call for Projects for pedestrian and bicycle projects **APPROVED**

The Board received a brief presentation on the One Bay Area Grant (OBAG) program. At the May C/CAG Technical Advisory Committee meeting, the committee had comments regarding the \$900,000 set-aside in Measure M funds and that Safe Routes to School project costs, by design, are smaller than \$500,000 which was the minimum grant amount for OBAG 3. The selection of projects funded by the \$200,000 of Measure M funds will be evaluated using criteria developed by the SMCTA, with the exception of the maximum grant request of \$100,000. The C/CAG TAC, BPAC, CMEQ Committees recommended approval of \$200,000 in Measure M Safe Routes to School funding to be incorporated into the SMCTA Call for Projects for pedestrian and bicycle projects.

Board Member Aguirre MOVED to approve item 7.4. Board Member Taylor SECONDED. Roll call was taken. **MOTION CARRIED 14-0-0.**

- 7.5 Receive an update on the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. **INFORMATION**

The Board received an update presentation on the San Mateo County Shared Micromobility Feasibility Study. It was mainly focused on the program recommendations and guidelines and there were four key recommendations that this project is putting forth. The first is that they are proposing a multi-jurisdictional program that would be governed by committee consisting of the participating jurisdictions. The second was centrally managed by a program manager. The third was to start with a limited period pilot program. And the fourth is recommending that the program is set up through an RFP procurement of a vendor as opposed to a permanent program.

Board Member Nagales commented that he's very excited about this program. He would like to see and have these kind of mobility areas along the corridors. He'd like to be able to have that connectivity where riders can come down from Caltrain and take an e-bike and potentially go to the east side of 101 or have that connectivity with the other cities. Having it in areas where there's high transportation corridors is key.

Chair Hurt added to the connectivity piece, she was kind of struck by the pilot projects how there was a huge gap between the southern part of the county and the northern part.

Mike Sellinger clarified the pilot would just be one of those locations that were shown, it wouldn't have that gap between them. And they do want to recommend starting with a geographically connected area so they can test out things like connecting to other cities in in crossing jurisdictional borders.

Board Member Nagales added that e-bikes are very expensive right now and in order for us to get more ridership there needs to be an ability to make them more affordable and also just to get people really interested in it. He thinks by having this program is a great way to get started for those who are just interested in learning about e-bikes.

Mike Sellinger mentioned they will be back with the draft plan in October and then for adoption in November.

8.0 COMMITTEE REPORTS

8.1 Committee Reports (oral reports)

None.

8.2 Chairperson's Report

Chair Hurt reported out that in her meeting today with commute.org Board of Directors the Board proclaimed September 19th through the 23rd as TDM week in San Mateo County. You will see different actions around the topic, this is a nationwide effort to bring attention to the importance of transportation demand management programs. Executive Director Mr. Charpentier will be a panelist at TDM week event next Friday in San Francisco representing C/CAG. She has reminded the C/CAG Board that this Board approved the county wide TDM policy back in September of 2021. It basically requires all development approved on or after January 1st of 2022 that generate 100 or more average daily trips to comply with the updated policy. This means any jurisdiction that has an active TDM ordinance is more restrictive than C/CAG, can request an exemption. Contact your staff because she thinks to this date commute.org who's running this program has received zero applications. Please remind your staff to work with the TDM policy checklist that this Board has voted on and connect with commute.org, they will appreciate having applications put before them. In addition, this Board will see a series of presentations on climate just to inspire us and to get us thinking about a work plan that we need to accomplish for the next few years. Egon was the first and several more coming up and hopefully it'll be beneficial.

8.3 Board Members Report/Communication

Board Member Papan (Millbrae)/MTC Commissioner, reported that MTC is working on their transit-oriented communities' program which they are hoping to get out to everyone. It does have certain housing elements in it. A lot of which she thinks our cities are going to be complying with their housing plan that we all have to submit to the state. It is still work in progress, but it appears that most of us are already doing much of what's in there. There was one issue on staff continuing some of the legislation beyond sunset dates and in perpetuity. In addition, FasTrak is supposed to be used at the SFO parking garages however, they are having functionality issues. The FasTrak sign may have to be taken down and work through the issues with the airport's different compatibilities. In some point in time, you will be able to use your FasTrak to get in and out of the SFO garages. Hopefully that'll be worked out sooner rather than later.

9.0 EXECUTIVE DIRECTOR'S REPORT

Sean Charpentier reported Assembly Member Mullin included in the approved budget trailer bill, C/CAG's request for \$760K to begin the planning for a bike lane on El

Camino between San Bruno and Millbrae. Second, C/CAG board appoints three of the six board members on the Express Lanes JPA and in the next couple of months we will need to appoint one potentially two members for the Express Lanes JPA. We may have a letter of interest at the October C/CAG board meeting and appointing later in the November or December board meeting. Board Member Papan (Millbrae) briefly added that her managed lanes got kudos today from MTC on the equity program and congratulated Sean for leading the way and all the board members. Sean said we have one of the only equity programs up and running on the managed lanes and it's a testimony to the political will in this county and the political will of many people who are on this call right now and on the C/CAG board. The JPA board will get an update tomorrow on actual numbers and can share with the C/CAG board members. Sometime in the future will ask the JPA staff to come in and present on the equity program. C/CAG staff are working on a regional application for 3.6M in funds from the EPA 2020 San Francisco Bay Water Quality improvement fund grant program and this is a collaborative effort with multiple counties, and it is intended to fund activities that we would be doing in order to meet our trash capture compliance requirements under the new regional permit. In addition, C/CAG staff have continued to exhibit leadership roles. Kaki Cheung presented to the incoming class at the WTS (Women Transportation Seminar) in August and presented on the leadership that she exhibits in her career and C/CAG. Jeff Lacap is entering the CALCOG (California Association of Governments that California Academy for regional leadership) this month.

10.0 COMMUNICATIONS - Information Only

10.1 Written Communication – five letters and one press release.

11.0 ADJOURNMENT – 8:43 p.m.

Board meeting ended in honor of Vice Mayor Gonzales in the Town of Colma who has passed away after a long battle with ovarian cancer.

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 22-84 finding that, as a result of the continuing COVID-19 pandemic state of emergency, meeting in person would present imminent risks to the health or safety of attendees, and that the state of emergency continues to directly impact the ability of members of the Board of Directors and C/CAG legislative bodies to meet safely in person.

(For further information, contact Melissa Andrikopoulos at mandrikopoulos@smcgov.org)

RECOMMENDATION

Approval of Resolution 22-84 finding that, as a result of the continuing COVID-19 pandemic state of emergency, meeting in person for meetings of the C/CAG Board of Directors and all other C/CAG legislative bodies would present imminent risks to the health or safety of attendees, and that the state of emergency continues to directly impact the ability of members of the Board of Directors and C/CAG legislative bodies to meet safely in person.

FISCAL IMPACT

There is no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which rescinded his prior Executive Order N-29-20 and set a date of October 1, 2021 for public agencies to transition back to public meetings held in full compliance with the Brown Act. The original Executive Order provided that all provisions of the Brown Act that required the physical presence of members or other personnel as a condition of participation or as a quorum for a public meeting were waived for public health reasons. If these waivers fully sunset on October 1, 2021, legislative bodies subject to the Brown Act would have to contend with a sudden return to full compliance with in-person meeting requirements as they existed prior to March 2020, including the requirement for full physical public access to all teleconference locations from which board members were participating.

On September 16, 2021, the Governor signed AB 361, a bill that formalizes and modifies the teleconference procedures implemented by California public agencies in response to the Governor's Executive Orders addressing Brown Act compliance during the COVID-19 emergency. AB 361 allows a local agency legislative body to continue to use teleconferencing under the same basic rules as provided

in the Executive Orders when certain circumstances occur or when certain findings have been made and adopted by the legislative body.

AB 361 provides that Brown Act legislative bodies must return to in-person meetings on October 1, 2021, unless they choose to continue with fully teleconferenced meetings because a specific declaration of a state or local health emergency is appropriately made. AB 361 allows legislative bodies to continue to conduct virtual meetings as long as there is a gubernatorially-proclaimed public emergency in combination with (1) local health official recommendations for social distancing or (2) adopted findings that meeting in person would present an imminent risk to health or safety. AB 361 is effective immediately as urgency legislation and will sunset on January 1, 2024.

AB 361 also requires that, if the state of emergency remains active for more than 30 days, the legislative body must make findings by majority vote every 30 days to continue using the bill's exemption to the Brown Act teleconferencing rules. Specifically, the legislative body must find that the need for teleconferencing persists due to risks posed by the ongoing state of emergency. Effectively, this means that local agencies must either agendaize a Brown Act meeting once every thirty days to make these findings, or, if a local agency has not made such findings within the prior 30 days, the local agency must re-adopt the initial findings if it wishes to conduct a remote meeting.

Public agencies that wish to continue with the option for remote meetings due to the COVID-19 emergency have and are continuing to make the required AB 361 findings. The San Mateo County Board of Supervisors approved a similar resolution at its September 28, 2021 meeting, and has continued to renew the findings since then.

At its October 14, 2021 meeting, the C/CAG Board adopted Resolution 21-79, making the findings necessary to continue remote meetings for both the C/CAG Board and standing C/CAG Committees for 30 days; the Board has subsequently adopted similar resolutions making findings to continue remote meetings.

DISCUSSION

The County's high vaccination rate successfully implemented local health measures (such as indoor masking), and best practices by the public (such as voluntary social distancing) have proven effective, in combination, at controlling the local spread of COVID-19.

However, reducing the circumstances under which people come into close contact remains a vital component of the County's COVID-19 response strategy. While local agency public meetings are an essential government function, the last 18 months have demonstrated that conducting such meetings virtually is feasible.

Public meetings pose high risks for COVID-19 spread for several reasons. These meetings bring together people from throughout a geographic region, increasing the opportunity for COVID-19 transmission. Further, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze etiquette, or other safety measures. Moreover, some of the safety measures used by private businesses to control these risks may be less effective for public agencies.

These factors combine to make in-person public meetings imminently risky to health and safety.

We recommend that the Board avail itself of the provisions of AB 361 allowing continuation of remote meetings by adopting findings to the effect that conducting in-person meetings would present an imminent risk to the health and safety of attendees and that the state of emergency continues to directly impact the ability of members to meet safely in person. A resolution to that effect, and directing staff to take such other necessary or appropriate actions to implement the intent and purposes of the resolution, is attached hereto.

ATTACHMENT

1. Resolution 22-84

RESOLUTION 22-84

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FINDING THAT, AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY, MEETING IN PERSON FOR MEETINGS OF THE C/CAG BOARD OF DIRECTORS AND ALL OTHER C/CAG LEGISLATIVE BODIES WOULD PRESENT IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES, AND THAT THE STATE OF EMERGENCY CONTINUES TO DIRECTLY IMPACT THE ABILITY OF MEMBERS OF THE BOARD OF DIRECTORS AND C/CAG LEGISLATIVE BODIES TO MEET SAFELY IN PERSON.

