



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

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

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

Meeting No. 364

|   |  |
|---|--|
| <b>Date:</b> Thursday, May 11, 2023<br><br><b>Time:</b> 6:30 p.m.<br><br><b>Primary Location:</b><br>San Mateo County Transit District Office<br>1250 San Carlos Ave, 2 <sup>nd</sup> Fl. Auditorium,<br>San Carlos, CA<br><br><b>Publicly-Accessible Teleconference<br/>Location:</b><br>675 Townsend Avenue, #118<br>New Haven, CT. | <b>Join by Webinar:</b><br><a href="https://us02web.zoom.us/j/87002113138?pwd=aG9xMFFGWk1xVEZZc0RkY2I5bEF3Zz09">https://us02web.zoom.us/j/87002113138<br/>?pwd=aG9xMFFGWk1xVEZZc0RkY2I5bEF3Zz09</a><br><br><b>Webinar ID:</b> 870 0211 3138<br><br><b>Password:</b> 051123<br><br><b>Join by Phone:</b> (669) 900-6833 |
|---|--|

**\*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\***

This meeting of the C/CAG Board of Directors will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

**1.0 CALL TO ORDER/ ROLL CALL**

**2.0 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. Members of the public who wish to address the Board should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.

**3.0 PRESENTATIONS/ ANNOUNCEMENTS**

3.1 Receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2021-2022 **INFORMATION p. 1**

3.2 Receive an update on the SM 101 Express Lanes Project **INFORMATION p. 5**

#### 4.0 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.

- 4.1 Approval of minutes of regular business meeting No. 363 dated April 13, 2023.  
ACTION p. 7
- 4.2 Review and approval of Resolution 23-30 authorizing the C/CAG Chair to execute Amendment No.2 to an existing agreement between C/CAG and County Office of Sustainability for staffing and management of the San Mateo County Energy Watch Local Government Partnership adding \$1,763,000 for a new total amount not to exceed \$2,645,000 and extending the end date of the agreement to December 31, 2025.  
ACTION p. 13
- 4.3 Review and approval of Resolution 23-36 determining that a proposed life science/research and development project, including a related Rezoning request, for a property at 642 Quarry Road, San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.  
ACTION p. 18
- 4.4 Review and approval of Resolution 23-37 determining that a proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.  
ACTION p. 26
- 4.5 Review and approval of Resolution 23-38 determining that a proposed life science/research & development project, including a related rezoning request, for a property at 841 Old County Road, San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.  
ACTION p. 34
- 4.6 Review and approval of Resolution 23-39 determining that a proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.  
ACTION p. 41
- 4.7 Review and approval of Resolution 23-40 authorizing the C/CAG Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates, Inc. to provide supplementary Smart Corridor Northern Cities Design Support for an additional \$99,000, for a new not to exceed amount of \$449,000.  
ACTION p. 49
- 4.8 Receive a copy of the Agreement with Brown and Caldwell for technical support to develop the San Mateo County OneWatershed Framework and Community-Led Resilience Plan in Fiscal Year 2022-23 for an amount not to exceed \$20,000.  
INFORMATION p. 54
- 4.9 Review and approval of Resolution 23-41 authorizing the C/CAG Executive Director

to execute the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2023-24. ACTION p. 72

- 4.10 Review and approval of Resolution 23-42 adopting the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds. ACTION p. 76

- 4.11 Review and approval of Resolution 23-43 determining that proposed amendments to Redwood City's General Plan Land Use Map, Municipal Code and Zoning Code implementing the Redwood City Housing Element are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 89

- 4.12 Review and approval of Resolution 23-44 authorizing the C/CAG Chair to execute Amendment No. 5 to the agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans, to extend the term of the contract to October 31, 2023, at no additional cost. ACTION p. 97

- 4.13 Review and approval of the appointment of Mike Swire of Hillsborough to fill one vacant public member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). ACTION p. 102

## 5.0 REGULAR AGENDA

- 5.1 Review and approval of the appointment of three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term. ACTION p. 106

- 5.2 Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2023/24 Program Budget and Member Fees. INFORMATION p. 108

- 5.3 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.) POSSIBLE ACTION p. 134

## 6.0 COMMITTEE REPORTS

- 6.1 Chairperson's Report
- 6.2 Board Members Report/Communication

## 7.0 EXECUTIVE DIRECTOR'S REPORT

## 8.0 COMMUNICATIONS - Information Only

- 8.1 Written Communication – two letters and one press release. p. 142

## 9.0 ADJOURNMENT

Next scheduled meeting June 8, 2023

**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.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or [mcrume@smcgov.org](mailto:mcrume@smcgov.org) by 10:00 a.m. prior to the meeting date.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the C/CAG Board, members of the public may address the Board as follows:

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](mailto: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 in person and through Zoom. Public comments will be taken first by speakers in person followed by via Zoom. Please read the following instructions carefully:

**\*In-person participation:**

1. If you wish to speak to the Board, please fill out a speaker's slip located on the 2<sup>nd</sup> floor auditorium side table against the wall. If you have anything that you wish distributed to the Board and included in the official record, please hand it to the C/CAG Clerk who will distribute the information to the Board members and staff.

**\*Remote participation:**

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. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
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: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2021-2022

(For further information, contact Eva Gaye at [egaye@smcgov.org](mailto:egaye@smcgov.org))

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### **RECOMMENDATION**

That the C/CAG Board receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2021-2022.

### **FISCAL IMPACT**

None.

### **SOURCE OF FUNDS**

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant (OBAG) Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

### **BACKGROUND**

Since 2010, The County/Association of Governments (C/CAG) has contracted with San Mateo County Office of Education (SMCOE) to administer the Safe Routes to School Program. Program activities include bike and pedestrian rodeos, walk, and roll to school days, Safe Routes to School Summit and more. As part of SMCOE reporting requirements to C/CAG, SMCOE prepares an annual report summarizing activities conducted within the fiscal year and outlining the projected goals for the following year. At the May C/CAG Board meeting, Theresa Vallez-Kelly, Program Coordinator of the Safe Routes to School Program from SMCOE, will present the FY 2021-2022 annual report to the Board and provide program updates.

In FY 21-22 the Safe Routes to School program awarded a total of \$236,000 to 19 schools in the San Mateo County School District for educational and encouragement events (see page 4 of *FY 21-22 Annual Report for list of schools*). The SRTS program also engaged schools through virtual walk audits, technical assistance, International Walk to School Days and provided additional funding from partner agencies to fund small infrastructure projects.

The Safe Routes program also piloted a School Travel Fellowship program to bridge the gap between Municipal staff, schools, and community-based organizations in addressing the challenges encountered when addressing bike and pedestrian safety. Safe Routes practitioners provided technical assistance to transportation engineers and planners from respective cities that were awarded funding to implement new and innovative transportation projects near schools. These jurisdictions include Daly City, East Palo Alto, San Mateo, South San Francisco, and Redwood City. The teams were selected through a competitive application process and were scored based on project innovation, project location, equity consideration, and breadth and diversity of the identified team.

In further promoting school traffic safety, the program completed a High Injury Network Analysis that assessed segments of the roadway near schools where many pedestrian and bicycle collisions have occurred. The recommendations from this report will result in an expansion of educational safety programs that address safe walking and biking practices, addressing infrastructure needs near school roadways, and enabling cities to demonstrate need when applying for grants to improve infrastructure.

Lastly, the program completed a five-year Strategic Plan which defined action plans and performance measures for the Countywide program. The Strategic Plan highlighted the roles of each partner agency in implementing the following goals:

- Improving facilities and conditions for walking and cycling
- Increasing outreach and awareness of SRTS
- Creating program options that reflect the needs of individual schools and communities
- Formalizing a framework for data collection and data sharing

The recommendations provided in the plan will assist Safe Routes practitioners and partners in building a stronger, more equitable SRTS program at the local and countywide levels.

## **The Future of Safe Routes**

The SRTS program will continue working towards teaching students traffic safety skills and encouraging them to take active modes of transportation to schools. In Future fiscal years the program will work towards implementing the goals and recommendations identified in the Strategic Plan and High Injury Network Reports.

## ATTACHEMENTS

1. FY 21-22 San Mateo County Office of Education Safe Routes to School Annual Report  
(*The document is available for download at the C/CAG website at:*  
[https://ccag.ca.gov/wp-content/uploads/2023/05/2021-2022\\_SRTS-Annual-Report.pdf](https://ccag.ca.gov/wp-content/uploads/2023/05/2021-2022_SRTS-Annual-Report.pdf))
2. FY 21-22 SRTS Program Participants by School Districts

## 2021-2022 Program Participants

| District                       | Bike Rodeos | Bike Skills Presentations | Pedestrian Skills Presentations | Assemblies | Community Events | Walk Audits | Walk and Roll to School Days | Bike/Shed Club | Poster Contest | Other/Workshops |
|--------------------------------|-------------|---------------------------|---------------------------------|------------|------------------|-------------|------------------------------|----------------|----------------|-----------------|
| Belmont-Redwood Shores SD      | 5           |                           |                                 |            |                  | 3           |                              |                |                |                 |
| Brisbane Elementary SD         | 3           |                           | 1                               |            |                  | 2           |                              |                |                |                 |
| Cabrillo Unified SD            | 3           | 4                         |                                 | 1          | 1                | 6           |                              |                | 18             |                 |
| Jefferson Elementary SD        | 1           |                           | 2                               |            | 1                | 4           |                              | 3              | 3              |                 |
| La Honda-Pescadero Unified SD  |             | 4                         | 2                               |            | 1                | 3           | 1                            |                | 5              |                 |
| Las Lomitas Elementary SD      |             |                           | 1                               |            |                  | 1           |                              |                |                |                 |
| Menlo Park City SD             | 3           | 1                         |                                 |            | 1                | 2           |                              | 2              |                |                 |
| Pacifica SD                    | 17          |                           |                                 |            |                  | 3           |                              |                | 12             |                 |
| Ravenswood City SD             |             |                           |                                 |            | 4                | 2           |                              |                |                |                 |
| Redwood City Together          | 1           |                           |                                 |            |                  | 2           |                              | 7              |                |                 |
| San Mateo Union High SD        | 1           | 1                         |                                 | 1          | 2                | 1           | 2                            |                | 1              |                 |
| San Mateo-Foster City SD       |             |                           |                                 |            |                  | 4           |                              |                |                |                 |
| Sequoia Union High SD          |             |                           |                                 |            |                  | 1           | 3                            |                |                |                 |
| South San Francisco Unified SD | 1           |                           |                                 |            | 1                |             |                              | 2              |                |                 |
| St. Charles School             |             | 1                         | 2                               |            | 2                | 5           |                              | 1              |                |                 |



## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Receive an Update on the Construction of San Mateo 101 Express Lanes Project.

(For further information contact Van Dominic Ocampo at vocampo@smcgov.org)

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### RECOMMENDATION

That the C/CAG Board of Directors receive a presentation and update on the construction of San Mateo 101 Express Lanes Project. No Board action is required.