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

WHEREAS, on March 4, 2020, pursuant to California Government Code section 8550, *et seq.*, Governor Newsom proclaimed a state of emergency related to the COVID-19 novel coronavirus, and subsequently, the San Mateo County Board of Supervisors declared a local emergency related to COVID-19, and the proclamation by the Governor and declaration by the Board of Supervisors remain in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions in the California Open Meeting law, Government Code section 54950 *et seq.* (the “Brown Act”), related to teleconferencing by local agency legislative bodies, provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which extended provisions of Executive Order N-29-20 that waive otherwise-applicable Brown Act requirements related to remote/teleconference meetings by local agency legislative bodies through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 into law, and AB 361 provides that a local agency legislative body subject to the Brown Act may continue to meet without complying with the otherwise-applicable requirements in the Brown Act related to remote/teleconference meetings by local agency legislative bodies, provided that a state of emergency has been declared and the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and provided that the legislative body makes such findings at least every thirty (30) days during the term of the declared emergency; and

WHEREAS, the C/CAG Board of Directors concludes that there is a continuing threat of COVID-19 to the community, and that Board meetings have characteristics that give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

WHEREAS, the C/CAG Board of Directors has an important governmental interest in protecting the health and safety of those who participate in its meetings; and

WHEREAS, on October 14, 2021, the C/CAG Board of Directors approved Resolution 21-79

making the findings necessary to continue holding remote meetings of the C/CAG Board of Directors and all other C/CAG legislative bodies; and

WHEREAS, at subsequent meetings, the C/CAG Board of Directors adopted resolutions making the findings necessary to continue remote meetings for both the C/CAG Board of Directors and all other C/CAG legislative bodies; and

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the C/CAG Board of Directors deems it necessary to find that meeting in person would present imminent risks to the health or safety of attendees, and that the COVID-19 state of emergency continues to directly impact the ability of members of the Board of Directors and all other C/CAG legislative bodies to meet safely in person, and thus intends to continue to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. The recitals set forth above are true and correct.
2. The C/CAG Board of Directors has reconsidered the circumstances of the state of emergency caused by the spread of COVID-19.
3. The C/CAG Board of Directors finds that the state of emergency caused by the spread of COVID-19 continues to directly impact the ability of members of the Board of Directors and all other C/CAG legislative bodies to meet safely in person.
4. The C/CAG Board of Directors further finds that holding meetings of the C/CAG Board Directors and all other C/CAG legislative bodies in person would present imminent risks to the health or safety of attendees.
5. Staff is directed to take such other necessary or appropriate actions to implement the intent and purposes of this resolution.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 22-85 determining that the proposed amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 22-85 determining that the proposed amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- *If the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approves pending amendments to San Carlos ALUCP Overflight Policy 2 that would require all new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to incorporate a recorded overflight notification requirement as a condition of approval, Redwood City's Downtown Precise Plan (DTPP) shall be amended to incorporate such provisions.*

BACKGROUND

The City of Redwood City proposes amendments to its Downtown Precise Plan (DTPP) to create a new subarea, the Transit District, within the DTPP. The Transit District would cover approximately 16.6 acres, including the Sequoia Station Shopping Center, the existing Transit Center, and the Caltrain parking lot, and would focus on transit-oriented development within this subarea. The proposal includes the potential for up to 1,630,000 sf of office use and up to 1,100 new residential units within the Transit District, with no changes proposed to existing height limits.

While all of Redwood City falls within Airport Influence Area A (AIA A) a portion of the DTPP and the new Transit District fall also lie 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). Accordingly, 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 3, 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 4, a very small portion of the DTPP Area lies within Safety Zone 6, the Traffic Pattern Zone, though the Transit District area lies outside the Safety Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, residential and office development are compatible and are not restricted for safety reasons within 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.

Per Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new structure must be the lower of 1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to filing of FAA Form 7460-1.

The Project Area is located beneath the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport (see Attachment 5) where the airspace protection surface is at approximately 305' or more above mean sea level. The maximum height permitted in the Project area is 136 feet, with an allowance for an additional 10 feet for roof top projections, for an overall maximum of 146 ft., which would be well below Part 77 airspace surfaces.

Per ALUCP Exhibit 4-4a, (Attachment 6), FAA notification would be required for a structure exceeding 150-200 feet, so the maximum height of 146 ft for the Plan area would be below this threshold. As an additional factor, it is noted that the DTPP currently includes language acknowledging the potential role of the FAA in development review, as follows:

“The northwestern part of the Downtown Precise Plan is also within Airport Influence Area B. The configuration of Airport Influence Area B is based on federal airspace protection parameters for San Carlos Airport. Proposed development located within the Area B portion of the DTPP area is subject to Federal Aviation Administration (FAA) review. The review consists of an aeronautical study conducted by FAA staff to determine if the maximum height, building materials, and other features of the proposed development will create any airspace impacts/hazards to aircraft in flight, including effects on aircraft navigation and communications. The findings of the FAA aeronautical study should be considered by the City as part of its review and action on the proposed development.”

II. Overflight Compatibility

Overflight Policy 1 – Real Estate Transfer Disclosure

The Plan 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 will be required to comply.

Overflight Policy 2 – Potential Amendments

In July 2022, the Airport Land Use Committee approved a recommendation that the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approve amendments to Overflight Policy 2, which would require new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to record an Overflight Notification as a condition of approval. While this provision has not yet been adopted by the ALUC, there is a pending public hearing on the matter scheduled. If the amendment is adopted, it would apply to residential projects within the DTPP that are located within the Overflight Notification Zone 2, so the following condition is recommended:

- If the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approves pending amendments to San Carlos ALUCP Overflight Policy 2 that would require all new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to incorporate a recorded overflight notification requirement as a condition of approval, Redwood City’s Downtown Precise Plan (DTPP) shall be amended to incorporate such provisions.

Airport Land Use Committee

The Airport Land Use Committee discussed the project at its September 22, 2022 meeting, and recommended it be determined consistent with the San Carlos ALUCP subject to the condition referenced above.

ATTACHMENTS

1. Resolution 22-85

The following attachments are available to download on the C/CAG website at:

<https://ccag.ca.gov/committees/board-of-directors-2/>

2. ALUCP application, together with related project description and exhibits (excerpts). *Full application materials available at: <https://ccag.ca.gov/committees/airport-land-use-committee/>*
(See September meeting – Additional Meeting Materials)
3. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
4. Exh. 4-3 San Carlos Airport Safety Zones.
5. Exh 4-4 - Part 77 Airspace Protection Surfaces
6. Exh 4-4a – FAA Notification Filing Reqs

RESOLUTION 22-85

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY DETERMINING THAT THE PROPOSED AMENDMENTS TO THE CITY OF REDWOOD CITY'S DOWNTOWN PRECISE PLAN (DTPP) AND GENERAL PLAN TO ESTABLISH A NEW TRANSIT DISTRICT SUBAREA WITHIN THE DTPP ARE CONDITIONALLY CONSISTENT WITH 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, the proposed project, comprised of amendments to Redwood City's Downtown Precise Plan (DTPP) to create a new subarea, the Transit District, within the DTPP (Project), is 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 proposed 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 sets 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 policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-2, the subject plan area lies outside the bounds of the 60 dB CNEL contour and, therefore, the Project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency Analysis - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, a very small portion of the DTPP Area lies within Safety Zone 6, the Traffic Pattern Zone, though the Transit District area lies outside the Safety Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, residential and office development as contemplated under the Project are compatible and are not restricted for safety reasons within 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.

Per Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new structure must be the lower of 1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to filing of FAA Form 7460-1.

As depicted on ALUCP Exhibit 4-4, the Project Area is located beneath the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport, where the airspace protection surface is at approximately 305’ or more above mean sea level. The maximum height permitted in the Project area is 136 feet, with an allowance for an additional 10 feet for roof top projections, for an overall maximum of 146 ft., which would be well below Part 77 airspace surfaces.

Per ALUCP Exhibit 4-4a, FAA notification would be required for a structure exceeding 150-200 feet, so the maximum height of 146 ft for the Plan area would be below this threshold. As an additional factor, the DTPP includes language acknowledging the potential role of the FAA in development review.

WHEREAS, the Project Area is located within the Airport Influence Area for San Carlos Airport, where, pursuant to ALUCP Overflight Policy 1, the real estate disclosure requirements of state law apply. Redwood City’s planning documents currently address these requirements, so future projects will be required to comply; and

WHEREAS, amendments to Overflight Policy 2 are currently pending consideration by the ALUC, which if approved would require new residential projects within a newly designated Overflight Notification Zone 2 (covering the geography of AIA B) to record an Overflight Notification as a condition of approval. If the amendments are adopted, they would apply to residential projects within the DTPP that are located within the Overflight Notification Zone 2. Accordingly, a condition is attached to this consistency determination to address compliance; and

WHEREAS, at its September 22, 2022 meeting, based on the factors listed above and subject to the condition identified, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Project is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the condition contained in Exhibit A, attached, the proposed Project is determined to be 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 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

Resolution 22-85 – Conditions of Consistency Determination:

- 1. If the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approves pending amendments to San Carlos ALUCP Overflight Policy 2 that would require all new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to incorporate a recorded overflight notification requirement as a condition of approval, Redwood City's Downtown Precise Plan (DTPP) shall be amended to incorporate such provisions.*

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 22-86 determining that Project Nomar, a two-building office/life science campus at 1699 and 1701 Old Bayshore Highway, Burlingame, 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 kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 22-86 determining that Project Nomar, a two-building office/life science campus at 1699 and 1701 Old Bayshore Highway, Burlingame, 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 condition:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Burlingame an FAA “Determination of No Hazard”.

BACKGROUND

The City of Burlingame is processing an application for Project Nomar, an office/life science campus at 1699 and 1701 Old Bayshore Highway comprised of two office/life science buildings (6 & 7-stories) and a 9-level parking garage (“Project”).

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. 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). Additionally, per SFO ALUCP Policy GP-10.1, since the City of Burlingame has not amended its Zoning Ordinance to reflect the policies and requirements of the current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review. In accordance with these requirements, the City of Burlingame has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

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

(a) Aircraft Noise Impacts

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

As shown on Attachment 2.a., the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the Project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on Attachment 2.b., the project site is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to the Project.

(c) Height of Structures/Airspace Protection

Structure Height

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

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

As proposed, the tallest structure, the 7-story life science building, would be 143 to the top of the roof screen. With a ground elevation of approximately 3 feet above mean sea level (MSL), the height of the project would therefore be about 146' above MSL. As indicated in the comment letter provided by SFO Planning and Environmental Affairs (Attachment 3), the lowest critical aeronautical surface above the Project is approximately 375-385 feet above MSL, so the Project would be more than 229 feet below critical airspace.

However, as shown on Attachment 4, the Project is located in an area that requires FAA notification for projects greater than 30-65 feet tall. As a result, the following condition is included:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Burlingame an FAA "Determination of No Hazard".*

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

The application materials note that the Project is not located on the shore and is not anticipated to cause any visual, electronic or navigational issues. It also notes that the project sponsor has worked with an ornithologist to incorporate bird-safe glazing to protect them from crashing into glass façades.

(d) Overflight Notification

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

The application materials acknowledge that the ownership understands that the law requires that, since the property is within and “airport influence area”, the following statement must be included and any notice of intent to offer the property for sale:

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 associate with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

As a result, the Project would comply with the Real Estate Disclosure provisions of ALUCP Policy IP-1.

Airport Land Use Committee

The Airport Land Use Committee discussed the Project at its September 22, 2022 meeting, and unanimously recommended it be determined consistent with the SFO ALUCP subject to the condition referenced above.

ATTACHMENTS

1. Resolution 22-86

The following attachments are available to download on the C/CAG website at:

<https://ccag.ca.gov/committees/board-of-directors-2/>

2. ALUCP application, together with related project description and plan set excerpts
 - a. SFO ALUCP Exh. IV-5 – Noise Compatibility Zones
 - b. SFO ALUCP Exh. IV-9 – Safety Compatibility Zones
 - c. SFO ALUCP Exh. IV-18 – Critical Aeronautical Surfaces
3. Comment letter from SFO Planning and Environmental Affairs
4. SFO ALUCP Exh. IV-12 – FAA Notification Form 7460-1 Filing Reqs.

RESOLUTION 22-86

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 PROJECT NOMAR, A TWO-BUILDING OFFICE/LIFE SCIENCE CAMPUS AT 1699 AND 1701 OLD BAYSHORE HIGHWAY, BURLINGAME, 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), in its capacity as the San Mateo County Airport Land Use Commission, 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 furthermore, per Policy GP-10.1 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), if a jurisdiction has not made its local plans consistent with the ALUCP all proposed development projects within AIA B may be subject to ALUC review; and

WHEREAS, the City of Burlingame has received an application for Project Nomar, an office/life science campus at 1699 and 1701 Old Bayshore Highway comprised of two office/life science buildings (6 & 7-stories) and a 9-level parking garage (the “Project”) which is located within Airport Influence Area B of San Francisco International Airport (SFO); and

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

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO 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 - The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP. Per SFO ALUCP Exhibit IV-5, the Project lies outside the bounds of the 65dB CNEL contour, and therefore is consistent with the SFO ALUCP noise policies and criteria.

(b) The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. Per SFO ALUCP Exhibit IV-9, the Project site is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to the Project.

(c) Airspace Protection – Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of

the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

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

As proposed, the tallest structure, the 7-story life science building, would be 143 to the top of the roof screen. With a ground elevation of approximately 3 feet above mean sea level (MSL), the height of the project would therefore be about 146’ above MSL. The lowest critical aeronautical surface above the Project is approximately 375-385 feet above MSL, so the Project would be more than 229 feet below critical aeronautical surfaces. However, as shown on SFO ALUCP Exhibit IV-12, the Project is located in an area that requires FAA notification for projects greater than 30-65 feet tall, and a determination from the FAA that the project will not be a hazard to air navigation. In acknowledgement of this requirement, a condition is included in this consistency determination to require compliance; and

WHEREAS, the Project site is located within the Airport Influence Area A (AIA A) 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 the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations. The application materials acknowledge that the ownership understands and will comply with the real estate disclosure requirements; and

WHEREAS, at its meeting on September 22, 2022, based on the factors listed above and subject to the condition identified, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Project is consistent with the SFO ALUCP; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the condition contained in Exhibit A, attached, the Project is determined to be 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.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

Resolution 22-86 – Conditions of Consistency Determination:

- 1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Burlingame an FAA “Determination of No Hazard”.*

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 22-87 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans to add \$10,000, for a revised not to exceed contract amount of \$221,466, and to extend the term of the contract to January 31, 2023.

(For further information, contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 22-87 authorizing the C/CAG Chair to execute Amendment No. 3 to an agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans, to add \$10,000, for a revised not to exceed contract amount of \$221,466, and to extend the term of the contract to January 31, 2023.

FISCAL IMPACT

The budget would increase by \$10,000, from \$211,466 to a new not to exceed amount of \$221,466: \$120,000 will come from MTC CBTP funding, and \$101,466 will come from the 22% Measure M funds for Transit Operations and Senior Mobility programs.

BACKGROUND/DISCUSSION

In March 2019, the C/CAG Board approved Resolution 19-13 authorizing a contract with Placeworks to update the Community Based Transportation Plan (CBTPs) for Daly City and Southeast San Mateo County in the amount of \$168,809. The goal of these plans is to identify and improve transportation gaps that impact Equity Priority Communities (formerly known as Communities of Concern). In recognition that community outreach and engagement are the foundations of this planning effort, the Board also authorized the Executive Director to enter into contracts with local Community Based Organizations (CBOs) for expanded Community Outreach in an aggregate amount not to exceed \$30,000.

In December 2020, the C/CAG Board approved Resolution 20-64 to transfer administration of CBO engagement efforts and the related \$30K budget for this effort to Placeworks. Accordingly, Contract Amendment No. 1 was executed to include this budget amendment as well as to extend the contract term from March 17, 2021 to March 17, 2022, to account for time delays related to the on-going COVID-19 pandemic.

Due to several pandemic related delays in the initial outreach efforts, in December 2021, the C/CAG Board approved Resolution 21-90 to augment the outreach budget by \$12,657 and extend the contract term to October 31, 2022.

Placeworks has now completed all outreach and is nearing completion of the administrative draft CBTP documents. The next phase involves finalizing the draft documents, releasing them for public comment, addressing any issues raised during public review, and assisting in securing resolutions of support from all the affected jurisdictions, including Daly City, East Palo Alto, Menlo Park, Redwood City and San Mateo County. To ensure there is sufficient time to complete the local review process, a three-month time extension to January 31, 2023, is requested. Additionally, a budget augmentation of \$10,000 is proposed to be added to Task 9, Plan Adoption, to ensure the consultants enough flexibility to provide the level of support needed by the local jurisdictions to secure approvals within the allotted timeframe.

ATTACHMENTS

1. Resolution 22-87
2. Draft Contract Amendment

RESOLUTION 22-87

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. 3 TO THE AGREEMENT WITH PLACEWORKS TO UPDATE THE DALY CITY AND SOUTHEAST SAN MATEO COUNTY COMMUNITY BASED TRANSPORTATION PLANS TO ADD \$10,000, FOR A REVISED NOT TO EXCEED CONTRACT AMOUNT OF \$221,466, AND TO EXTEND THE TERM OF THE CONTRACT TO JANUARY 31, 2023.

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

WHEREAS, in March 2019, the C/CAG Board approved Resolution 19-13 authorizing a contract with Placeworks to update Community Based Transportation Plans (CBTPs) for Daly City and Southeast San Mateo County in the amount of \$168,809, and further authorized the C/CAG Executive Director to enter into contracts with local Community Based Organizations (CBOs) for expanded Community Outreach in an aggregate amount not to exceed \$30,000; and

WHEREAS, in December 2020, the C/CAG Board approved Resolution 20-64 to transfer administration of CBO engagement efforts and the related \$30K budget to Placeworks, and Contract Amendment No. 1 was subsequently executed to include this budget amendment as well as to extend the contract term from March 17, 2021, to March 17, 2022, to account for time delays related to the on-going COVID-19 pandemic; and

WHEREAS, in December 2021, the C/CAG Board approved Resolution 21-90 to augment the outreach budget by \$12,657 and extend the contract term to October 31, 2022, due to COVID-19 pandemic related delays impacting outreach efforts; and

WHEREAS, the final phase of the project includes completing the draft documents, releasing them for public comment, addressing any issues raised during public review, and assisting in securing resolutions of support from all the affected jurisdictions, including Daly City, East Palo Alto, Menlo Park, Redwood City and San Mateo County; and

WHEREAS, to ensure enough flexibility to provide the level of support needed by the local jurisdictions to secure approvals within the allotted timeframe, there is a need to augment the budget and extend the contract timeline.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County authorizes the C/CAG Chair to execute Amendment No. 3 to an agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans, to add \$10,000, for a revised not to exceed contract amount of \$221,466, and to extend the term of the contract to January 31, 2023.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

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

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as “C/CAG”) and Placeworks (hereinafter referred to as “Consultant”) are parties to an Agreement executed on April 17, 2019, to update Community Based Transportation Plans (CBTPs) for Daly City and Southeast San Mateo County in the amount of \$168,809, (the “Agreement”); and

WHEREAS, pursuant to Resolution 19-13, approved March 14, 2019, the C/CAG Board authorized the C/CAG Executive Director to enter into contracts with local Community Based Organizations (CBOs) for expanded community outreach related to the CBTP updates in an aggregate amount not to exceed \$30,000; and

WHEREAS, Amendment No. 1, executed on March 16, 2021, transferred to Consultant the administration responsibilities and corresponding \$30,000 budget to collaborate with and compensate Community Based Organizations for community outreach efforts, resulting in a total not-to-exceed amount of \$198,809, and extended the term of the agreement (“Performance Period”) to March 17, 2022; and

WHEREAS, Amendment No. 2, executed on December 20, 2021, amended the Scope of Work to include additional outreach, augmented the budget for Task 5.3 (outreach) in the amount of \$12,657, resulting in a total not-to-exceed amount of \$211,466, and extended the term of the agreement (“Performance Period”) to October 31, 2022; and

WHEREAS, C/CAG and Consultant have determined that additional budget and time is required to ensure Consultant is able to provide the level of support needed by the local jurisdictions to secure necessary resolutions of support for the CBTPs within the allotted timeframe; 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. Article V. E. shall be amended to read as follows: The total amount payable by LOCAL AGENCY shall not exceed \$221,466.00.
2. Attachment 2 to the Agreement, “Cost Proposal”, shall include a budget augmentation for Task 9, Plan Adoption, in the amount of \$10,000 to ensure Consultant the flexibility to provide the level of support needed by the local jurisdictions to secure approvals within the allotted timeframe. Consultant shall submit a written task order identifying specific tasks to be completed under Task 9, and shall obtain written authorization of the C/CAG Executive Director or designee prior to proceeding with work under Task 9.

3. The term of the Agreement, as provided in Article IV “Performance Period”, shall be extended through January 31, 2023.
4. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
5. This amendment shall take effect upon execution by both parties.

City/County Association of Governments
(C/CAG)

Placeworks

Davina Hurt, C/CAG Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 22-88 authorizing the C/CAG Chair to execute Amendment No. 2 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project, extending project completion date to October 31, 2023 at no additional cost.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 22-88 authorizing the C/CAG Chair to execute Amendment No. 2 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project, extending project completion date to October 31, 2023 at no additional cost.

FISCAL IMPACT

There is not any financial impact. The original awarded contract amount to City of Half Moon Bay is \$109,650.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

C/CAG is the Program Manager for the TFCA Program in San Mateo County. This program distributes fund to projects that aim to reduce air pollution, greenhouse gas emissions, and traffic congestion. At the October 15, 2020 meeting, the C/CAG Board approved Resolution 20-56 authorizing the C/CAG Chair to execute a funding agreement with City of Half Moon Bay in the total amount up to \$109,650, under the Fiscal Year 2020/21 TFCA program, for the Main Street Traffic Calming Project.

The project was set to take place within the Downtown “Historic District” along Main Street and streets adjacent to Main Street. In August 2021, the City of Half Moon Bay requested to expand the geographic scope to cover the City’s Town Boulevard, including parts of Highway 1 and 92 that fall within City

limits at no additional cost. The request also resulted in an improved cost-effectiveness ratio. In October 2021, C/CAG staff supported the scope expansion and C/CAG Chair executed Amendment No. 1 to the funding agreement with City of Half Moon Bay.

In September 2022, due to complexity with the project procurement, the City of Half Moon Bay needs to re-advertise the project. The City is seeking a one-year time extension. C/CAG staff recommends that the C/CAG Board reviews and approves Resolution 22-88 authorizing the C/CAG Chair to execute Amendment No.2. This amendment extends the project completion date to October 31, 2023 at no additional cost. Attachment 2 is the draft Amendment No. 2 to the funding agreement with City of Half Moon Bay for the Main Street Traffic Calming Traffic Project.

ATTACHMENTS

1. Resolution 22-88
2. Draft Amendment No. 2 to the Fiscal Year 2020-2021 TFCA Agreement Between the City/County Association of Governments and City of Half Moon Bay for the Main Street Traffic Calming Traffic Project

RESOLUTION 22-88

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. 2 TO THE FUNDING AGREEMENT WITH CITY OF HALF MOON BAY FOR THE MAIN STREET TRAFFIC CALMING PROJECT, EXTENDING THE PROJECT COMPLETION DATE TO OCTOBER 31, 2023 AT NO ADDITIONAL COST.