### FISCAL IMPACT

This is an information item only. There is no fiscal impact related to receiving the information.

### SOURCE OF FUNDS

N/A

### BACKGROUND

The San Mateo 101 Express Lanes Project (Project) constructed 44 miles (22 miles in each direction) of new express lanes along the US 101 between the San Mateo - Santa Clara County Line and Interstate 380 (I-380) in South San Francisco. The Project's goal is to reduce congestion, increase person throughput and improve travel time reliability for motorists on US 101 by incentivizing the use of public transit, carpools, and other shared-ride options. High Occupancy Vehicles with three or more occupants can use the Express Lanes for free, while carpools of two persons and clean air vehicles will be charged a reduced toll, and solo motorists will have to pay the full toll price.

The entire project is being constructed in three phases: the Construction Capital phase, the Toll System Integration phase, and the Highway Landscaping phase. Both the Construction Capital and Toll System Integration phases were divided into two segments and are now complete; the southern segment from the San Mateo/Santa Clara County Line to Whipple Avenue in Redwood City, and the northern segment from Whipple Avenue to Interstate-380 in South San Francisco.

On February 11, 2022, tolling began on the southern segment together with that of Santa Clara Valley Transportation Authority (VTA), while the northern segment commenced tolling on March 3, 2023. On April 15, 2023, a Ribbon Cutting Ceremony was held to commemorate the successful completion of this mega-project. The event was attended by officials and staff from Federal, State and Local agencies, as well as project stakeholders and supporters.

Caltrans has finalized the Project PS&E for the Highway Landscaping Phase and is expected to advertise the project out for bid soon. Caltrans is hopeful to begin construction of the Landscaping Phase this summer.

Due to the magnitude of the project's footprint, cost and impacts to the traveling public and neighboring community, the Board has requested periodic updates on the project's progress and community outreach efforts.

#### ATTACHMENT

1. San Mateo 101 Express Lanes Project Update PowerPoint Presentation is provided on-line at: <http://ccag.ca.gov/board-of-directors/>
2. April 15, 2023 – SM101 Express Lanes Ribbon Cutting Event photos is provided on-line at: <http://ccag.ca.gov/board-of-directors/>

# C/CAG

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

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

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

#### MINUTES

Meeting No. 363  
April 13, 2023

#### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the C/CAG Board of Directors was held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public was able to participate in the meeting remotely via the Zoom platform and in person.

#### 1.0 CALL TO ORDER/ ROLL CALL

Chair Davina Hurt called the meeting to order at 6:31p.m. Roll call was taken.

| AGENCY:             | IN-PERSON:       | ABSENT: | REMOTE<br>AB 2449 | REMOTE<br>Publicly Accessible<br>Teleconference<br>Location: |
|---------------------|------------------|---------|-------------------|--|
| Atherton            | Elizabeth Lewis  |         |                   |  |
| Belmont             |                  | Absent  |                   |  |
| Brisbane            | Karen Cunningham |         |                   |  |
| Burlingame          | Ricardo Ortiz    |         |                   |  |
| Colma               |                  |         | John Goodwin      |  |
| Daly City           | Juslyn Manalo    |         |                   |  |
| East Palo Alto      | Lisa Gauthier    |         |                   |  |
| Foster City         | Stacy Jimenez    |         |                   |  |
| Half Moon Bay       |                  | Absent* |                   |  |
| Hillsborough        | Christine Krolik |         |                   |  |
| Menlo Park          | Cecilia Taylor   |         |                   |  |
| Millbrae            | Gina Papan       |         |                   |  |
| Pacifica            | Sue Beckmeyer    |         |                   |  |
| Portola Valley      | Jeff Aalfs       |         |                   |  |
| Redwood City        | Alicia Aguirre   |         |                   |  |
| San Bruno           | Michael Salazar  |         |                   |  |
| San Carlos          |                  | Absent  |                   |  |
| San Mateo           | Rich Hedges      |         |                   |  |
| South San Francisco | Mark Nagales     |         |                   |  |
| Woodside            |                  | Absent  |                   |  |
| San Mateo County    | Warren Slocum    |         |                   |  |

| <b>C/CAG EX-OFFICIO (NON-VOTING) MEMBERS</b> |                   |                |                           |  |
|--|-------------------|----------------|---------------------------|--|
| <b>AGENCY:</b>                               | <b>IN-PERSON:</b> | <b>ABSENT:</b> | <b>REMOTE<br/>AB 2449</b> | <b>REMOTE<br/>Publicly Accessible<br/>Teleconference<br/>Location:</b> |
| SMCTA  |                   | Absent*        |                           |  |
| SMCDT  |                   | Absent         |                           |  |

| <b>C/CAG Staff Present (In-Person):</b> | <b>Members of the Public (Remote):</b>     |
|---|--|
| Sean Charpentier – Executive Director   | Joaquin Jimenez – Half Moon Bay*           |
| Mima Crume – Clerk of the Board         | Rico E. Medina – SMCTA*                    |
| Eva Gaye                                | Kelly Ma – Caltrans                        |
| Kaki Cheung                             | Kourosh Langari – Caltrans                 |
| Kim Springer                            | Mohammad Suleiman – Caltrans               |
| Kim Wever                               | Rachel Ross – Caltrans                     |
| Susy Kalkin                             | Ken Brown – AKB Strategies                 |
|   | Ashley Badesch – Sustainable Strategies DC |
| <b>C/CAG Staff Present (Remote)</b>     | David Mahama – DKS Associates              |
| Melissa Andrikopoulos – Legal Counsel   | Julia Wean – Steer                         |

\*Attended as a Member of the Public (Remote).

Other members of the public were in attendance remotely via the Zoom platform or in person.

## 2.0 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. Members of the public who wish to address the Board should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.

Clerk Crume reported that there were no public comments via the Zoom platform or in person.

## 3.0 PRESENTATIONS/ ANNOUNCEMENTS

### 3.1 Presentation on C/CAG federal funding advocacy efforts for 2023. INFORMATION

C/CAG staff, Kim Springer, introduced C/CAG's federal legislative Consultant, Ken Brown, President of Ken Brown Strategic Consulting, who provided a presentation to the C/CAG Board on efforts with the SMC County delegation to share project priorities and submit requests for funding to those members of congress. He was joined by sub-consultant Ashley Badesch of Sustainable Strategies, DC. Mr. Brown also shared the list of requested projects, the successes from last and the current session, and a long list of potential grant funding opportunities related to C/CAG's programs that either C/CAG or city or County staff might consider pursuing. The consultant's presentation is posted on the C/CAG Board website.

- 3.2 Receive a presentation on the countywide trip reduction program from Peninsula Traffic Congestion Relief Alliance (Commute.org). INFORMATION

The Board received a presentation on the countywide trip reduction program from Peninsula Traffic Congestion Relief Alliance (Commute.org). C/CAG provides Transportation Fund for Clean Air (TFCA) and Congestion Relief Plan (CRP) funding to Commute.org. The funding is used for the Countywide Voluntary Trip Reduction Program, as well as various TDM efforts that improve congestion and reduce single occupancy vehicle trips.

- 3.3 Presentation on the Cordilleras Bridge Replacement Project by Caltrans. INFORMATION

The Board received a presentation on the Cordilleras Bridge Replacement Project by Caltrans. The existing bridge is at the end of its service life and needs replacement. If not addressed, poor structural conditions would ultimately affect the safety of the traveling public.

#### 4.0 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.

- 4.1 Approval of minutes of regular business meeting No. 362 dated March 9, 2023. APPROVED

- 4.2 Review and approval of Resolution 23-27 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Fehr & Peers, Corporation for consulting services for a VMT/GHG Mitigation Model Program project for an amount not to exceed \$531,180 through February 28, 2025 and establish a contingency in the amount of \$68,820 for a total project budget of \$600,000, and execute future contract amendments in an amount not-to-exceed the appropriated contingency. APPROVED

- 4.3 Review and approval of Resolution 23-28 determining that the proposed amendments of the Belmont Zoning Ordinance to expand the definition of Research and Development use to include life science activities and modify other related development standards are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. APPROVED

- 4.4 Review and approval of Resolution 23-29 determining that the Foster City 2023-2031 Housing Element Update is consistent with the Comprehensive Airport Land Use Compatibility Plan of the Environs of San Carlos Airport. APPROVED

- 4.5 Review and approval of Resolution 23-31 authorizing the C/CAG Executive Director to execute a cooperative agreement with California Department of Transportation for the Construction Phase for the Smart Corridor Northern Cities expansion project. APPROVED

- 4.6 Review and approval of Resolution 23-32 to amend the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$1,000,000 and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$358,247 for the City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.  
APPROVED

Director Gauthier MOVED to approve the consent agenda items 4.1 through 4.6. Board Member Cunningham SECONDED. A roll call vote was taken. **MOTION CARRIED 16-0-0** (Redwood City not present at time of voting.)

## 5.0 REGULAR AGENDA

- 5.1 Review and approval of Resolution 23-34 adopting an updated membership roster and meeting schedule for the Administrator's Advisory Committee (AAC). (*Special Voting Procedures*).  
APPROVED

Board Member Manalo MOVED to approve item 5.1. Board Member Krolik SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 16-0-0**. Results: 16 Agencies approving. This represents 76% of the Agencies representing 77% of the population.

| Ayes:               | Noes: | Absent:       | Other:                                   |
|---------------------|-------|---------------|--|
| Atherton            |       | Belmont       | San Mateo not present at time of voting. |
| Brisbane            |       | Half Moon Bay |  |
| Burlingame          |       | San Carlos    |  |
| Colma               |       | Woodside      |  |
| Daly City           |       |               |  |
| East Palo Alto      |       |               |  |
| Foster City         |       |               |  |
| Hillsborough        |       |               |  |
| Menlo Park          |       |               |  |
| Millbrae            |       |               |  |
| Pacifica            |       |               |  |
| Portola Valley      |       |               |  |
| Redwood City        |       |               |  |
| San Bruno           |       |               |  |
| South San Francisco |       |               |  |
| San Mateo County    |       |               |  |

- 5.2 Receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27.  
INFORMATION

The Board received a presentation on the initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27. Recommendation 1, fee levels. Recommendation 2, simplification of categories. Simplification of the program funding categories is essential to support ongoing programs on an annual basis.

- 5.3 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 provided and overview of the items discussed at the C/CAG Legislative Committee meeting earlier in the evening, including the following positions taken by the Committee, items which are all included in the legislative consultant's monthly report to the Committee and the Board: Governor's Oil Company Oversight, the (so called) Fiscal Cliff and Seamless Bay Area efforts, including the addition of Senator Becker to the Senate Select Committee on Bay Area Transit Oversight, Brown Act legislation, including support positions on the two bills AB 1379 (Papan) and SB 537 (Becker), a support position taken on SB 511 (Blakespear), and discussion but no positions taken on AB 84 (Ward) Welfare Tax Exemption and AB 1532 (Haney) Office to Housing Conversion Projects.