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

WHEREAS, at its October 15, 2020 meeting, the Board of Directors of the City/County Association of Governments approved certain projects and programs for funding through San Mateo County’s local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, C/CAG approved Resolution 20-56 authorizing the C/CAG Chair to execute a funding agreement with the City of Half Moon Bay in the total amount up to \$109,600, under the Fiscal Year 2020/21 TFCA program, for the Main Street Traffic Calming Project; and

WHEREAS, the funding agreement was set to terminate on October 31, 2022; and

WHEREAS, in October 2021, C/CAG Chair executed Amendment No. 1 to expand the geographic scope to include the City’s Town Boulevard, which is within City limits, at no additional cost; and

WHEREAS, the City of Half Moon Bay requests an additional one-year to complete the Main Street Traffic Calming Project due to complexity with the bidding process; and

WHEREAS, the City of Half Moon Bay is committed to complete the Main Street Traffic Calming Project by October 31, 2023; and

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 Amendment No. 2 to the Fiscal Year 2020-2021 TFCA Agreement between the City/County Association of Governments and City of Half Moon Bay for the Main Street Traffic Calming Traffic Project. The amendment extends the project completion date to October 31, 2023 at no additional cost. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

**AMENDMENT NO. 2 TO THE FISCAL YEAR 2020-2021 TFCA AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
CITY OF HALF MOON BAY**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and City of Half Moon Bay are parties to the Fiscal Year 2020-2021 Transportation Fund for Clean Air (TFCA) Funding Agreement (the “Agreement”), effective November 1, 2020; and

WHEREAS, the Agreement provides funds to City of Half Moon Bay for the Main Street Traffic Calming Project (Project); and

WHEREAS, C/CAG and City of Half Moon Bay executed Amendment No.1 to the Agreement, expanding the geographic scope to cover the City’s “Town Boulevard” (parts of Highway 1 and 92 that fall within City limits) at no additional cost; and

WHEREAS, the Project’s original completion date is October 31, 2022;

WHEREAS, due to complexity with the bidding process, the Project’s construction is delayed to 2023; and

WHEREAS, C/CAG and City of Half Moon Bay wish to extend the Project’s completion date to October 31, 2023; and

WHEREAS, C/CAG and City of Half Moon Bay desire to amend the Agreement as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and City of Half Moon Bay that:

1. Section II, item 16, shall be replaced in its entirety and revised to read as follows: “Project Sponsor will complete the Project by October 31, 2023.”
2. Section III, item 2, shall be replaced in its entirety and revised to read as follows: “To reimburse costs incurred by Project Sponsor from the execution of this Agreement through October 31, 2023.”

Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect. This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

City/County Association of Governments
(C/CAG)

City of Half Moon Bay

Davina Hurt, C/CAG Chair

Matthew Chidester, City Manager
City of Half Moon Bay

Date: _____

Date: _____

Approved as to form:

Approved as to form:

Melissa Andrikopoulos
Legal Counsel for C/CAG

Catherine Engberg
Legal Counsel for City of Half Moon Bay

DRAFT

C/CAG AGENDA REPORT

Date: October, 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the appointment of Humza Javed, Public Works Director for the City of East Palo Alto, to serve on C/CAG's Stormwater Committee.

(For further information or questions, contact Reid Bogert at rbogert@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and appointment Humza Javed, Public Works Director for the City of East Palo Alto, to serve on C/CAG's Stormwater Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

Due to staff turnover, the City of East Palo Alto is recommending a new appointment to C/CAG's Stormwater Committee. The recommended appointee, as detailed in the attached letter, is Humza Javed, Public Works Director, to replace Kamal Fallaha, the previous Public Works Director who has retired from the City.

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

ATTACHMENTS

1. Current Stormwater Committee Roster
2. August 23, 2022 letter recommending appointment to the Stormwater Committee from Interim City Manager, Patrick Heisinger

Current Stormwater Committee Roster – 2022

Municipality/Agency	Representative
Atherton	Robert Ovadia (Vice Chair)
Belmont	Peter Brown
Brisbane	Randy Breault (Chair)
Burlingame	Syed Murtuza
Colma	Brad Donohue
Daly City	Richard Chiu
East Palo Alto	Vacant
Foster City	Louis Sun
Half Moon Bay	Maziar Bozorginia
Hillsborough	Paul Willis
Menlo Park	Nikki Nagaya
Millbrae	Vacant
Pacifica	Lisa Petersen
Portola Valley	Howard Young
Redwood City	Saber Sarwary
San Bruno	Matthew Lee
San Carlos	Steven Machida
San Mateo	Azalea Mitch
South San Francisco	Eunejune Kim
Woodside	Sean Rose
San Mateo County	Ann Stillman
Regional Water Quality Control Board	Dr. Tom Mumley



OFFICE OF THE CITY MANAGER

August 23, 2022

Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th floor
Redwood City, CA 94063

Subject: Representation for the City of East Palo Alto on the C/CAG Stormwater Committee

Dear Mr. Charpentier,

I am requesting that Humza Javed, Director of Public Works, represent the City of East Palo Alto at the C/CAG Stormwater (NPDES) committee. Additionally, Michelle Daher, Management Analyst, would serve as the City's alternate contact. The prior representative, Kamal Fallaha has retired from the City.

Thank you

DocuSigned by:

DD9A210C271E16A.
Patrick Heisinger
Interim City Manager

*City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303-1164*

*Telephone Number: (650) 853-3116
Confidential Fax Number: (650) 853-3111*

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Receive a final report on C/CAG efforts and outcomes of the 2022 Legislative Session.

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

Receive a final report on C/CAG efforts and outcomes of the 2022 Legislative Session.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The California 2022 legislative session began on January 3, 2022, with February 15, 2022 being the last day for bills to be introduced. The last day for each house to pass bills was August 31, 2022 and September 30 was the last for Governor Newsom to pass or veto bills on his desk.

Through the 2022 legislative year, the C/CAG Legislative Committee met nine times with two remaining meetings in November and December. The earlier meetings were for updating the C/CAG Legislative Positions, and the coming meetings are to discuss potential legislation to be sponsored by C/CAG.

At the January meetings of the Legislative Committee and the Board, the C/CAG Legislative Policies for 2022 were approved. At the February meeting, the Policies as approved by the C/CAG Board were returned to the Legislative Committee. Early meetings also included discussion and setting of meetings with key members of the delegation, including for purposes of making budget requests for both stormwater and Highway 92/101 infrastructure projects.

The following are the bills for which C/CAG took positions in 2022 with guidance from the Legislative Committee:

- SB 917 (Becker), Seamless, action to Support in Concept at the March meeting and Support at the July meeting.
- SB 922 (Wiener), CEQA exemptions for transportation projects, action to Monitor at the March meeting

- AB 2097 (Friedman), Parking minimums, action to Oppose at the March meeting
- AB 1067 (Portantino) Parking Requirement, action taken to oppose at April meeting
- AB 1817 (Ting) PFAS Ban in Textiles, Action to Support at April meeting
- AB 1944 (Lee) Brown Act Changes, action taken to Support with Urgency at the April meeting
- AB 2622 (Mullin) Sales Tax Exemption for Electric Busses, action to Support at the April meeting
- SB 922 (Wiener) CEQA Exemption for Transit, action taken to Oppose at the April meeting
- SB 922 (Wiener), CEQA exemptions for transportation projects, action taken to change position to Support with Amendment at the May meeting
- AB 2011 (Wicks) Ministerial Housing Approvals in Commercial Zones, action taken to Oppose at the May meeting

No meetings were held in August of 2022.

Letters were sent to the delegation and committee chairs based on positions taken above.

- Proposition 30, Wildfire and EV – direct funding from taxes, action to Oppose (No on 30) at the September meeting

Earlier in the year, staff and C/CAG's legislative consultant discussed funding requests with Assemblymember Mullin and, at the end of the legislative session, the Assemblymember included \$760K in the State budget trailer bill (SB 179) for completion of a Millbrae/San Bruno buffered bike lane project on El Camino Real.

A listing of the final disposition of the various bills reviewed by C/CAG, provided by C/CAG's legislative consultant, is included as an attachment to this staff report.

ATTACHMENTS

1. Final bill listing provided by Legislative Consultant – Shaw Yoder Antwih Schmelzer and Lang
2. Link to California Legislative Information: <https://leginfo.legislature.ca.gov/>



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

October 1, 2022

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

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **Final Legislative Action Report – October 2022**

Legislative Update

During the 2021-22 Legislative Session, the C/CAG Legislative Committee and Board took positions on several bills of importance, in addition to closely monitoring others. Below, we provide an update on the outcome of C/CAG’s highest priority bills.

Bills With Positions

SB 852 (Dodd) Climate Resilience Districts – *SUPPORT IF AMENDED*

Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. [This bill](#) would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and would define “eligible project” as projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding. The bill would authorize the district to provide property tax increment revenues to the district, and/or other tax revenues, levying a benefit assessment, special tax, property-related fee, or other service charge or fee consistent with the requirements of the California Constitution. ***This bill was SIGNED by the Governor on September 9.***

SB 917 (Becker) Seamless Bay Area – *SUPPORT IN CONCEPT TO SUPPORT in JULY*

[This bill](#) would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. ***This bill was HELD in the Assembly Appropriations Committee.***

SB 922 (Wiener) CEQA Exemptions for Transit – SUPPORT IF AMENDED

[This bill](#) would extend, until January 1, 2030, statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would also extend exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; active transportation and roadway improvements; and the building of new bus and light rail stations or terminals until January 1, 2030. C/CAG is requesting an amendment to prohibit any loss of housing from a project constructed under this bill's provisions. ***This bill was SIGNED by the Governor on September 29.***

SB 1067 (Portantino) Parking Requirements – OPPOSE

[This bill](#) would prohibit a city, county, or city and county from imposing minimum automobile parking requirements on a housing development located within one-half mile of public transit and either dedicates 25 percent of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities, or the developer demonstrates that the development would not have a negative impact on the local agency's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within one-half mile of the project. ***This bill was HELD in the Assembly Appropriations Committee.***

AB 1817 (Ting) PFAS Ban in Textiles – SUPPORT

Beginning January 1, 2023, existing law prohibits any food packaging that contains regulated perfluoroalkyl and polyfluoroalkyl substances or PFAS and requires a manufacturer to use the least toxic alternative when replacing regulated PFAS in food packaging. Existing law will also prohibit the sale and distribution of any new juvenile product that contains regulated PFAS chemicals. [This bill](#) would prohibit, beginning January 1, 2024, any person from selling or distributing any textile articles that contain regulated PFAS, and requires a manufacturer to use the least toxic alternative when replacing regulated PFAS in textile articles to comply with these provisions. ***This bill was SIGNED by the Governor on September 29.***

AB 1944 (Lee) Brown Act Changes – SUPPORT IF AMENDED

[This bill](#) would make changes to the Brown Act to clarify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public. This bill would also require all public meetings of a legislative body using teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. We suggested the author amend this bill to include an urgency clause so that it would take effect immediately. ***This bill was never set for a hearing in the Senate Governance and Finance Committee.***

AB 2011 (Wicks) Ministerial Housing Approvals in Commercial Zones – OPPOSE

[This bill](#) would create the Affordable Housing and High Road Jobs Act of 2022, which would authorize a development proponent to apply for a housing development that meets specified objective standards and affordability and site criteria, including being located within a zone where office, retail, or parking are a principally permitted use, and would make the development a use by right and subject to

streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including a requirement that all construction workers be paid at least the general prevailing rate of wages, as specified. The bill would require a development proponent to certify to the local government that those standards will be met in project construction. ***This bill was SIGNED by the Governor on September 28.***

AB 2097 (Friedman) Parking Minimums – OPPOSE

[This bill](#) would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project located within one-half mile of public transit. However, the bill would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within one-half mile of the housing development. However, a public agency may not seek an exemption if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is subject to parking reductions based on any other applicable law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within one-half mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. ***This bill was SIGNED by the Governor on September 22.***

AB 2622 (Mullin) Sales Tax Exemption for Transit Buses – SUPPORT

[This bill](#) would extend the sunset date from January 1, 2024, to January 1, 2026 on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies. This bill is likely to be amended to shorten the sunset. ***This bill was SIGNED by the Governor on September 16.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – SUPPORT

[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, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***This measure was never heard in the Assembly Local Government Committee.***

Other Bills of Interest

SB 6 (Caballero) Housing in Commercial Zones

Existing law requires local governments to adopt a general plan for development, including a housing element. Current law requires that the housing element include an inventory of land suitable and available for residential development. If there is not adequate land identified to accommodate the need for all types of households, the local government must rezone sites. [This bill](#) - the Middle Class Housing

Act - would deem a housing development project an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use, if specified conditions are met, including requirements relating to density, public notice, comment, hearing, or other procedures, site location and size, consistency with sustainable community strategy or alternative plans, prevailing wage, and a skilled and trained workforce. ***This bill was SIGNED by the Governor on September 28.***