Director Papan MOVED to approve SB 511, AB 1379, and SB 537. Board Member Hedges SECONDED. A roll call vote was taken. **MOTION CARRIED 16-0-0**

## 6.0 COMMITTEE REPORTS

### 6.1 Committee Reports (oral reports)

None.

### 6.2 Chairperson's Report

None.

### 6.3 Board Members Report/Communication.

Board Member Papan/MTC Commissioner reported that MTC will have their retreat soon and will focus on Megaprojects. She has added that your local representatives are looking to do another bus tour of our jurisdiction to show what we're doing and where we could use the additional funding.

Board Member Hedges mentioned the conversion of office buildings to housing was brought up. He has had the city manager provide him a couple of different organization percentage of vacancies. One was approximately 9.8% and the other was about 11.8%.

Board Member Krolik added that some Stanford engineers have come up with a Kit Switch. It's a kit that converts commercial buildings to residential.

## 7.0 EXECUTIVE DIRECTOR'S REPORT

Sean Charpentier reported that C/CAG committee meetings have returned to in-person last month. We are recruiting for committee members and will send out a recruitment letter to all elected officials. Two (2) vacancies on the CMEQ, one (1) vacancy on BPAC

and one (1) vacancy on RMCP. He has reminded the Board of the opening ceremony for the Express Lanes on Saturday, April 15<sup>th</sup> at 11:00 a.m. in San Mateo.

8.0 COMMUNICATIONS - Information Only

8.1 Written Communication

9.0 ADJOURNMENT – 8:32 p.m.



## C/CAG AGENDA REPORT

ITEM 4.2

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-30 authorizing the C/CAG Chair to execute Amendment No.2 to an existing agreement between C/CAG and County Office of Sustainability for staffing and management of the San Mateo County Energy Watch Local Government Partnership adding \$1,763,000 for a new total amount not to exceed \$2,645,000 and extending the end date of the agreement to December 31, 2025.

(For further information or questions, contact Kim Springer at [kspringer@smcgov.org](mailto:kspringer@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 23-30 authorizing the C/CAG Chair to execute Amendment No.2 to an existing agreement between C/CAG and County Office of Sustainability for staffing and management of the San Mateo County Energy Watch Local Government Partnership adding \$1,763,000 for a new total amount not to exceed \$2,645,000 and extending the end date of the agreement to December 31, 2025.

### FISCAL IMPACT

Expenses for the San Mateo County Energy Watch program are reimbursed by the Local Government Partnership Agreement between C/CAG and PG&E.

### BACKGROUND

The San Mateo County Energy Watch (SMCEW), Local Government Partnership (LGP) with PG&E began on January 1, 2009, under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for multiple additional program cycles. More recently, a three-fiscal-year program cycle, 2020-21 through 2022-23, fully funded by the C/CAG – PG&E Local Government Partnership contract, was authorized to be executed by the C/CAG Chair by Resolution 20-18 on May 14, 2020.

At the same Board meeting, May 14, 2020, C/CAG adopted Resolution 20-19 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for staffing services for fiscal years 2020-21 through 2022-23 (the current program cycle) for a total amount not to exceed \$476,980, and an Amendment No.1 adding \$405,620 for a new not to exceed amount of \$882,600 was authorized by resolution 21-74 on October 14, 2021.

Since the SMCEW LGP began, C/CAG has contracted with the County of San Mateo, Department of Public Works for management and staffing of the program and said County staff has since moved to the County's Office of Sustainability (OOS). The County has successfully supported the SMCEW, meeting goals and developing the program, which currently serves municipalities, K-12 public schools, and small disadvantaged businesses, and partially funds the C/CAG Regionally Integrated Climate Action Planning Suite (RICAPS) program.

On January 12, 2023, Resolution 23-05 authorized the C/CAG Chair to execute Change Order 1 to the existing agreement between C/CAG and Pacific Gas and Electric company for the San Mateo County Energy Watch program, adding \$1,813,000 for a new total not to exceed \$2,785,000 and extending the agreement end date to December 31, 2025.

The SMCEW program focus is on referring energy efficiency and GHG-reducing project opportunities to third-party contractors to follow up on and install. The Program tracks KPIs such as number of contacts made, referrals made, number of energy benchmarking reports or energy action plans provided to customers. COVID has made achieving (especially) in-person contacts more challenging, but the program has progressed to the satisfaction of PG&E. In addition, the SMCEW program has launched successful pilots and methods of tracking progress that PG&E has leveraged for other programs in its territory. The program works closely with Peninsula Clean Energy, the County Office of Education, and city and County staff to identify projects for referral. These additional funds (annually) will allow County Office of Sustainability to assign more staff to this program.

The proposed Resolution 23-30 and Amendment No.2 to the agreement between C/CAG and the County Office of Sustainability will add \$1,763,000 for a new amount not to exceed of \$2,645,000 and extend the end date of the agreement to December 31, 2025. It further resolves that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

The proposed resolution and contract amendment are attached to this staff report for review.

#### **ATTACHMENTS**

1. Resolution 23-30
2. Amendment No.2 to existing Agreement between C/CAG and the County of San Mateo Office of Sustainability.

## **RESOLUTION 23-30**

**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 AN EXISTING AGREEMENT BETWEEN C/CAG AND COUNTY OFFICE OF SUSTAINABILITY FOR STAFFING AND MANAGEMENT OF THE SAN MATEO COUNTY ENERGY WATCH LOCAL GOVERNMENT PARTNERSHIP ADDING \$1,763,000 FOR A NEW TOAL AMOUNT NOT TO EXCEED \$2,645,000 AND EXTENDING THE END DATE OF THE AGREEMENT TO DECEMBER 31, 2025**

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

**WHEREAS**, for past program cycles, C/CAG and the County of San Mateo have entered into agreements for staff support for the San Mateo County Energy Watch (SMCEW) program from calendar year 2009 through fiscal year 2022-23; and

**WHEREAS**, C/CAG entered into the current staff services agreement with the County by Resolution 20-19 on May 14, 2020 with Amendment No.1 by Resolution 21-74 on October 14, 2021; and

**WHEREAS**, recently, a three-fiscal-year program cycle was fully funded by the C/CAG – PG&E Local Government Partnership contract, authorized to be executed by the C/CAG Chair by Resolution 20-18, also on May 14, 2020, and a Contract Change Order was authorized to be executed by the C/CAG Chair by Resolution 23-05 on January 12, 2023; and

**WHEREAS**, County staff have successfully managed and staffed the San Mateo County Energy Watch to the satisfaction of C/CAG; and

**WHEREAS**, C/CAG desires to amend the existing agreement to allow the County to charge for staffing and direct consulting for the SMCEW program, adding additional funding for County staffing of the program and extending the end date of the agreement; and

**WHEREAS**, the program is fully funded by the existing C/CAG – PG&E SMCEW program contract through December 31, 2025.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City and County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No.2 to an existing agreement between C/CAG and County Office of Sustainability for staffing and management of the San Mateo County Energy Watch Local Government Partnership adding \$1,763,000 for a new total amount not to exceed of \$2,645,000 and extending the end date of the agreement to December 31, 2025. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said Agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF May, 2023.**

**AMENDMENT NO. 2 TO THE AGREEMENT  
BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
AND  
THE COUNTY OF SAN MATEO**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and the County of San Mateo (hereinafter referred to as "COUNTY") are parties to an agreement dated June 23, 2020 for staff services for the San Mateo County Energy Watch Program for fiscal years 2020/21 through 2022/23 (the "Agreement"); and

WHEREAS, the original Agreement, effective July 1, 2020 through July 31, 2023, was for an amount not to exceed \$476,980; and

WHEREAS, Amendment No.1 adding \$405,620 for a new not to exceed amount of \$882,600 was authorized by Resolution 21-74 on October 14, 2021; and

WHEREAS, the parties desire to add additional funding in the amount of \$1,763,000 to the Agreement and to extend the end date of the Agreement to December 31, 2025; and

WHEREAS, the parties desire to amend the Agreement as set forth herein.

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

1. Section 2 of the Agreement is hereby replaced in its entirety by the following:

**Payments.** In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall reimburse COUNTY for eligible costs as set forth in Exhibit A. Payments shall be made within 60 days after receipt and approval of monthly invoices from the COUNTY. The total cost reimbursement under this Agreement for work completed from July 1, 2020 through December 31, 2025 will not exceed \$2,645,000, subject to C/CAG annual budget approval and allocation of funds from Pacific Gas & Electric (PG&E) under the PG&E - C/CAG Local Government Partnership contract for the fiscal year 2020-21 through December 31, 2025 San Mateo County Energy Watch program.

2. Section 5 of the Agreement is hereby replaced in its entirety by the following:

**Contract Term.** This Agreement shall be in effect as of July 1, 2020 and shall terminate on December 31, 2025; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to COUNTY, and COUNTY may terminate this Agreement at any time for any reason by providing 90 days' notice to C/CAG, and termination will be effective on the date specified in the notice. In the event of termination under this paragraph, COUNTY shall be paid for all services provided to the date of termination

Notwithstanding any other provision of this Agreement, County of San Mateo shall obtain prior approval from C/CAG prior to changing the staff assigned to perform

services under this Agreement from those staff that are assigned as of the date of execution of this Agreement. In the event the parties cannot reach mutual agreement regarding staffing, either party may terminate the agreement upon 30 days' written notice.". This provision shall not limit the County's ability to retain subconsultants to perform services under this Agreement, subject to the prior written approval of the C/CAG Executive Director or designee.

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

COUNTY OF SAN MATEO

By \_\_\_\_\_  
Supervisor Dave Pine  
President, Board of Supervisors, San Mateo County

Date \_\_\_\_\_

APPROVED AS TO FORM:

ATTEST:

By \_\_\_\_\_  
County Counsel

By: \_\_\_\_\_  
Clerk of Said Board

City/County Association of Governments (C/CAG)

By \_\_\_\_\_  
Davina Hurt  
C/CAG - Chair

\_\_\_\_\_ Date

APPROVED AS TO FORM:

By \_\_\_\_\_  
Melissa Andrikopoulos  
C/CAG Legal Counsel

\_\_\_\_\_ Date

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-36 determining that a proposed life science/research and development project, including a related rezoning request, for property at 642 Quarry Road, San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 23-36 determining that a proposed life science/research and development project, including a related rezoning request, for property at 642 Quarry Road, San Carlos is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

### BACKGROUND

The City of San Carlos is processing an application for a 4.71-acre site at 642 Quarry Road for development of a life science/research and development project comprised of two 6-story buildings totaling approximately 410,000 sf, and a 10-level parking structure. The first floor of one of the R&D buildings would include a 5,500-sf childcare facility with a capacity of up to 100 children. The proposal also includes a rezoning request to change the zoning from Light Industrial to Planned Development to adjust specific development standards including height and floor area ratio in order to accommodate a life science/research and development building on the site and also to allow for childcare use.