SB 54 (Allen) Solid Waste Reporting and Packaging

[This bill](#) would establish the Plastic Pollution Prevention and Packaging Producer Responsibility Act (Act), which would impose minimum content requirements and source reduction requirements for single-use packaging and food ware and to be achieved through an expanded producer responsibility program. By January 1, 2024, the bill would require producers of covered material to form and join a producer responsibility organization, subject to certain requirements and CalRecycle approval, to carry out the requirements of the Act by and would a producer of covered material from selling, offering for sale, importing, or distributing covered materials in the state unless the producer is approved to participate in the organization. The bill defines “covered material” to mean Covered material” as single-use packaging that is routinely recycled, disposed of, or discarded after its contents have been used and plastic single-use food service ware, but excludes packaging used for medical products, devices, and prescription drugs, animal medicines and drugs, infant formula, medical food, fortified nutritional supplements, insecticides, rodenticides, fungicides, hazardous materials, hazardous or flammable products, and certain beverage containers. ***This bill was signed by the Governor on June 30.***

SB 932 (Portantino) General Plan Circulation Elements

[This bill](#) would require a local agency, when revising its the circulation element after January 1, 2025 to incorporate the principles of FHWA’s Safe System Approach and to develop bicycle plans, pedestrian plans, and traffic calming plans based on the policies and goals in the circulation element that, among other things, sets goals for initiation and completion of all actions identified in the plans within 25 years of the date of adoption of the modified circulation element, as specified. By adding to the duties of county and city officials in the administration of their land use planning duties, this bill would impose a state-mandated local program. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan, to regularly review its progress towards completing implementation of the modified circulation element, and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation element. ***This bill was SIGNED by the Governor on September 28.***

AB 2449 (Rubio) Brown Act Changes

Until January 1, 2024, existing law authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect or to protect public health. [This bill](#) would, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location identified in the agenda that is open to the public and situated within the local agency’s jurisdiction. ***This bill was SIGNED by the Governor on September 13.***

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of executed Amendment No. 1 to the Funding Agreement with Alta Planning + Design for the preparation of San Mateo County Shared Micromobility Feasibility Study and Implementation Plan, extending project completion date to December 31, 2022 at no additional cost.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board receives a copy of executed Amendment No. 1 to the Funding Agreement with Alta Planning + Design for the preparation of San Mateo County Shared Micromobility Feasibility Study and Implementation Plan, extending project completion date to December 31, 2022 at no additional cost.

FISCAL IMPACT

There is not any financial impact. The original contract amount for the plan development work is \$99,994.

SOURCE OF FUNDS

Federal Surface Transportation Program and local Congestion Relief Plan funds.

BACKGROUND

Micromobility refers to services such as bikeshare and scooter-share, where users are able to check out various small and light-weight vehicles for short term use through a self-service rental portal. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits of micromobility includes reducing short distance vehicle trips and increasing transportation access. Micromobility was also one of the recommended programs in the Board adopted 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

On September 2021, C/CAG released a Request for Proposal (RFP) for the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. In December 2021, Board approved a consultant contract with Alta Planning + Design to prepare the Study.

The key deliverables for the Study include the following:

1. Evaluate the feasibility of a micromobility program
2. Define program benefits, establish County specific goals and performance measures
3. Perform case studies research, and summarize findings and recommendations
4. Assess market demand and identify potential pilot locations throughout the County; and
5. Develop program guidelines and sample micromobility permit application, and draft ordinance template with fee examples.

The project was set to be completed by September 30, 2022. However, in order to provide sufficient time for C/CAG Committees and Board to provide feedback on the Plan, Alta Planning + Design wishes to extend the Project's completion date to December 31, 2022.

C/CAG staff supported time extension and requested the C/CAG Chair execute Amendment No. 1 to the funding agreement with Alta Planning + Design. Attachment 1 is a copy of the executed Amendment No. 1 to the Funding Agreement. The Agreement extends project completion date to December 31, 2022 at no additional cost.

ATTACHMENTS

1. Amendment No. 1 to the Funding Agreement with Alta Planning + Design

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ALTA PLANNING + DESIGN, INC.**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and Alta Planning + Design, Inc. (hereinafter referred to as “Consultant”) are parties to an Agreement originally dated December 23rd, 2021 for development of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (the “Project”); and

WHEREAS, the Agreement had an initial completion date of September 30, 2022; and

WHEREAS, in order to provide sufficient time for C/CAG Committees and Board to provide feedback on the Plan, C/CAG and Consultant have determined that additional time is needed to complete the Project and desire to extend the Agreement to December 31, 2022 at no additional cost; and

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

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

1. The term of the Agreement, as provided in the first paragraph of Section 7 “Contract Term/Termination,” shall be replaced with the following:

“This Agreement shall be in effect as of December 23rd, 2021 and shall terminate on December 31st, 2022; provided, however, the C/CAG Chair may terminate this Agreement at any time for any reason by providing 30 days’ notice to Consultant. Termination will be effective on the date specified in the notice. In the event of termination under this paragraph, Consultant shall be paid for all services provided to the date of termination, subject to availability of funding. Such payment shall be that prorated portion of the full payment determined by comparing the work completed to the work required by the Agreement.”

2. Except as expressly amended herein, all other provisions of the Agreement shall remain full force and effect.

Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect. This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

City/County Association of Governments
(C/CAG)

DocuSigned by:

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Davina Hurt, C/CAG Chair

Date: 9/20/2022

Alta Planning Design, Inc.

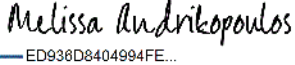
DocuSigned by:

33711A4D808C417...

Natalie Lozano, Vice President as duly
authorized

Date: 9/20/2022

Approved as to form:

DocuSigned by:

ED938D8404994FE...

Melissa Andrikopoulos
Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with the City of Belmont for the Ralston Ave. Adaptive Signalization System project, extending project completion date to December 31, 2022 at no additional cost.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board receives a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with the City of Belmont for the Ralston Ave. Adaptive Signalization System project, extending project completion date to December 31, 2022 at no additional cost.

FISCAL IMPACT

There is not any financial impact. The original awarded contract amount to City of Belmont is \$230,000.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

C/CAG is the Program Manager for the TFCA Program in San Mateo County. This program distributes fund to projects that aim to reduce air pollution, greenhouse gas emissions, and traffic congestion. At the October 15, 2020 meeting, C/CAG Board approved Resolution 20-56 authorizing the C/CAG Chair to execute a funding agreement with City of Belmont in the total amount up to \$230,000, under the Fiscal Year 2020/21 TFCA program, for the Ralston Ave. Adaptive Signalization System project.

The project was set to be completed by October 31, 2022. However, due to the need for additional coordination between the City of Belmont and California Department of Transportation to implement the system, City of Belmont wishes to extend the project's completion date to December 31, 2022.

C/CAG staff supported time extension and requested the C/CAG Chair execute Amendment No. 1 to the funding agreement with City of Belmont. Attachment 1 is a copy of the executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with the City of Belmont for the Ralston Ave. Adaptive Signalization System project. Under the amendment, the project completion date is changed to December 31, 2022 at no additional cost.

ATTACHMENTS

1. Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Belmont for the Ralston Ave. Adaptive Signalization System project

**AMENDMENT NO. 1 TO THE FISCAL YEAR 2020-2021 TFCA AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
CITY OF BELMONT**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and City of Belmont are parties to the Fiscal Year 2020-2021 Transportation Fund for Clean Air (TFCA) Funding Agreement (the “Agreement”), effective November 1, 2020; and

WHEREAS, the Agreement provides funds to City of Belmont for the Ralston Avenue Adaptive Signalization System Project (Project); and

WHEREAS, the Project’s original completion date is October 31, 2022;

WHEREAS, due to the need for additional coordination between the City of Belmont and California Department of Transportation to implement the system, C/CAG and City of Belmont wish to extend the Project’s completion date to December 31, 2022; and

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


NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and City of Belmont that:

1. Section II, item 16, shall be replaced in its entirety and revised to read as follows: “Project Sponsor will complete the Project by December 31, 2022.”
2. Section III, item 2, shall be replaced in its entirety and revised to read as follows: “To reimburse costs incurred by Project Sponsor from the execution of this Agreement through December 31, 2022.”

Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect. This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

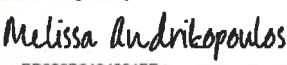
City/County Association of Governments
(C/CAG)

DocuSigned by:

EE1C575B4B4A4FB

Davina Hurt, Chair
C/CAG

Date: 9/21/2022

Approved as to form:

DocuSigned by:

ED936D9404994FE

Melissa Andrikopoulos, Legal Counsel
C/CAG

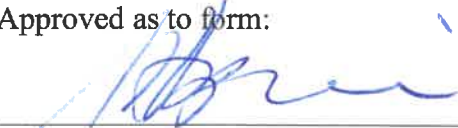
City of Belmont



Peter Brown, Director of Public Works
City of Belmont

Date: 9-30-22

Approved as to form:



Scott Rennie, City Attorney
City of Belmont

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of a Resolution of the Millbrae City Council giving notice to the C/CAG Board, as the San Mateo County Airport Land Use Commission (ALUC), of its intent to consider an override of the ALUC determination that the proposed Amendments to the Millbrae Station Area Specific Plan related to "Biosafety Level 2" uses within portions of the Transit Oriented Development Zone located east of El Camino Real, west of the railroad corridor and north of Millbrae Avenue, are not consistent with the safety policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, in its capacity as the San Mateo County Airport Land Use Commission (ALUC), receive a copy of a Resolution of the Millbrae City Council giving notice of its intent to consider an override of the ALUC determination that the proposed Amendments to the Millbrae Station Area Specific Plan related to "Biosafety Level 2" uses in portions of the Transit Oriented Development Zone located east of El Camino Real, west of the railroad corridor and north of Millbrae Avenue, are not consistent with the safety policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

BACKGROUND/DISCUSSION

On July 14, 2022, the C/CAG Board, acting as the San Mateo County Airport Land Use Commission (ALUC), adopted Resolution 22-63 (Attachment 1) determining that proposed Amendments to the Millbrae Station Area Specific Plan ("MSASP Amendments") to allow uses classified as "Biotechnology Level 2" within portions of the Transit Oriented Development Zone located east of El Camino Real, west of the railroad corridor and north of Millbrae Avenue, are not consistent with the safety policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

Millbrae has transmitted to the ALUC a resolution (Attachment 2) that declares its intent to consider an override of the ALUC's determination on these MSASP Amendments and includes draft findings in support.

State law [PUC Section 21675.1(d)] provides that local agencies may override a determination of the Airport Land Use Commission. The override process involves the following mandatory steps:

- Local agency must hold a public hearing to consider overriding the ALUC's action;
- Local agency must make specific findings that its proposed action is consistent with the purposes of the Airport Land Use Commission statutes;
- Local agency must approve overriding the ALUC's determination by at least a 2/3 majority vote.
- Local agency must provide the ALUC and Caltrans Division of Aeronautics a copy of the proposed decision and findings at least 45 days in advance of any override decision.

ATTACHMENTS

The following attachments are available to download on the C/CAG website at:

<https://ccag.ca.gov/committees/board-of-directors-2/>

1. C/CAG Board/ALUC Resolution 22-63, adopted July 14, 2022
2. Millbrae City Council Resolution No. 21-55

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Update on C/CAG Equity Assessment and Framework Development Project progress.

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

Receive an update on C/CAG Equity Assessment and Framework Development Project progress and provide comment and input to consultant and staff.

FISCAL IMPACT

The existing Mariposa Planning Solutions agreement is for \$170,000 for the subject agreement, and a contingency of \$17,000.

SOURCE OF FUNDS

Fund were appropriated from the General Fund for this project will be partially reimbursed from Surface Transportation Program Planning Grant funds.