The project falls within Airport Influence Area (AIA) B, the Project referral area for San Carlos Airport and is subject to Airport Land Use Committee/Commission review pursuant to California Public Utilities Code (PUC) Section 21767(b). Accordingly, the City of San Carlos has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies, and (d) overflight notification. The following sections address each issue.

#### (a) Noise Policy Consistency Analysis

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 3**, the subject project site lies outside the bounds of the 60 dB CNEL contour, so is consistent with the Noise Policies of the ALUCP.

#### (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 Exh. 4-3, **Attachment 4**, the project site is located within Safety Zone 6, the traffic pattern zone.

According to the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, office or medical/biological research facilities are compatible uses within Safety Zone 6 without restrictions, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in Table 4-4 as a conditionally compatible use. Safety Policy 4 applies to review of “Land Uses of Particular Concern” – relevant discussion is cited below:

#### “Safety Compatibility Policy 4 - Land Uses of Particular Concern

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4.

Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers

are conditionally compatible in Zone 6.

...

- h. Generally, no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

As noted above, while daycare uses are listed as conditional in the San Carlos ALUCP within Safety Zone 6, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed. As a result, to assist in this determination, staff requested C/CAG’s on-call ALUC consultants review the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance.

A review of seven ALUCPs revealed that there is not a consistent approach in how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre. In addition, some ALUCPs exempt “ancillary uses” – those that occupy less than 10% of the total floor area – from the intensity calculations.

The consultant’s review also noted the following: “The 2011 Handbook specifically recommends limiting “large day care centers” in Safety Zone 6 and a maximum intensity of 200 to 300 people per acre when occurring in a suburban setting. However, if the airport environs are more urbanized, then no maximum intensity is recommended as a condition. Safety Zone 6 typically encompasses the area underlying a general aviation airport’s traffic pattern, generally away from the runway ends and extended runway centerline where aircraft accidents tend to be concentrated. The risks associated with potential aviation accidents are considered relatively low in these areas, and the more densely developed the airport environs, the lower a community’s potential occurrences of available sites outside the traffic pattern. For this reason, the most restrictive conditions on childcare facilities may not be appropriate for the San Carlos Airport environs.”

Given this overall guidance, the following analysis of the proposed childcare facility is provided:

The application indicates that the ground floor of one of the R&D buildings would include a 5,500 sf foot childcare facility. Though the required outdoor play space is not identified, California’s childcare licensing laws require a minimum outdoor play area of 75 sf/child, so the facility is assumed to occupy a total of 13,000 sq. (5,500 sf bldg. + 7,500 sf play area), and the resulting intensity is calculated at 335 children/acre.

$$43,560/13,000 = 3.35$$

$$100 \text{ (children)} \times 3.35 = 335 \text{ children/acre}$$



The proposed childcare center is clearly an ancillary use within the development, intended primarily for care of children of employees within the campus, and representing about 3% of the overall project square footage. Additionally, the site is located within an urban, rather than suburban setting and no intensity limits are included in either the San Carlos ALUCP or the 2011 Handbook. As a result, it is recommended that the proposed childcare use be determined consistent with the safety policies and criteria of the ALUCP.

### **(c)     Airspace Protection**

#### **Structure Heights**

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 Form 7460-1.

As proposed, the life science buildings have a maximum height of 119 ft. to the top of the rooftop mechanical equipment. With a ground elevation of approximately 28 feet above mean sea level (AMSL), the overall height of the life science buildings would be 147 feet AMSL. Per San Carlos Exhibit 4-4, the airspace protection surface above the project site lies at 155’ AMSL, so the proposed project would be below this surface. Additionally, the project sponsor has received a “Determination of No Hazard to Air Navigation” from the FAA for each building (**Attachment 5**). Accordingly, the project is determined to be consistent with the Airspace Protection Policy 5.

#### **Other Flight Hazards**

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, 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; or

- 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 proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

**(d) Overflight Notification**

The Project Area is 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.

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

***Airport Land Use Committee***

The Airport Land Use Committee discussed this item at its April 27, 2023 meeting, and while it recommended that the project be determined consistent with the San Carlos ALUCP, included in its motion a note that the Committee has concerns about childcare use within Safety Zone 6.

**ATTACHMENTS**

1. Resolution 23-36

*The following attachments are available to download on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. ALUCP application, together with related project description and exhibits.
3. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
4. Exh. 4-3 San Carlos Airport Safety Zones.
5. FAA Determination Letters

## RESOLUTION 23-36

**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 A PROPOSED LIFE SCIENCE/RESEARCH AND DEVELOPMENT PROJECT, INCLUDING A RELATED REZONING REQUEST, FOR PROPERTY AT 642 QUARRY ROAD, SAN CARLOS, IS 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), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) 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; and

**WHEREAS**, San Carlos is processing an application for a life science/research and development project, including a related rezoning request, for property at 642 Quarry Road, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

**WHEREAS**, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. 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 property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Policy Consistency – The project site is located within Safety Zone 6. Per the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, office or medical/biological research facilities are compatible uses within Safety Zone 6 without restrictions, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in Table 4-4 as a conditionally compatible use in Safety Zone 6, with no specific criteria identified. The 2011 California Airport Land Use Planning Handbook recommends a maximum intensity of 200 to 300 people per acre for childcare centers within Safety Zone 6 when occurring in a suburban setting; however, if the airport environs are more urbanized, then no maximum intensity is

recommended as a condition. The childcare center is determined to be compatible with the Safety criteria of the ALUCP as an ancillary use within the development, intended primarily for care of children of employees within the campus, and representing about 3% of the overall project square footage. Additionally, the site is located within an urban, rather than suburban setting and no intensity limits are included in either the San Carlos ALUCP or the 2011 Handbook.

- (c) Airspace Protection Policy Consistency – In order to be deemed consistent with the ALUCP, the maximum height of a new building 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 the filing of Form 7460-1.

The project sponsor has received a “Determination of No Hazard to Air Navigation” from the FAA for each building, so the project is determined to be consistent with the Airspace Protection Policies of the ALUCP.

- (d) Overflight Compatibility Consistency – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2* (applies to residential projects only). As the application materials do not reflect the real estate disclosure requirements, a condition is included in Exhibit A to ensure compliance.

**WHEREAS**, at its April 27, 2023 meeting, based on the factors listed above and subject to the conditions identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the project be found consistent with the policies and criteria of the San Carlos ALUCP, and included in the motion a note that the Committee has concerns about childcare within Safety Zone 6.

**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 life science/research and development project, including a related rezoning request, for property at 642 Quarry Road, San Carlos, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**Resolution 23-36 – Condition of Consistency Determination:**

1. The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-37 determining that a proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 23-37 determining that a proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded 'Overflight Notification' on the merged parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

### BACKGROUND

Redwood City recently approved an application for redevelopment of a property at 557 E. Bayshore Rd, the former Century Park Theatre site, along E. Bayshore Rd., south of Whipple Ave. This approval includes a condition requiring the project receive a determination that it is consistent with the San Carlos ALUCP.

The proposal includes demolition of existing site improvements and construction of two 5-story residential buildings (480 units total) and a 2-story, 97,000 sf commercial athletic club, including additional outdoor recreation space outdoor (pools, etc.). A 15,000 square foot childcare area is also proposed within the VillaSport facility, available to members only.

- The applicant has provided the following additional information regarding the childcare component:

- VillaSport does not run any type of licensed childcare. The facility provides a dedicated area for kids, VillaKids, which can only be used for up to 2 1/2 hours per day maximum for members only, and a member parent must be onsite while it is being used. The maximum number of children typically accommodated within the onsite facility at one time is generally 19 to 25.
- VillaSport also operates limited summer camps, primarily used by members. Depending on the week and the location, the average number of participants can vary. Last summer, their San Jose location had between 32 to 65 participants per week, with ages ranging from 5-12.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport. Because Redwood City has not yet brought its zoning ordinance into compliance with the San Carlos ALUCP all development projects within AIA B are subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a) and ALUCP Policy GP-10.1. Accordingly, Redwood City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

#### (a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 3**, the subject property 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

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, **Attachment 4**, the project site is located within Safety Zone 6, the traffic pattern zone.

#### Residential Use

According to the Safety Compatibility Criteria listed in ALUCP Table 4-4, **Attachment 5**, residential uses are compatible within Safety Zone 6 without restrictions, so the residential portion of the project is consistent with the safety policies of the ALUCP.

### Fitness Center

In addition to the residential complex, the project also includes a nonresidential component, a commercial fitness center with ancillary childcare services. Per Table 4-4, commercial land uses are generally compatible within Safety Zone 6. Exceptions to this include some defined “Sensitive land Use/Land Uses of Particular Concern”. Relevant Safety Compatibility Policies language is excerpted below:

#### **“Safety Compatibility Policy 3 – Nonresidential Development Criteria**

- e. Though no limit is placed on the intensity of new, nonresidential uses within Safety Zone 6, exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when reviewing development proposals or during mandatory reviews that entail large indoor or outdoor assembly facilities.

#### **Safety Compatibility Policy 4 – Land Uses of Particular Concern**

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4.

Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers are conditionally compatible in Zone 6.

...

- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

While it is noted that the ALUCP separates "assembly" use from other commercial uses, “assembly” use is typically applied to uses such as churches, theaters, amphitheaters, and other large-group meeting places. Since the fitness center members would not be gathered in numbers anywhere near 1,000 people but would instead be actively using the various spaces spread throughout the club, including the outdoor spaces, the facility is characterized as a commercial and/or recreational land use, both of which are identified in Table 4-4 as compatible uses within Safety Zone 6.



Additionally, while the Project includes a childcare component, the use does not fit the definition of a commercial daycare center. The proposed plan to offer limited term childcare (2 ½ hour max. per day/member) is intended as an ancillary amenity for parents, and one that requires that the parents be present onsite at all times using the facilities. Accordingly, the limited term childcare is not a day care center as defined by the ALUCP. It is also not a use that causes the "greatest concern" under the ALUCP, because parents would be available to assist in any emergency situation. Accordingly, it is determined that the daycare component is not a separate use, but rather a part of the overall fitness center and therefore compatible with the Safety Compatibility criteria of the ALUCP.

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

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.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, "by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the residential buildings (which are taller than the athletic club) would be 62 ft – 1 in. tall to the top of the roof parapet. With a ground elevation of approximately 10 ft., the overall height would be 72 ft. – 1 in. above mean sea level (AMSL). As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 6**, the Part 77 Airspace Protection Surface lies at approximately 205-255 ft AMSL, so the proposed project would well below this surface, in compliance with the Airspace Protection policies of the ALUCP. In addition, as shown on San Carlos ALUCP Exhibit 4-4a, **Attachment 7**, the proposed project is well below the FAA notification heights.

### **(d)     Overflight Compatibility Consistency**

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally "buyer awareness" measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport's impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As indicated in the Application Materials, the project will be required to provide "Notice of Airport in Vicinity" to future residents, consistent with Overflight Policy 1. However, compliance with Overflight Policy 2 is not addressed. Accordingly, the following condition is recommended to address this requirement:

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos

ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded 'Overflight Notification' on the merged parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

### ***Airport Land Use Committee***

The Airport Land Use Committee discussed this item at its April 27, 2023 meeting, and recommended that it be determined consistent with the San Carlos ALUCP.