BACKGROUND

On April 24, 2022 the C/CAG Board of Directors adopted Resolution 22-16 authorizing the C/CAG Executive Director to execute an agreement with Mariposa Planning Solutions (Consultant) for the C/CAG Equity Assessment and Framework Development Project (Project). The Consultant began work on the project immediately.

\$20,000 was allocated in the agreement and scope for engagement with community-based organizations (CBOs), to provide input at various stages throughout the project. The Consultant established an agreement with Peninsula Conflict Resolution Center (PCRC), and they jointly identified four additional CBOs, who would help bring additional community members into the discussion, if possible. The Consultant and staff held a Community Working Group meeting with the PCRC and representatives from Youth Leadership Institute, Samaritan House, Nuestra Casa, Silicon Valley Bicycle Coalition, and the Housing Leadership Council, to introduce them to the Project and begin receiving feedback for the project.

The scope of the project also includes a process for gaining input from and alignment with other partner agencies. Staff and the Consultant held a meeting with Agency Partners and introduced them to the Project and began collecting their feedback. These agencies included: Peninsula Clean Energy, SamTrans, the San Mateo County Transit District, San Mateo County Health, Commute.org, the County

Office of Sustainability, and the County Equity Office.

In addition, the Consultant has held meetings with C/CAG staff to describe the project and past and future points of engagement with partner agencies, CBOs, the CMEQ Committee, and the C/CAG Board; to share out input collected to date; share a historical perspective; review a draft definition of Equity; and to gather program-specific input. Documents developed by the consultant and with input from partner agencies and CBOs, are provided as attachments to this staff report.

Based on the input received by the C/CAG Equity Assessment and Framework Development, Agency Partner meeting and Community Working Group meeting participants, the following key themes were used to develop a Draft Equity Definition.

- Set the context first by acknowledging the history of racial and social inequality in San Mateo County and how inequality and injustice are manifested today in community outcomes.
- Focus on advancing racial and social equity to the greatest degree possible in order to address these historic and existing injustices and inequities.
- Use existing harm avoidance/reduction legal requirements as the floor, not the ceiling.
- Distinguish between equity and equality.
- Both process and outcome equity are key.
- Establish a definition that, to the greatest degree possible, is actionable and applicable to C/CAG's role and mission in the County.
- Consider building from the County's recently established equity definition and ensure a collaborative spirit with other agency partners.

Christopher Lepe, principal at Mariposa Planning Solutions, will make a presentation to the C/CAG Board to share progress on the Project to date, the indicators in discussions for identifying equity priority communities, and the Draft Equity Definition. Staff and Consultant will be requesting feedback from the C/CAG Board on these topics, in particular the Draft Equity Definition (included as Attachment 1), the progress made, and next steps.

ATTACHMENTS

1. Draft Equity Definition
2. Link to other Project documents: <https://ccag.ca.gov/committees/board-of-directors-2/>
 - a. San Mateo County Historical Perspective
 - b. Partner Agency and CBO feedback on Equity Perspectives

Draft C/CAG Equity Definition – 10/13/22

In San Mateo County and across the nation, people of color, those experiencing poverty, people experiencing disabilities, people with limited English proficiency, zero-car households, seniors, single parent families, and rent-burdened households and other identities and demographics have for generations been subject to disproportionate negative impacts and insufficient benefits resulting from government and private sector laws, policies, plans, projects, programs, and actions.¹ C/CAG recognizes such unjust processes and decisions have contributed to the unfair and unequal distribution of resources and persistently unequal economic, health, and quality of life outcomes for these populations and communities.

C/CAG is committed to helping rectify historic harms to people of color and other Equity Priority Communities and Populations and addressing longstanding disparities by centering these voices and providing benefits for these populations in the work we do. By doing so, C/CAG will help achieve the County of San Mateo’s definition of Equity: Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. C/CAG and other local and countywide agencies will know we are making progress in improving equity when neighborhood, race, ethnicity, gender, age, disability, income, sexual orientation or expression has no detrimental effect on the distribution of resources, opportunities and outcomes for our County’s residents.²

C/CAG will use federal and state laws and regulations that call for the avoidance or reduction of disproportionate negative impacts of policies, projects, programs, and plans to people of color and other Equity Priority Communities as a starting point, with the goal of improving outcomes for those in greatest need through all relevant aspects of our work.³

In order to advance equity, we will focus on both process and outcomes. Process equity means that we ensure access, influence, and decision-making power for underserved communities, people of color, and other EPCs.⁴ Process equity includes full and meaningful engagement of historically and currently

¹ Metropolitan Transportation Commission’s (MTC) Equity Priority Community (EPC) demographic factors include: People of Color; Low-Income (<200% Federal Poverty Level-FPL); Limited English Proficiency; Zero-Vehicle Household; Seniors 75 Years and Over; People with Disability; Single Parent Families; Rent-Burdened

² Adapted from the County of San Mateo and City of Oakland Department of Transportation (DOT) Equity Definitions: <https://www.smcgov.org/ceo/smc-equity#:~:text=The%20County%20of%20San%20Mateo,to%20reach%20their%20full%20potential>. The County’s Equity Definition was adapted from Policy Link’s definition of equity: <https://www.policylink.org/about-us/equity-manifesto>; Adapted from <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox#:~:text=In%20Oakland%2C%20the%20City%20defines,outcomes%20for%20our%20City's%20residents>. The County of San Mateo’s Equity Definition was adapted from Policy Link’s equity definition <https://www.policylink.org/about-us/equity-manifesto>

³ <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>

⁴ Adapted from <https://www.interstatebridge.org/equity>

impacted, vulnerable, and underserved communities. Process equity helps lead to, but should not be the only vehicle for, improving equity outcomes. Achieving outcome equity will also require that we focus on addressing disparities and make tangible commitments and fully leverage our operations and programs, including establishing, assessing, monitoring, evaluating, and reporting on progress towards relevant equity goals over time.

C/CAG's program areas are diverse and consist of transportation, land use and housing, stormwater pollution and water, energy, and climate change. We will provide countywide leadership and work in coalition with our partner agencies and CBOs to leverage our respective strengths and resources thereby creating synergistic benefits around topics and issues associated with C/CAG's programs and responsibilities. If we are successful in working in collaboration and partnership with our partner agencies and local nonprofits serving the needs and priorities of EPC's, we will optimize the community benefits of our work, create greater community inclusion and trust, and bring us closer to a more equitable future.

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Conduct a Public Hearing to review proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport related to overflight notification and aviation easement policies; and approve Resolution 22-90 adopting the amendments. *(Special voting procedures apply.)*

(Public hearing opened on September 15, 2022, and continued to October 13, 2022)

(For further information or questions, contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

It is recommended that the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission (ALUC), conduct a public hearing to review proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP) related to overflight notification and aviation easement policies, close the public hearing and approved Resolution 22-90 adopting the amendments.

BACKGROUND

The San Carlos ALUCP includes two policies addressing overflight notification. The objective of these policies is to ensure that potential buyers or lessees or property near airports are advised of the presence of overflights and related annoyances that may be experienced. The existing language of one of these policies, Overflight Policy 2, is poorly worded which has resulted in conflicting interpretations. To address this, staff and our consultant team worked extensively with an Overflight Policy Working Group and other stakeholders to clarify the policy intent and develop options to address additional concerns identified through these discussions. The proposed amendments (Attachment 2) were drafted in response.

The Airport Land Use Committee held a public hearing on the proposed amendments on July 28, 2022. The various stakeholders and Policy Working group members all noted their concurrence with the proposed amendments, and the Airport Land Use Committee unanimously recommended C/CAG Board/ALUC adoption.

The C/CAG Board, in its capacity as the San Mateo County ALUC, opened a public hearing on September 15, 2022, received an overview of the draft amendments, and continued the public hearing to October 13, 2022.

DISCUSSION

The draft amendments to the San Carlos ALUCP consist of the following:

- Relocate the noise and airspace protection easements and criteria currently provided under Overflight Policy 2 to a newly created Noise Policy 7 and Airspace Protection Policy 7. (As is typical in both the SFO and Half Moon Bay ALUCPs)
- Update Overflight Policy 2 to remove references to easements as a form of real estate disclosure notification and incorporate instead a recorded Overflight Notification requirement for all new residential development projects, aside from residential additions and accessory dwelling units (ADUs) within a newly established Overflight Notification Zone 2 (contiguous with the current Airport Influence Area B).
- Amend Exhibit 4-6 to rename the existing Overflight Notification Zone as Overflight Notification Zone 1 and incorporate Overflight Notification Zone 2, as described above.
- Replace Appendix E, Exhibit E-1 – Sample Standard Avigation Easement, with Appendix E, Exhibit E-1A: Grant of Airspace Protection Avigation Easement and Exhibit E-1B: Grant of Noise Avigation Easement to address noise and airspace protection as potentially separate issues.
- Add Exhibit E-4 – Sample Recorded Overflight Notification, to Appendix E

Recommended Action

In accordance with C/CAG policy, adoption of a state-mandated countywide plan such as an ALUCP, or amendments thereto, requires introduction at an initial meeting and adoption at a subsequent meeting, and special voting procedures apply¹. The public hearing was duly noticed on September 4, 2022, in the San Mateo County Daily Journal, initially opened on September 15, 2022, and continued to October 13, 2022. It is therefore recommended that, at the conclusion of the public hearing, the C/CAG Board, in its capacity as the San Mateo County ALUC, adopt Resolution 22-90 to approve the amendments to the San Carlos ALUCP

ATTACHMENTS

1. Resolution 22-90

The following attachments are available to download on the C/CAG website at:
<https://ccag.ca.gov/committees/board-of-directors-2/>

2. Proposed Amendments

¹ Special voting procedures specify that for a motion to be successful it must receive the votes of a majority of the voting members representing a majority of the population of the County.

RESOLUTION 22-90

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING AMENDMENTS TO THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT RELATED TO OVERFLIGHT NOTIFICATION AND AVIGATION EASEMENT POLICIES.

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 of Directors has been designated as the Airport Land Use Commission for public use airports within San Mateo County; and

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

WHEREAS, in October 2015, C/CAG adopted the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP); and

WHEREAS, the San Carlos ALUCP includes two policies addressing overflight notification, the objective of which is to ensure that potential buyers or lessees or property near airports are advised of the presence of overflights and related annoyances that may be experienced. The existing language of one of these policies, Overflight Policy 2, is poorly worded which has resulted in conflicting interpretations. To address this, amendments have been prepared and are included in a document entitled, *Proposed Amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Overflight Notification and Avigation Easement Policies, July 2022* (“Amendments”). In general, they clarify the policy intent and address related concerns as follows:

- a. Relocate the noise and airspace protection easements and criteria currently provided under Overflight Policy 2 to a newly created Noise Policy 7 and Airspace Protection Policy 7.
- b. Update Overflight Policy 2 to remove references to easements as a form of real estate disclosure notification and incorporate instead a recorded Overflight Notification requirement for all new residential development projects, aside from residential additions and accessory dwelling units (ADUs) within a newly established Overflight Notification Zone 2 (contiguous with the current Airport Influence Area B).
- c. Amend Exhibit 4-6 to rename the existing Overflight Notification Zone as Overflight Notification Zone 1 and incorporate Overflight Notification Zone 2, as described above.
- d. Replace Appendix E, Exhibit E-1 – Sample Standard Avigation Easement, with Appendix E, Exhibit E-1A: Grant of Airspace Protection Avigation Easement and Exhibit E-1B: Grant of Noise Avigation Easement to address noise and airspace protection as potentially separate issues.

e. Add Exhibit E-4 – Sample Recorded Overflight Notification, to Appendix E; and

WHEREAS, the Airport Land Use Committee held a duly noticed public hearing on the proposed amendments on July 28, 2022. The various stakeholders and Overflight Policy Working group members all noted their concurrence with the proposed amendments, and the Airport Land Use Committee unanimously recommended C/CAG Board/ALUC adoption; and

WHEREAS, the C/CAG Board, in its capacity as the San Mateo County ALUC, held duly noticed public hearings on September 15, 2022, and October 13, 2022, to receive and consider public testimony; and

WHEREAS, the C/CAG Board has determined that the proposed amendments are exempt from the provisions of the California Environmental Quality Act pursuant to Section 15061(b)(3) under the general rule that CEQA applies only to project which have the potential for causing a significant effect on the environment. The amendments, which consist largely of reorganizing existing regulations within the document and introducing a requirement for recordation of an Overflight Notification, could not cause a significant impact on the environment.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, hereby adopts the amendments described herein to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport related to Overflight Notification and Avigation Easement Policies.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF OCTOBER 2022.