### **ATTACHMENTS**

1. Resolution 23-37

*The following attachments are available to download on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Safety Zones.
5. San Carlos ALUCP Table 4-4 – Safety Compatibility Criteria
6. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
7. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.

## RESOLUTION 23-37

**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 A PROPOSED MIXED-USE PROJECT COMPRISED OF 480-UNIT RESIDENTIAL UNITS AND A 2-STORY COMMERCIAL ATHLETIC CLUB ON PROPERTY LOCATED AT 557 E. BAYSHORE ROAD, REDWOOD CITY, IS 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), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) 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; and

**WHEREAS**, the City of Redwood City recently approved an application for construction of a mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club with ancillary childcare on property located at 557 E. Bayshore Road, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

**WHEREAS**, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. 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 property 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 – As shown on San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6.
  - 1) Residential Use - per San Carlos ALUCP Safety Policy 2, new residential development within Safety Zone 6 is compatible and is not restricted for safety reasons.
  - 2) Fitness Center - per San Carlos ALUCP Table 4-4, commercial and/or recreational land uses are compatible within Safety Zone 6.
  - 3) Commercial day care centers are conditionally compatible in Safety Zone 6 per Safety Compatibility Policy 4. The childcare component offers limited term day

care (2 ½ hour max. per day/member) is intended as an ancillary amenity for parents and requires that the parents be present onsite at all times using the facilities. Accordingly, the limited term childcare is not a commercial day care center as defined by the ALUCP and is compatible as an ancillary use.

- (c) Airspace Protection Policy Consistency – In order to be deemed consistent with the ALUCP, the maximum height of a new building 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 the filing of Form 7460-1.

As proposed, the tallest structures, the residential buildings, would have a maximum height of 72 ft – 1 in. above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 205-255 ft AMSL, so the proposed project would well below this surface, in compliance with the Airspace Protection policies of the ALUCP. In addition, per San Carlos ALUCP Exhibit 4-4a, the proposed project height is well below the FAA notification heights.

- (d) Overflight Compatibility Consistency – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2*. The application materials acknowledge the need to comply with Overflight Policy 1, and a condition is included in Exhibit A, attached to this consistency determination, to ensure compliance with Overflight Policy 2.

**WHEREAS**, at its April 27, 2023 meeting, based on the factors listed above and subject to inclusion of the condition identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the project be found consistent with the policies and criteria of the San Carlos ALUCP.

**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 mixed-use project at 557 E. Bayshore Road, Redwood City, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**Resolution 23-37 – Condition of Consistency Determination:**

1. The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on each residential parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-38 determining that a proposed life science/research & development project, including a related rezoning request, for property at 841 Old County Road, San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 23-38 determining that a proposed life science/research & development project, including a related rezoning request, for property at 841 Old County Road, San Carlos, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard”.
- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

### BACKGROUND

The City of San Carlos is processing an application for a property at 841 Old County Road, between Branston Rd. and Commercial St. The proposal includes a rezoning request to change the zoning to Planned Development to adjust certain development standards, including height and floor area ratio, in order to accommodate a life science/research & development project on the site. The proposal includes two buildings, one four-story and one five-story, over two subterranean levels of parking.

The project falls within Airport Influence Area (AIA) B, the Project referral area for San Carlos 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). Accordingly, the City of San Carlos has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies, and (d) overflight notification. The following sections address each issue.

#### (a) Noise Policy Consistency Analysis

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 3**, the subject property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the Noise Policies of the 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 ALUCP Exh. 4-3, **Attachment 4**, the project site is located within Safety Zone 6. Safety Zone 6 does not limit nonresidential intensities and does not restrict office or medical/biological research facilities. As a result, the proposed project is consistent with the safety policies and criteria.

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

##### Structure Heights

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 (**Attachment 5**); 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 Form 7460-1.

As proposed, the taller building would be a maximum of 113' to the top of the roof-mounted equipment. With a ground elevation of approximately 19 feet above mean sea level (AMSL), the overall height of the tallest building would be 132 feet AMSL. Per Exhibit 4-4, the airspace protection surface above the project site lies at 155' AMSL, so the proposed project would be below this surface. However, as shown on ALUCP Exh. 4-4a, **Attachment 6**, the Project is located in an area where projects greater than 30-65 feet in height require FAA notification. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos 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 Airspace Protection Policy 6, 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; or
- 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 proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

#### **(d) Overflight Policy Consistency Analysis – Real Estate Disclosure Area**

The Project Area is 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.

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.



### ***Airport Land Use Committee***

The Airport Land Use Committee discussed this item at its April 27, 2023 meeting, and unanimously recommended that it be determined consistent with the San Carlos ALUCP.

### **ATTACHMENTS**

1. Resolution 23-38

*The following attachments are available to download on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Airport Safety Zones
5. San Carlos ALUCP Exh. 4-4 – FAA Part 77 Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4a – FAA Notification Area

## RESOLUTION 23-38

**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 A PROPOSED LIFE SCIENCE/RESEARCH & DEVELOPMENT PROJECT, INCLUDING A RELATED REZONING REQUEST, FOR PROPERTY AT 841 OLD COUNTY ROAD, SAN CARLOS, IS 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), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) 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; and

**WHEREAS**, the City of San Carlos is processing an application for a life science/research & development project, including a related rezoning request, for property at 841 Old County Road, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

**WHEREAS**, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. 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 property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Policy Consistency – Per San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6. Safety Zone 6 does not limit nonresidential intensities and does not restrict office or medical/biological research facilities, so the proposed project is consistent with the safety policies and criteria.
- (c) Airspace Protection Policy Consistency – In order to be deemed consistent with the ALUCP, the maximum height of a new building 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 the filing of Form 7460-1.

As proposed, the tallest building in the project would have an overall maximum height of 132 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 155 ft AMSL, so the proposed project would be below this surface, in compliance with the Airspace Protection policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-4a, the project sponsor is required to file Form 7460-1 with the FAA for a hazard determination. This requirement is included as a condition of this consistency determination and is included in Exhibit A, attached.

- (d) Overflight Compatibility Consistency – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2* (applies to residential projects only). As the application materials do not reflect the real estate disclosure requirements, a condition is included in Exhibit A to ensure compliance.

**WHEREAS**, at its April 27, 2023 meeting, based on the factors listed above and subject to the conditions identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the project be found consistent with the policies and criteria of the San Carlos ALUCP.

**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 conditions contained in Exhibit A, attached, the proposed life science/research & development project, including related rezoning request, for property at 841 Old County Road, San Carlos, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**Resolution 23-38 – Condition 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 San Carlos an FAA “Determination of No Hazard”.
2. The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-39 determining that a proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 23-39 determining that a proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- *The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the residential parcels as a condition of approval in order to provide a permanent form of overflight notification to future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)*

### BACKGROUND/PROJECT DESCRIPTION

The proposal includes redevelopment of a 3.5-acre site at the southwest corner of Whipple Ave. and Arguello St. in Redwood City. The proposed mixed-use project is comprised of the following: a three-story, 33-unit, multi-family affordable housing component; two connected four-story office buildings totaling approx. 300,000 sf with 3 levels of subterranean parking; and a single-story, 4,132 sf childcare building with related outdoor play area, intended to accommodate 30 children.

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Carlos Airport. California Public Utilities Code Section 21676(b) 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 ALUCP Policy GP-10.1, since Redwood City has not amended its Zoning Ordinance to reflect the policies and requirements of the current ALUCP all proposed development projects within AIA B are subject to ALUC review. In accordance with these

requirements, Redwood City has referred the subject development project for a determination of consistency with the San Carlos ALUCP.

## **DISCUSSION**

### ALUCP Consistency Evaluation

The San Carlos ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) 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 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies.

As shown on **Attachment 3**, the subject property lies outside the bounds of the 60dB CNEL contour, and therefore is consistent with the ALUCP noise policies and criteria.

#### ***(b) Safety Compatibility***

The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 4**, the project site is located within Safety Zone 6, the traffic pattern zone.

According to the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, residential and office use are compatible uses within Safety Zone 6, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in Table 4-4 as a conditionally compatible use. Safety Policy 4 applies to review of “Land Uses of Particular Concern”, with relevant discussion cited below:

#### **“Safety Compatibility Policy 4 - Land Uses of Particular Concern**

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4. Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers are conditionally compatible in Zone 6.

...

- h. Generally, no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

As noted above, while daycare uses are listed as conditional in the San Carlos ALUCP within Safety Zone 6, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed. As a result, to assist in this determination, staff requested our on-call ALUC consultants review the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance.

A review of seven ALUCPs revealed that there is not a consistent approach to how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre. In addition, some ALUCPs exempt “ancillary uses” – those that occupy less than 10% of the total floor area – from the intensity calculations.

The consultant’s review also noted the following: “The 2011 Handbook specifically recommends limiting “large day care centers” in Safety Zone 6 and a maximum intensity of 200 to 300 people per acre when occurring in a suburban setting. However, if the airport environs are more urbanized, then no maximum intensity is recommended as a condition. Safety Zone 6 typically encompasses the area underlying a general aviation airport’s traffic pattern, generally away from the runway ends and extended runway centerline where aircraft accidents tend to be concentrated. The risks associated with potential aviation accidents are considered relatively low in these areas, and the more densely developed the airport environs, the lower a community’s potential occurrences of available sites outside the traffic pattern. For this reason, the most restrictive conditions on childcare facilities may not be appropriate for the San Carlos Airport environs.”

Given this overall guidance, the following analysis of the proposed childcare facility is provided:

The facility would occupy a total of 6,982 sq. (4,132 sf bldg. + 2,850 sf play area), resulting in an intensity of 187 children/acre, which is below the threshold identified in the 2011 Handbook for even a suburban setting.

$$\begin{aligned} 43,560/6,982 &= 6.2389 \\ 30 \text{ (children)} \times 6.2389 &= 187 \text{ children/acre} \end{aligned}$$

Additionally, this is a small facility in an urban environment on the outer edge of the safety zone boundary. Accordingly, it is recommended that the childcare portion of the project be found consistent with the Safety Policies and criteria of the San Carlos ALUCP and with guidance found in the 2011 California Airport Land Use Handbook.

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

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.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower or (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, “by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the 4-story office buildings, which are the tallest structures, would be 88 feet above mean sea level (AMSL) to the top of mechanical penthouse. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 5**, the Part 77 Airspace Protection Surface lies at approximately 205-255 ft AMSL, so the proposed project would be well below this surface. In addition, as shown on San Carlos ALUCP Exhibit 4-4a, **Attachment 6**, the proposed project is below the FAA notification heights of 100-150 ft. Therefore, the proposed project is consistent with the Airspace Protection policies of the ALUCP.