Davina Hurt, Chair

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director of C/CAG

Subject: Receive a Presentation on the Recruitment process for up to two Board of Director's seats on the San Mateo County Express Lane Joint Powers Authority.

Recommendation:

That the C/CAG Board of Directors receive a Presentation on the Recruitment process for up to two Board of Director's seats on the San Mateo County Express Lane Joint Powers Authority.

Fiscal Impact:

None.

Background:

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

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

On April 11, 2019, the C/CAG Board appointed Board Members Alicia Aguirre, Doug Kim, and Diane Papan to serve on the SMCEL-JPA representing C/CAG for a two-year term beginning in June 2019. The three Board members had served on the Joint Ad Hoc Committee prior to the creation of the SMCEL-JPA, had in-depth and detail knowledge of the subject matter, and developed constructive solutions by working with SMCTA representatives. In September 2019, Doug Kim resigned from the City of Belmont and was not eligible to serve on the SMCEL-JPA. On October 10, 2019, the C/CAG Board appointed Maryann Moise Derwin to a two-year term on the SMCEL-JPA Board.

At the May 13, 2021, C/CAG Board meeting, the Board appointed Diane Papan, Alicia Aguirre, and Maryann Moise Derwin to two-year terms starting in June 2021. Currently, Rico Medina from San Bruno is the Chair of the SMCEL-JPA, and Alicia Aguirre from Redwood City is the Vice Chair of the SMCEL-JPA.

The C/CAG Board of Directors will have to appoint up to two C/CAG Board members to the SMCEL-JPA Board of Directors. MaryAnn Moise Derwin is not seeking reelection to the Portola Valley City Council. Her last date as a local elected official will be December 14, 2022. Diane Papan is a candidate for the California State Assembly District 21 seat. New Assembly members are sworn in on December 5th. Staff do not assume any particular outcome of the election, which is not final until the election results are certified.

Staff would like to avoid having a vacancy on the SMCEL-JPA Board. The SMCEL-JPA Joint Exercise of Powers Agreement specifies that 5 SMCEL-JPA Board members must be present for the Board to take action. The December SMCEL-JPA Board meeting will likely include the adoption of a major budget amendment that includes and reflects the opening of the segment between Whipple Avenue and I-380.

To avoid having a vacant SMCEL-JPA Board seat at the December Meeting, staff recommend appointment of at least one member to the SMCEL-JPA Board at the November C/CAG Meeting.

Key Dates:

- a) 11/8- Election Day
- b) 11/10- C/CAG Board of Directors November Meeting
- c) Mid to Late November - Certification of Election Results
- d) 12/5-Swearing in of New Assemblymembers
- e) 12/8-C/CAG Board of Directors December Meeting
- f) 12/9-SMCEL-JPA December Board Meeting

Staff recommend that the appointment(s) be made for the remainder of the 2-year term, which would be through June 2023. In May 2023, the C/CAG Board will be asked to appoint (or reappoint) three members to the SCMEL-JPA Board of Directors for 2-year terms.

Staff request that interested C/CAG Board members submit a letter of interest describing their desires for joining the SMCEL-JPA, and any particular experience, background, or qualities that would bring value to the SMCEL-JPA. **The letter of interest must be submitted no later than the close of business on Wednesday, November 2, 2022** via email to Executive Director Sean Charpentier.

Other key items on the SMCEL-JPA workplan in 2023 include the anticipated opening of the segment between Whipple Ave and I-380 in early 2023, the continued implementation of the Community Transportation Benefits Program (equity program), and the creation of a regionally consistent payment plan option for qualifying low-income drivers who fall behind in their toll payments. More information on the SMCEL-JPA can be found at: <https://smcexpresslanes.org/>

Attachments:

- a) None

C/CAG AGENDA REPORT

Date: October 13, 2022

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

From: Sean Charpentier, Executive Director

Subject: Review and provide input on the Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and provide input on the Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan.

FISCAL IMPACT

The cost to develop the Study is \$99,994.

SOURCE OF FUNDS

Federal Surface Transportation Program and local Congestion Relief Plan funds.

BACKGROUND

Micromobility refers to services such as bikeshare and scooter-share, where users are able to check out various small and light-weight vehicles for short term use through a self-service rental portal. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits of micromobility includes reducing short distance vehicle trips and increasing transportation access. Micromobility was also one of the recommended programs in the Board adopted 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

In December 2021, the Board approved a consultant contract with Alta Planning + Design to prepare the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (Plan).

Initial analysis that the consultant performed showed that a bikeshare and/or scooter-share program is feasible in San Mateo County. C/CAG staff also conducted an online survey between May 12, 2022 to June 17, 2022, and received 154 responses from members of the community. The survey aimed to identify public's interests, concerns, and recommendations related to the Plan. Although the survey is a small sample, the respondents expressed interests in using a bike share and scooter share program, and stated their preferences for a docked/dockless program.

In addition to the survey and feasibility analysis, the team developed the program goals and performance measures with the help of the Ad Hoc Advisory Group. The project team also researched best practices

and identified peer systems that are the most applicable to a future system in the County. The study has recommended a multi-jurisdictional shared micromobility pilot program in the County. The proposed pilot duration is one to two years with possible one-year extension. The consultant recommended making e-bicycles as the primary shared vehicle in the program. The program recommendations section of the Draft Plan (Attachment 2) describes the key considerations for how such a program should be governed and structured. The program guidelines section of the Draft Plan (Attachment 2) lists the proposed vendor requirements that will be used to develop procurement materials for a single vendor to operate the micromobility program in the County.

Throughout the planning process, the team has presented updates to the Ad Hoc advisory group, the Bicycle and Pedestrian Advisory Committee (BPAC), the Congestion Management Program Technical Advisory Committee (TAC), the Congestion Management and Environmental Quality (CMEQ) Committee, and the C/CAG Board of Directors. Additionally, the team conducted individual interviews with six local jurisdictions (Cities of Burlingame, Millbrae, Redwood City, San Mateo, South San Francisco, and County of San Mateo) and six partner agencies (Caltrain, Commute.org, Joint Venture, SamTrans, San Mateo County Transportation Authority, and Silicon Valley Bicycle Collation) to engage their interest and participation in a multi-jurisdictional program.

Recommendations

The Draft Plan Executive Summary (Attachment 1) provides an overview of the project and proposed recommendations and implementation. Since the last presentation to the C/CAG Board and after considering feedback from various stakeholders, the project team has refined the recommendation as follows:

- **Pilot Location**

The study identified five potential pilot locations based on the criteria of 1) equity focus areas, 2) proximity to transit, 3) proximity to barriers, and 4) estimated micromobility demand. One of the identified locations, Millbrae/Burlingame, is implementing its own micromobility program.

The original recommendation was to select one of the five pilot sites to launch the program. After discussion with the project team, the revised recommendation is for the pilot to take place at Daly City, Broadmoor and Colma area, in addition to the locations of Redwood City and North Fair Oaks. This refinement enables the team to examine potential demand in both the northern and southern part of the County. The team is in active discussions with these aforementioned jurisdictions to assess levels of interest. The Daly City and Colma staff have asked C/CAG about presenting the concept to Council this fall.

It is expected that users would be able to check out micromobility devices in core areas such as downtown and near train and BART stations. Users can then utilize the e-bicycles and/or scooters generally within the limits of the jurisdictions.

- **Governance Committee**

The study recommends establishing a governance committee comprised of staff from the participating pilot jurisdictions, the program manager and any other key stakeholders as needed. The Committee will establish the basic framework of a governing body. The Committee will review and agree on the vendor procurement scope, and the vendor selection approach. This body would also serve as a venue to discuss program issues, share lessons learned, and resolve problems.

- **Program Manager**

The study identified three agencies that have the ability to play the role of program managers:

C/CAG, SamTrans, and County of San Mateo. The consultant considered the following characteristics when making the recommendation:

- Countywide scope with strong existing relationships with local jurisdictions;
- Ability to navigate local sensitivities and politics;
- Consensus-building and facilitating inter-jurisdictional communication;
- Procurement expertise and capacity;
- Project and contract management expertise, including the capability to oversee a contract, manage additional subcontractors, and fulfill contract reporting requirements;
- Expertise in planning and data management, including the ability to work with micromobility datasets, or the ability to contract for that expertise;
- Ability to effectively apply for and manage grants; and
- Ability to conduct field inspections and travel between participating jurisdictions easily.

Although all three agencies have the technical capacity, the team is recommending C/CAG to lead the program given the agency's countywide program scope, its proven ability to build consensus with partners across jurisdictional boundaries, and general support from the C/CAG Board on the project concept and the program's ability to reduce vehicle miles traveled. At some point, success in shared micromobility will depend on having programs that operate on a larger scale across multiple jurisdictions, and C/CAG has strengths in multi-jurisdictional programs.

It is important to note that additional staff and financial resources would be required to manage the program, and the program success is not guaranteed. The design and implementation of shared micromobility programs is still a work in progress in the Bay Area and throughout the nation.

The major costs are staffing costs to manage the program and an operator subsidy to support the equity components. The study estimated that at least one new full time equivalent staff will be required to manage the program, and that the Agency may need to provide the operator a subsidy of approximately \$100,000 to guarantee equity pricing program, a cap on user fees or other geographic operating requirements. In addition, prior to the pilot's official start, C/CAG will likely need some consultant assistance with the governance committee and the development of the procurement documents.

Project Schedule

A draft schedule is included in the presentation. If the Board is interested in exploring the pilot, staff will return with more details on estimated costs, estimated funding sources, and an updated schedule. These costs were not included in the current adopted budget, but these activities are consistent with C/CAG activities and support C/CAG's goals to improve mobility and equity and encourage mode shift.

Next steps

At the October meeting, the Board have an opportunity to provide input on the recommendations. The Draft Plan will also be released for public comments. It is expected that the Plan will be adopted by the C/CAG Board at its December meeting.

ATTACHMENTS

1. Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan Executive Summary
2. Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan
(will be available online at <https://ccag.ca.gov/committees/board-of-directors-2/>)

I. Executive Summary

Introduction

What is Shared Micromobility?

Shared micromobility is an umbrella term for lightweight, human or electric-powered vehicles that are operated as a fleet and can be accessed by the public to use. While many forms of micromobility vehicles exist, this study focuses on bikes, e-bikes, and e-scooters, which are the most common form of shared fleets. Shared micromobility services have expanded across the world. Their technologies and ownership structures have rapidly developed and evolved in the past 5-10 years. In 2021, 128 million trips were taken via shared micromobility in the North America.¹ Shared micromobility services changed significantly in 2018, with the widespread launch of scooter share systems in around 100 U.S. cities. Scooters accounted for 62.2 million trips in 2021.

Project Purpose

The City/County Association of Governments of San Mateo County (C/CAG) collaborated with local stakeholders to define what a successful shared micromobility program would look like for San Mateo County and to determine the feasibility of developing one. The existing status quo requires individual jurisdictions across San Mateo County to develop their own shared micromobility programs and guidelines. This study aims to define what a coordinated, proactive approach to shared micromobility could look like in San Mateo County.