**(d)     *Overflight Compatibility Consistency***

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As indicated in the Application Materials, the project will be required to provide “Notice of Airport in Vicinity” to future residents, consistent with Overflight Policy 1. However, compliance with Overflight Policy 2 is not addressed. Accordingly, the following condition is recommended to ensure compliance:

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the residential parcels as a condition of approval in order to provide a permanent form of overflight notification to future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)



### ***Airport Land Use Committee***

The Airport Land Use Committee discussed this item at its April 27, 2023 meeting, and recommended that it be determined consistent with the San Carlos ALUCP based on the factors described above and subject to the condition noted.

### **ATTACHMENTS**

1. Resolution 23-39

*The following attachments are available to download on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Safety Zones.
5. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.

## RESOLUTION 23-39

**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 A PROPOSED MIXED-USE DEVELOPMENT COMPRISED OF AFFORDABLE HOUSING, OFFICE AND CHILDCARE AT 1125 ARGUELLO STREET, REDWOOD CITY, IS 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), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) 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; and

**WHEREAS**, Redwood City is processing an application for a mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

**WHEREAS**, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. 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 property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Policy Consistency – Per San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6. According to the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, residential and office use are compatible uses within Safety Zone 6, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in the ALUCP as a conditionally compatible use in Safety Zone 6, with no specific criteria identified. The 2011 California Airport Land Use Planning Handbook recommends a maximum intensity of 200 to 300 people per acre for childcare centers within Safety Zone 6 when occurring in a suburban setting; the Handbook does not recommend an intensity criterion for more urbanized settings.

The childcare center is determined to be compatible with the Safety criteria of the ALUCP based on the intensity of the facility, 187 children/acre, as well as the fact that the project site is an urban environment, situated on the outer edge of the safety zone.

- (c) Airspace Protection Policy Consistency – In order to be deemed consistent with the ALUCP, the maximum height of a new building 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 the filing of Form 7460-1.

As proposed, the tallest buildings in the project would have an overall maximum height of 88 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface above the site lies at approximately 205-255 ft AMSL, so the proposed project would well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-4a, the project sponsor is also below the FAA notification heights of 100-150 ft. Therefore, the proposed project is consistent with the Airspace Protection policies of the ALUCP.

- (d) Overflight Compatibility Consistency – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2*. The application materials acknowledge the need to comply with Overflight Policy 1, and a condition is included in Exhibit A, attached to this consistency determination, to ensure compliance with Overflight Policy 2.

**WHEREAS**, at its April 27, 2023 meeting, based on the factors listed above and subject to the condition identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the project be found consistent with the policies and criteria of the San Carlos ALUCP.

**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 mixed-use development at 1125 Arguello St., Redwood City, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**Resolution 23-39 – Condition of Consistency Determination:**

1. The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the residential parcels as a condition of approval in order to provide a permanent form of overflight notification to future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

## **C/CAG AGENDA REPORT**

**Date:** May 11, 2023

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

**From:** Sean Charpentier, Executive Director

**Subject:** Review and approval of Resolution 23-40 authorizing the C/CAG Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates, Inc. to provide supplementary Smart Corridor Northern Cities Design Support for an additional \$99,000, for a new not to exceed amount of \$449,000.

(For further information or questions, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### **RECOMMENDATION**

That the Board review and approve Resolution 23-40 authorizing the C/CAG Executive Director to execute Amendment No. 2 with Kimley-Horn and Associates, Inc. to provide supplementary Smart Corridor Northern Cities Design Support for an additional \$99,000, for a new not to exceed amount of \$449,000.

### **FISCAL IMPACT**

If approved, Amendment No. 2 would add \$99,000 to the contract, bringing the not to exceed contract amount to \$449,000. Funding for Amendment No. 2 would come from the local Measure M dollars.

### **SOURCE OF FUNDS**

This agreement is funded with a combination of Transportation Fund for Clean Air money, Caltrans' Local Partnership Planning grant and Measure M fund, the San Mateo County \$10 vehicle registration fee. Funding for Amendment No. 2 would come from the local Measure M dollars.

### **BACKGROUND**

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

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, with the South San Francisco segment currently in construction, the Northern Cities segment is the next segment of the Smart Corridor project. The project is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, the City/County Association of Governments of San Mateo (C/CAG), and the California Department of Transportation. The project corridors include Junipero Serra Blvd, Southgate Ave., Serramonte Blvd., Bayshore Blvd., and Tunnel Ave. A map of the Northern Cities project corridors is included as Attachment 1 to the staff report.

On December 9, 2021, the C/CAG Board authorized the C/CAG Executive Director to execute an agreement with Kimley-Horn and Associates in the amount of \$350,000 to provide design services to complete Plans, Specifications, and Estimates (PS&E) for the Northern Cities expansion. Amendment No. 1, which adjusted the budgets between project tasks without any cost increase, was executed on September 1, 2022.

Under this agreement, Kimley-Horn completed the 100% PS&E in April 2023. Leading up the 100% PS&E, C/CAG and Kimley-Horn determined that additional effort was needed to complete the preparation of the PS&E package. Due to the improvements impacting multiple jurisdictions, there is a great amount of stakeholder input and follow-up correspondence. The Kimley-Horn team also responded to higher-than-anticipated rounds of feedback from project partners to gain concurrence on the design and to ensure a final construction-ready PS&E package. Under this new amendment, a portion of the budget has been set aside to bring contract documents up to the 2023 Caltrans Standards, which is set to be implemented in July 2023. Further, some efforts are budgeted to address potential comments from Caltrans during the funding allocation process.

Staff recommends that the C/CAG Board approves Amendment No. 2 by adding \$99,000 to the Kimley-Horn contract, bringing the not to exceed amount to \$449,000.

#### **ATTACHMENTS**

1. Resolution 23-40
2. Northern Cities project corridors map
3. Draft Amendment No. 2 (*The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/>*)

## RESOLUTION 23-40

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 2 WITH KIMLEY-HORN AND ASSOCIATES, INC. TO PROVIDE SUPPLEMENTARY SMART CORRIDOR NORTHERN CITIES DESIGN SUPPORT FOR AN ADDITIONAL \$99,000, FOR A NEW NOT TO EXCEED AMOUNT OF \$449,000.**

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

**WHEREAS**, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

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

**WHEREAS**, the Smart Corridor Northern Extension continues the implementation efforts along the US 101 corridor to the San Francisco County line and on Interstate 280 from Interstate 380 to the San Francisco County line in the cities of Daly City and Brisbane, and Town of Colma; and

**WHEREAS**, a complete Plans, Specifications and Estimates (PS&E) bid package is necessary prior to the California Transportation Commission (CTC) approving funds for the project to advance to the construction phase; and

**WHEREAS**, in January 2022, C/CAG entered into a 2-year agreement with Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities PS&E and Design Support Services at an amount not to exceed \$350,000; and

**WHEREAS**, Amendment No. 1, executed on September 1, 2022, adjusted the budgets between Tasks 2, 3, 4, 5, and 6 with no cost increase; and

**WHEREAS**, CAG desires to add \$99,000 to the contract with Kimley-Horn and Associates, Inc., to cover additional scope from a great amount of stakeholder input and necessary follow up correspondence. This results in a contract not-to-exceed amount of \$449,000; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute Amendment No. 2 to the Agreement between C/CAG and Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities PS&E and Design Support Services, adding \$99,000 to the contract for a new not to exceed amount of \$449,000. Be it further resolve that the C/CAG Executive Director is authorized to negotiate the final terms of the said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

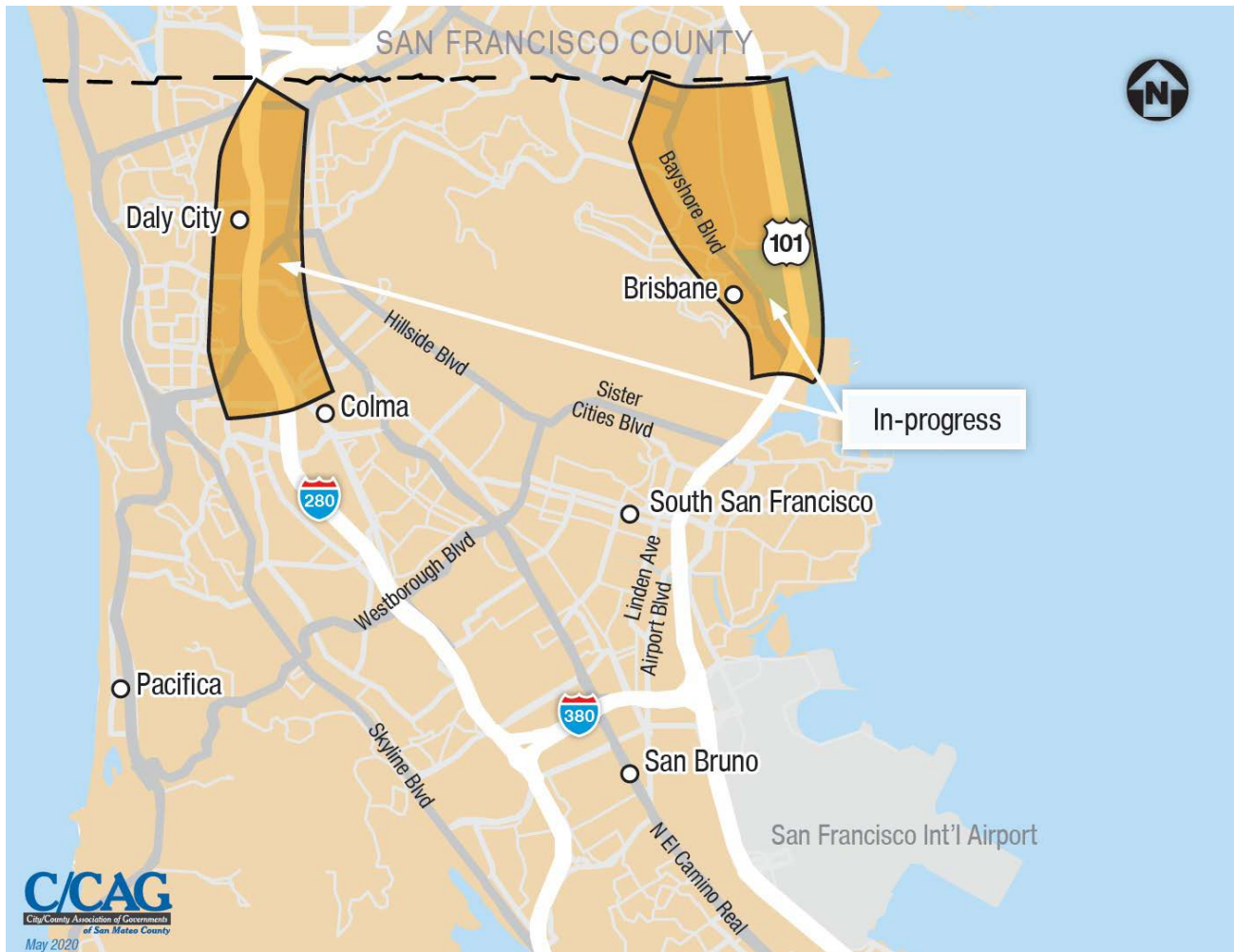
**PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY, 2023**

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*Davina Hurt, Chair*



Northern Cities Project Limits



## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of the Agreement with Brown and Caldwell for technical support to develop the San Mateo County OneWatershed Framework and Community-Led Resilience Plan in Fiscal Year 2022-23 for an amount not to exceed \$20,000.

(For further information or response to questions, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board receive a copy of the Agreement with Brown and Caldwell for technical support to develop the San Mateo County OneWatershed Framework and Community-Led Resilience Plan in Fiscal Year 2022-23 for an amount not to exceed \$20,000.

### FISCAL IMPACT

Not to exceed of \$20,000 for Fiscal Year 2022-23, consistent with the C/CAG Board approved annual C/CAG Program Budget for Fiscal Year 2022-23.

### SOURCE OF FUNDS

NPDES parcel fees.

### BACKGROUND

The primary function of the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP/the Program) is to support C/CAG's member agencies and the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) comply with state and federally mandated water quality requirements included in the Municipal Regional Stormwater Permit (MRP), administered by the San Francisco Bay Regional Water Quality Control Board. A significant area of focus for the Program in recent years has been developing Green Infrastructure Plans and supporting analyses for each municipality. Building on SMCWPPP's prior green stormwater infrastructure planning efforts, especially the San Mateo Countywide Stormwater Resources Plan, Sustainable Streets Master Plan, and Advancing Regional-Scale Stormwater Management in San Mateo County Project, C/CAG staff have evaluated a new opportunity to advance prior planning work and to consider additional project opportunity and assessment factors focusing on climate change resilience and adaptation at a subwatershed scale. C/CAG staff see this as an important opportunity to leverage prior planning resources and to ensure the Program and the San Mateo County Co-permittees develop and implement Green Infrastructure Plans that achieve cost-effective compliance under the MRP, build new partnerships with relevant public agencies and community organizations, and ensure that communities in San Mateo County are appropriately planning for current and future climate change impacts, especially with respect to precipitation and heat.

The Governor’s Office of Planning and Research Integrated Climate Adaptation and Resilience Program (ICARP) Adaptation Planning Grant Program (APGP) solicitation was released in January 2023 and C/CAG staff, working with representatives from OneShoreline, County Office of Sustainability, the Bay Area Water Supply and Conservation Agency (BAWSCA), the City of San Bruno, the City of South San Francisco’s Water Quality Control Plant, and Climate Resilient Communities (a Community-Based Organization operating primarily in East Palo Alto, North Fair Oaks, and Belle Haven in Menlo Park), developed a concept in response to the solicitation for a proposed *San Mateo County OneWatershed Framework and Community-Led Resilience Plan* under the ICARP AGRP grant. This effort would leverage prior green stormwater infrastructure planning work to create:

- A framework for evaluating future shared-risk to water infrastructure (stormwater, water supply, sewer), focusing on flood risk, drought impacts and potential for compound effects of sea level rise and emergent ground water in low lying areas of San Mateo County, and a baseline water infrastructure inventory for identifying and prioritizing multi-benefit water infrastructure projects;
- An Equity Priority Community-focused engagement process to support project planning and prioritization based on climate risks in the most vulnerable communities; and
- A sub-watershed scale climate resilience plan and report with enhanced shared-risk assessment of priority multi-benefit stormwater capture projects at a site, street and regional scale (including updated watershed modeling leveraging C/CAG’s previous downscaled climate modeling of future storm increases) for the San Bruno Creek Watershed area.

After developing the project concept proposal with members from the above proposed co-applicants and representative organizations, C/CAG staff led an effort to conduct outreach and requests for quotes from three firms to provide application support on the grant submittal by the deadline of March 31, 2023. After receiving three proposals for qualifications and scopes/rates, C/CAG staff proposed executing an Agreement with Brown and Caldwell, an engineering firm with significant experience in “OneWater” and related green infrastructure and integrated water resilience planning at a local and national scale, to support the application process. Consistent with C/CAG’s procurement policies, C/CAG’s Executive Director executed a contract for a not to exceed amount of \$20,000, consistent with C/CAG’s adopted C/CAG FY22-23 Program Budget, to develop and submit the ICARP application by March 31, 2023 (Attachment 1).

#### **ATTACHMENTS**

1. Agreement with Brown and Caldwell to develop the San Mateo County OneWatershed Framework and Community-Led Resilience Plan project

**AGREEMENT BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
AND  
BROWN AND CALDWELL**

This Agreement entered this day of **March 9, 2023**, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency whose members include the County of San Mateo and the twenty incorporated cities and towns within San Mateo County, hereinafter called “C/CAG,” and BROWN AND CALDWELL, hereinafter called “Consultant”.

**WHEREAS**, C/CAG, is the Congestion Management Agency for San Mateo County and administers the Countywide Water Pollution Prevention Program in support of its member agencies’ compliance with federal and state mandated municipal stormwater permit requirements; and

**WHEREAS**, C/CAG staff has led several multi-scale, multi-benefit green stormwater infrastructure planning efforts in recent years to address water quality goals for creeks leading to the Pacific Ocean and the San Francisco Bay, to mitigate the projected impacts of climate change on local storm drain and transportation infrastructure, and to seek opportunities to capture and utilize stormwater runoff during periodic drought; and

**WHEREAS**, C/CAG staff has convened a group of partner agencies in San Mateo County representing stormwater, water supply, and sewer infrastructure management to propose a grant application under the Governor’s Office of Planning and Research Integrated Climate Adaptation and Resiliency Program Adaptation Planning Grant to develop a “OneWatershed” shared-risk multi-hazard climate evaluation framework and a sub-watershed scale enhanced resilience plan for the San Bruno Creek Watershed area, that will leverage C/CAG’s prior green stormwater infrastructure planning efforts, increase multi-jurisdictional and multi-agency coordination, elevate community engagement and co-creation with the most vulnerable communities, and provide an additional set of tools for addressing climate adaptation capacity and additional infrastructure needs with respect to climate risk to water infrastructure in San Mateo County; and

**WHEREAS**, C/CAG is the proposed lead applicant for the grant and staff recommends procuring Consultant services to assist in developing the application for the proposed grant concept; and

**WHEREAS**, C/CAG staff has conducted a minimum of three phone surveys to interested firms, consistent with C/CAG’s procurement policy, and has determined Consultant has the requisite qualifications to perform this work; and

*City/County Association of Governments of San Mateo County*

**WHEREAS**, the total amount available to Consultant to complete this work is not to exceed \$20,000, consistent with C/CAG's 2022-23 adopted program budget.

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

1. **Services to be provided by CONSULTANT.** Consultant agrees to provide services consistent with the scope of work contained in Exhibit A (the "Services") and at hourly rates contained in Exhibit B. Consultant shall perform the Services in accordance with generally accepted engineering practices and standards in effect when the Services are rendered.
2. **Payments.**
  - a. In consideration of the Services rendered with all terms, conditions, and specifications set forth herein, in Exhibit A and Exhibit B, and in any subsequent task orders executed under the governance of this agreement, C/CAG shall reimburse Consultant on a time and materials basis based on the cost proposal set forth in Exhibit A and the rates set forth in Exhibit B. The total amount of payment by C/CAG shall not exceed \$20,000 for Services provided during the Contract Term set forth below. Payments shall be made to Consultant monthly based on an invoice submitted by Consultant. C/CAG will reimburse Consultant only for actual allowable costs that are incurred in accordance with the provisions of this Agreement.
  - b. Invoices shall include names of personnel performing work; dates and times of project work; locations of project work; itemized costs, including identification of personnel providing services during the period of the invoice, number of hours and hourly rates for each employee or contractor, authorized travel expenses with receipts, and receipts for authorized materials or supplies; and a written progress report detailing the work completed during the period of the invoice.
3. **Contract Materials.** At the end of this Agreement, or in the event of termination, all finished or unfinished documents, data, studies, maps, photographs, reports, and other written materials (collectively referred to as "contract materials") prepared by Consultant under this Agreement shall become the property of C/CAG and shall be promptly delivered to C/CAG. Use of any unfinished contract materials is at C/CAG's sole risk without liability or legal exposure to Consultant. Upon termination, Consultant may make and retain a copy of such contract materials if permitted by law.
4. **Relationship of the Parties.** It is understood that Consultant is an Independent Consultant and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Consultant.
5. **Non-Assignability.** Consultant shall not assign this Agreement or any portion thereof to a third party, or subcontract with a third party, without the prior written consent of the C/CAG Executive Director. Any such assignment or subcontract without the C/CAG Executive Director's prior written consent shall give C/CAG the right to automatically and immediately terminate this Agreement without penalty or advance notice.

*City/County Association of Governments of San Mateo County*

6. **Contract Term.** This Agreement shall be in effect as of March 9, 2023 and shall terminate on April 1, 2023; provided, however, the C/CAG Chairperson 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. Such payment shall be that prorated portion of the full payment determined by comparing the work actually completed to the work required by the Agreement.

7. **Hold Harmless/ Indemnity.**

- a. *General.* Consultant shall indemnify and save harmless C/CAG and its officers, employees, and servants from all claims, suits, or actions of every name, kind, and description to the extent caused by Consultant's negligence in the performance of this Agreement for, or on account of, any of the following: (A) injuries to or death of any person, including Consultant or its employees/officers; (B) damage to any property of any kind whatsoever and to whomsoever belonging; (C) any sanctions, penalties, or claims of damages resulting from Consultant's failure to comply, if applicable, with the requirements set forth in the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and all Federal regulations promulgated thereunder, as amended; or (D) any other loss or cost. However, Consultant's duty to indemnify and save harmless under this Section shall not apply to injuries or damage to the extent caused by the negligence or willful misconduct of C/CAG and/or its officers, employees, or servants.

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

- b. *Intellectual Property.* Consultant hereby certifies that it owns, controls, and/or licenses and retains all right, title, and/or interest in and to any intellectual property it uses in relation to this Agreement, including the design, look, feel, features, source code, content, and/or other technology relating to any part of the services it provides under this Agreement and including all related patents, inventions, trademarks, and copyrights, all applications therefor, and all trade names, service marks, know how, and trade secrets (collectively referred to as "IP Rights") except as otherwise noted by this Agreement.