Project Process

The study incorporated multiple analyses to evaluate the feasibility of a shared micromobility program in San Mateo County. Throughout the process, the project team worked with an Ad Hoc Advisory Group and various stakeholders to ensure the study reflected the values of the community. The process included:

- **Would shared micromobility work in San Mateo County?** Examining seven key factors known to influence program feasibility to better understand fatal flaws and/or significant barriers to implementing a shared micromobility program in San Mateo County.
- **How would shared micromobility fit into the San Mateo County context?** Analyzing local and regional policy and data to determine the transportation challenges and opportunities that a shared micromobility could address.
- **What would success look like for a program in San Mateo County?** Working with stakeholders to establish a vision, goals, and objectives that articulate what outcomes a shared micromobility program would need to support.
- **How would a shared micromobility program develop in San Mateo County?** Recommending a program structure and guidelines for implementation that best fit the context and resources of partnering agencies in San Mateo County.

Program Vision & Goals

Vision Statement:

A shared micromobility program in San Mateo County will provide residents and visitors—including low-income individuals, communities of color, persons with disabilities, and other historically marginalized communities—with an affordable, convenient, and sustainable transportation option that reduces vehicle miles travelled, connects communities to destinations across the County, and seamlessly integrates with transit.

Program Goals:

- **Replace Motor Vehicle Trips**
- **Integrate with Transit**
- **Ensure the Program Benefits Everyone**
- **Enhance Mobility Options for Local Residents**
- **Create a Cost-Effective and Self-Sustaining Program**
- **Support Economic Development**
- **Generate Positive Public Perception about the Program**
- **Support Tourism Opportunities**

¹ NABSA. "Shared Micromobility State of the Industry Report 2021". <https://nabsa.net/2022/08/03/2021industryreport/>

Program Feasibility

Many factors influence the level to which a shared micromobility program is feasible, and more specifically, whether a program that meets the local community's vision and goals is feasible. Based on the results of multiple analyses, or feasibility factors, the project team concluded that a shared micromobility program **is feasible** in San Mateo County. The feasibility factors, listed below, include qualitative analyses to better understand how a program might achieve its goals and to identify fatal flaws and/or significant barriers to implementing a shared micromobility program in San Mateo County.

Feasibility Factors

- **Planning and Policy Review:** Do existing plans and policies allow or recommend shared micromobility?
- **Demand Analysis:** Are there multiple areas around the county where share devices would likely be used?
- **Barriers Analysis:** Would users have viable routes/connections to travel on?
- **Equity Analysis:** Could a program benefit people with low-incomes and in communities of color?
- **Program Opportunity and Resource Analysis:** Are there sufficient resources available for the management, vendor equipment and operations, and funding of a program?

Program Recommendations

The recommendations apply best practices and lessons learned from peer programs to 1) create a program that is best positioned to achieve the vision and goals and 2) to leverage the county's strengths and adjust for challenges identified in the feasibility analysis.

While San Mateo County could elect to move forward with a structure other than the proposed, there are several negative governance outcomes of continuing with the current micromobility status quo. Individual jurisdictions would have to bear all procurement, management, and oversight responsibilities for a local program, resulting in an increased and redundant workload burden on jurisdiction staff. Jurisdictions would have no established regulatory or procurement standards from which to build their micromobility program. Individually, each community may struggle to attract the same number and quality of vendors as a multi-jurisdictional program. Additionally, jurisdictions and vendors would have no mechanism for coordinating planning, procurement, and negotiations and there would be no structure to manage or address inter-jurisdictional micromobility issues. The results would be a fragmented micromobility market where users may be restricted to making trips within a specific town or city, users may have to switch between operators based on where they are travelling, and users have less predictability regarding user pricing and riding rules.

Governance and Management Recommendations

- Establish a multi-jurisdictional program with a single program manager responsible for procurement and contract management.
- The recommended program manager is C/CAG given the agency's countywide program scope, its proven ability to build consensus with partners across jurisdictional boundaries, and general support from the C/CAG Board on the project concept and the program's ability to reduce vehicle miles traveled.
- Contract out to one or more private, third-party operators.
- Management and oversight responsibilities would be the responsibility of a single organization as the program manager, with support from other organizations in specialized roles.
- Individual jurisdictions could opt into the program with the flexibility to dictate certain operating requirements, such as no-ride areas, speed limited areas, and restricted parking areas. Jurisdictions will retain the ability to fine the operator or impound vehicles in instances of violations. Ideally, any day-to-day operational issues will be handled by the vendor with oversight from the program manager.
- Establish a governance committee composed of participating jurisdictions, the program manager and any other key stakeholders as needed. This body would be a venue to discuss program issues, share lessons learned, and resolve problems.

- Establish a process for escalating complaints and issues, creating a clear chain of command for any operational issues and complaints

System Type Recommendations

- E-bikes are the primary vehicle type, with the option to include manual bikes and/or e-scooters as determined by individual jurisdictions.
- Hybrid or dockless system types are preferred given their ease of implementation and flexibility of operations when considering a pilot program. However, the results of the feasibility analysis, best practices memo, and goals of the program indicate that multiple system types could be successful in San Mateo County. The peer system comparison showed a hybrid, docked, and/or dockless system can be successful for a regional program. The system type, therefore, will depend on level of funding available and interest from operators.

Costs & Funding Recommendations

- Through a competitive Request for Proposal (RFP) process, procure a private operator responsible for self-financing and operating the system.
- Public costs would be limited to the cost of procurement, oversight, and contract management. These costs could be partially recouped through a permit fee.
- Provide program funding or a program subsidy in return for operator guarantees such as the equity pricing program, caps on user fees, or certain geographic operating requirements.

Plan Development Recommendations

Phase 1 Pilot Program

The San Mateo Shared Micromobility Feasibility Study proposes a Phase 1 Pilot Program that would run for one to two years, with participating jurisdictions committing to stay within the program through the duration of the pilot. The study identified five potential pilot locations (see **Map 1** below) based on an analysis of high demand areas, equity focus areas², and the opportunity to connect across jurisdictional boundaries. The two locations recommended for the pilot are Daly City, Broadmoor, and Colma, and Redwood City and North Fair Oaks based on their close proximity to high frequency transit locations, the ability to serve a large population in an equity priority community with limited access to vehicles and high reliance on transit. Each pilot program should have a minimum of 500 vehicles and 50 stations/hubs (if a docked or hybrid system is chosen). This would include 1.6-2.0 designated parking spots per bike and 16 hubs per square mile in high density locations. The three additional areas identified as candidates for a pilot program include: Pacifica, South San Francisco, and San Bruno; South San Francisco and Unincorporated San Mateo County; and Millbrae and Burlingame.

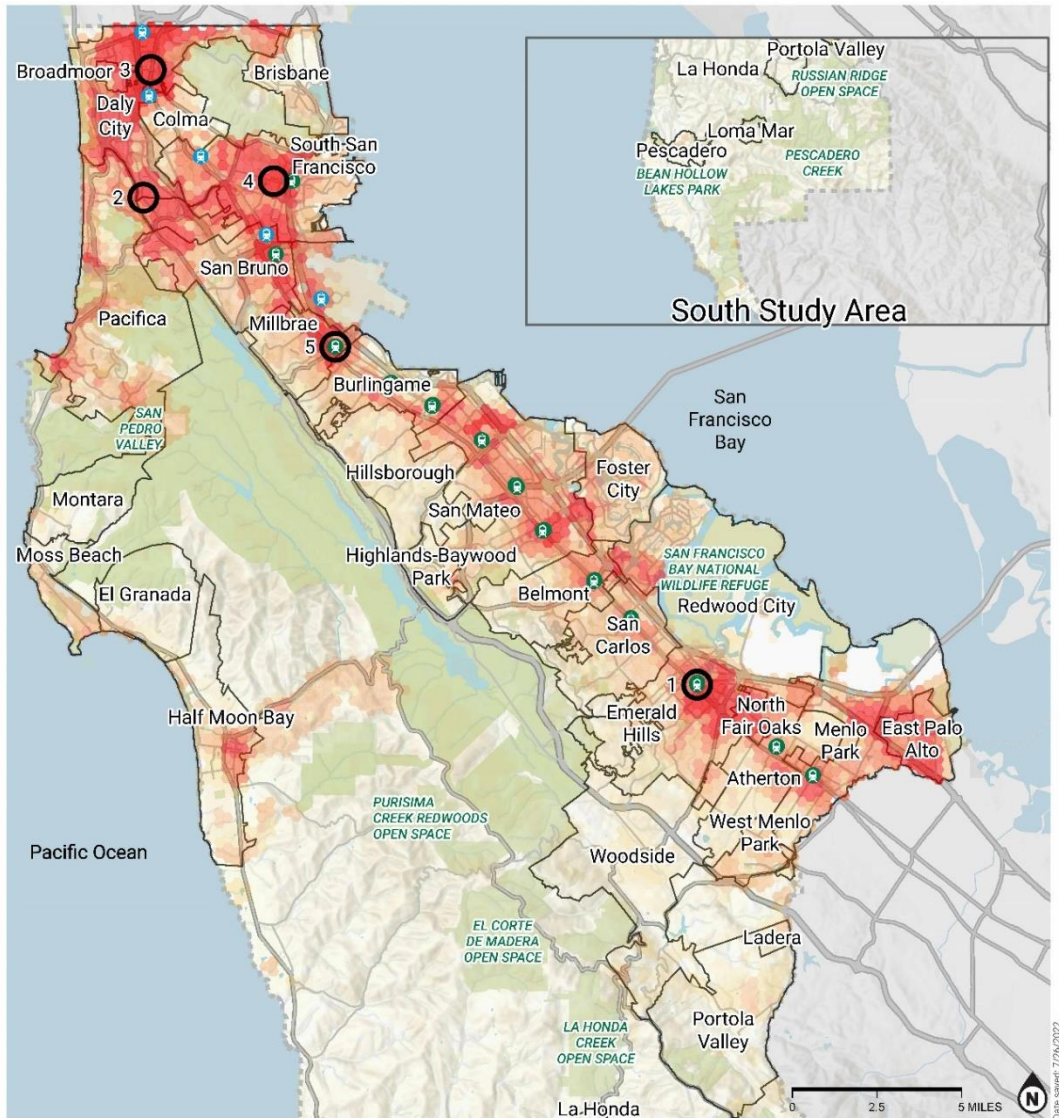
System Expansion

The pilot is an opportunity to test and refine the multi-jurisdictional micromobility management approach. At the end of the pilot period, the study team envisions that revised recommendations and program management structure may be adopted to incorporate lessons learned from the pilot. The system should expand beyond the initial Phase 1 Pilot Program service area based upon factors such as ridership, funding, infrastructure, new indicators of demand, and political will/agency capacity. Following the pilot program, with the multijurisdictional contract in place, the program manager should work with the operator(s) to develop satellite programs at coastal communities, with consideration for alternate service models, such as reduced user fees and/or long-term lending.

² Equity Focus Areas are consistent with the methodology used in the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and includes metrics such as share of the population that is non-white, median household income, housing and transportation cost burden, and share of households who do not own cars.

Program Guidelines & Requirements

An RFP for shared micromobility will lay out guidelines and requirements for the program that the selected vendor must follow. The San Mateo County Shared Micromobility Feasibility Study offers recommendations for common elements that will be included, such as type of vehicles permitted, rider age restrictions, and contract length.



PROSPECTIVE PILOT AREAS

SAN MATEO COUNTY SHARED MICROMOBILITY FEASIBILITY STUDY



PILOT STUDY RECOMMENDATIONS & SCORE

- Pilot Study Recommendations
- Higher Score
- Lower Score

DESTINATIONS + BOUNDARIES

- BART Station
- Caltrain Station
- County Boundary
- San Mateo County City Boundaries
- Water
- Park

MAP 1

Data provided by the 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan (2021), Caltrans State Highway Network (2021), San Mateo County GIS Open Data (2021), ESRI Living Atlas (2021), American Community Survey 5 Year Estimates (2019), Longitudinal Employer-Household Dynamics (2019), Bureau of Transportation Statistics Docked Bikeshare Ridership (2021), US Environmental Protection Agency Smart Location Database (2021), and OpenStreetMap (2021).