Consultant warrants that the services it provides under this Agreement do not infringe, violate, trespass, or constitute the unauthorized use or misappropriation of any IP Rights of any third party. Consultant shall defend, indemnify, and hold harmless C/CAG from and against all liabilities, costs, damages, losses, and expenses (including reasonable attorney fees) arising out of or related to any claim by a third party that the services provided under this Agreement infringe or violate any third-party's IP Rights provided any such right is enforceable in the United States. Consultant's duty to defend, indemnify, and hold harmless under this Section applies only provided that: (a) C/CAG notifies Consultant promptly in writing of any notice of any such third-party claim; (b) C/CAG cooperates with Consultant, at Consultant's expense, in all reasonable respects in connection with the investigation and defense of



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any such third-party claim; (c) Consultant retains sole control of the defense of any action on any such claim and all negotiations for its settlement or compromise (provided that any settlement permitted under this Section shall not impose any financial or other obligation on C/CAG, impair any right of C/CAG, or contain any stipulation, admission, or acknowledgement of wrongdoing on the part of C/CAG without C/CAG's prior written consent, not to be unreasonably withheld); and (d) should services under this Agreement become, or in Consultant's opinion be likely to become, the subject of such a claim, or in the event such a third party claim or threatened claim causes C/CAG's reasonable use of the services under this Agreement to be seriously endangered or disrupted, Consultant shall, at Consultant's option and expense, either: (i) procure for C/CAG the right to continue using the services without infringement or (ii) replace or modify the services so that they become non-infringing but remain functionally equivalent.

Notwithstanding anything in this Section to the contrary, Consultant will have no obligation or liability to C/CAG under this Section to the extent any otherwise covered claim is based upon: (a) any aspects of the services under this Agreement which have been specifically required by C/CAG or modified by or for C/CAG (other than modification performed by, or at the direction of, Consultant) in such a way as to cause the alleged infringement at issue; and/or (b) any aspects of the services under this Agreement which have been used by C/CAG in a manner prohibited by this Agreement.

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

**8. Insurance.**

- a. *General Requirements.* Consultant or its subconsultants performing the services on behalf of Consultant shall not commence work under this Agreement until all insurance required under this section has been obtained. Consultant shall use diligence to obtain such insurance. Consultant shall furnish C/CAG with Certificates of Insurance evidencing the required coverage and the Commercial General Liability and Motor Vehicle Liability shall be endorsed to include the contractual liability assumed by Consultant pursuant to this Agreement. These Certificates shall specify or be endorsed to provide that thirty (30) days' notice must be given, in writing, to C/CAG of non-renewal or cancellation.
- b. *Workers' Compensation and Employer Liability Insurance.* Consultant shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage. In signing this Agreement, Consultant certifies, as required by Section 1861 of the California Labor Code, that (a) it is aware of the provisions of Section 3700 of the California Labor Code, which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of the Labor Code, and (b) it will comply with such provisions before commencing the performance of work under this Agreement.

City/County Association of Governments of San Mateo County

- c. *Liability Insurance.* Consultant shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect Consultant, its employees, officers and agents while performing work covered by this Agreement from claims for damages for bodily injury, including accidental death, as well as claims for property damage that are caused by Consultant's operations under this Agreement, whether such operations be by Consultant or by any sub-consultant or by anyone directly or indirectly employed by either of them. Such insurance shall be combined single limit bodily injury and property damage for each occurrence and shall be not less than \$1,000,000 unless another amount is specified below and approved by C/CAG Staff.
- d. *Insurance Limits; Insured Entities; Breach.* Required insurance shall include:

|                                    | Required Amount | Approval by C/CAG Staff if under \$ 1,000,000 |
|------------------------------------|-----------------|---|
| 1. Comprehensive General Liability | \$ 1,000,000    | _____   |
| 2. Workers' Compensation           | \$ Statutory    | _____   |
| 3. Professional Liability          | \$1,000,000     | _____   |
| 4. Motor Vehicle Liability         | \$1,000,000     | _____   |

Except Workers' Compensation and Professional Liability, C/CAG and its officers, agents, employees and servants shall be named as additional insured on any such policies of insurance, which shall also contain a provision that the insurance afforded thereby to C/CAG, its officers, agents, employees, and servants shall be primary insurance to the full limits of liability of the policy, and that if C/CAG, or its officers, agents, employees, and servants have other insurance against a loss covered by such a policy, such other insurance shall be excess insurance only.

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

9. **Compliance with All Laws.** Consultant shall at all times comply with all applicable federal, state, San Mateo County, and municipal laws, ordinances, and regulations, including without limitation those regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973. In the event of a conflict between the terms of this Agreement and any applicable State, Federal, San Mateo County, or municipal law or regulation, the requirements of the applicable law or regulation will take precedence over the requirements set forth in this Agreement. Consultant will timely and accurately complete, sign, and submit all necessary documentation of compliance.
10. **Non-discrimination.** The Consultant and any subconsultants performing the services on



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behalf of the Consultant shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.

11. **Substitutions:** If specific people are identified in Exhibit A as working on this Agreement, Consultant will not assign others to work in their place without the prior written consent of the C/CAG Executive Director. Any substitution shall be with a person of commensurate experience and knowledge unless otherwise authorized by the C/CAG Executive Director.
12. **Sole Property of C/CAG:** Work products of Consultant which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Consultant shall not be liable for C/CAG's use, modification or re-use of products without Consultant's participation or for purpose other than those specifically intended pursuant to this Agreement.
13. **Access to Records.** C/CAG, or any of its duly authorized representatives, shall have access to any books, documents, papers, and records of Consultant which are directly pertinent to this Agreement for the purpose of conducting audits or examinations or making excerpts or transcriptions.
14. **Record Retention; Right to Monitor and Audit.**
  - a. Consultant shall maintain all required records relating to services provided under this Agreement for three (3) years after C/CAG makes final payment and all other pending matters are closed, and Consultant shall be subject to the examination and/or audit by C/CAG, a Federal grantor agency, and the State of California.
  - b. Consultant shall comply with all program and fiscal reporting requirements set forth by applicable Federal, State, and local agencies and as required by C/CAG.
  - c. Consultant agrees upon reasonable notice to provide to C/CAG, to any Federal or State department having monitoring or review authority, to C/CAG's authorized representative, and/or to any of their respective audit agencies access to and the right to examine all records and documents necessary to determine compliance with relevant Federal, State, and local statutes, rules, and regulations, to determine compliance with this Agreement, and to evaluate the quality, appropriateness, and timeliness of services performed.
15. **Permits/Licenses.** If any license, permit, or approval is required to perform the work or services required by this Agreement, Consultant bears the responsibility to obtain said license, permit, or approval from the relevant agency at Consultant's own expense prior to commencement of said work/services. Failure to do so will result in forfeit of any right to compensation under this Agreement.
16. **Merger Clause.** This Agreement, including Exhibits A and B attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and

*City/County Association of Governments of San Mateo County*

obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this Agreement are not binding. All subsequent modifications shall be in writing and signed by the C/CAG Chairperson. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.

17. **Governing Law.** This Agreement shall be governed by the laws of the State of California, without regard to its choice of law rules, and any suit or action initiated by either party shall be brought in the County of San Mateo, California.
18. **Notices.** All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County  
555 County Center, 5th Floor  
Redwood City, CA 94063  
Attention: Reid Bogert

Notices required to be given to the CONSULTANT shall be addressed as follows:

Brown and Caldwell  
111 West Saint John Street, Suite 1040  
San Jose, CA 95113  
Attention: Julia Schmitt

*City/County Association of Governments of San Mateo County*

IN WITNESS WHEREOF, the parties hereto have affixed their hands on the day and year first above written.

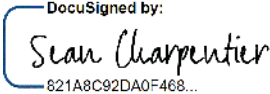
**Brown and Caldwell (Consultant)**

By  \_\_\_\_\_  
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Date

**City/County Association of Governments of San Mateo County (C/CAG)**

By  \_\_\_\_\_  
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3/9/2023

Sean Charpentier  
C/CAG Executive Director

\_\_\_\_\_  
Date

**C/CAG Legal Counsel**

By  \_\_\_\_\_  
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Melissa Andrikopoulos, C/CAG Counsel

*City/County Association of Governments of San Mateo County*

Exhibit A

SCOPE OF WORK, BUDGET, AND SCHEDULE

# Project Understanding and Scope and Fee for Grant Funding Application Preparation

*BC will work in partnership with C/CAG, San Mateo Office of Sustainability, and OneShoreline to submit a compelling and innovative grant proposal to fund the creation of a risk-based framework to integrate climate resilience, water resources, natural resources, and equity indicator data to target and prioritize opportunities for risk reduction across agencies with a goal of strengthen community resilience to climate change and potential water scarcity.*

## Background and Purpose

The Governor's Office of Planning and Research has released a call for project proposals under the Integrated Climate Adaptation and Resiliency Program (ICARP) for FY22-23. Grant applications for the Adaptation Planning and Research Program are due on March 31, 2023 and staff from C/CAG's Countywide Stormwater Program, OneShoreline, and the San Mateo County Office of Sustainability have been discussing concepts for bridging the agencies' planning efforts by developing a consolidated framework or database for managing climate and water-related projects and risks. The cross-agency team would leverage grant funds to bring life to these brainstorming discussions and develop a risk-based, multi-hazard climate assessment framework for integrated climate resilient watershed-scale planning in San Mateo County. The BC team would work with the agencies and partners to identify, refine, and evaluate relevant climate-related hazards; potential high-priority hazards include flooding, drought, high heat, water quality, and wildfire. Identifying these risks and potential overlap between agencies will identify opportunity areas for multi-benefit water infrastructure. For example, green stormwater infrastructure at multiple scales can offer a range of social and environmental benefits; if planned and optimized to address risks, it can help increase climate resilience and sustainable stormwater management. The proposed risk-based framework would be piloted in one or more sub-watershed areas of the San Bruno Creek Watershed using an equity-centered community engagement process and would demonstrate the optimization of green stormwater infrastructure at multiple scales for increased climate resilience and sustainable stormwater management.

### Goals:

1. Develop a countywide shared-risk, multi-hazard climate evaluation framework and baseline water infrastructure inventory for identifying and prioritizing multi-benefit water infrastructure projects;
2. Develop an Equity Priority Community-focused engagement process to support project planning and prioritization based on climate risks in the most vulnerable communities; and
3. Develop a sub-watershed scale climate resilience plan – a OneWaterShed Plan Report – with enhanced shared-risk assessment of priority multi-benefit stormwater capture projects at a site, street, and regional scale (including updated watershed modeling leveraging C/CAG's previous downscaled climate modeling of future storm increases) for the San Bruno Creek Watershed area that integrate socio economic data and community perspectives.

## Scope of Services and Schedule

*The BC team will draw from experience co-authoring a successful grant application for StreetsLA's OneInfrastructure Plan project (described below) to support the development of the proposal with the grant writing team from BC, C/CAG, OneShoreline, and the Office of Sustainability (OOS). Our approach with San Mateo County will also involve creating a water infrastructure database and build on C/CAG's past work.*

Grant proposal development will fall into four primary tasks: Project Management, Draft Grant Proposal Development, Outreach, and Final Grant Proposal Review and Submittal. The BC team will lead development of the grant proposal with input and co-authoring from the three agency partners. It is anticipated that C/CAG will be the primary point of contact as the grant application lead agency.

**Task 1: Project Management** This task will involve a virtual project kickoff meeting with up to three BC staff along with weekly coordination calls and written communication between grant proposal partners. A kickoff meeting between the three partners and BC will establish the goals and focus of each grant application narrative question response. The group will settle on desired content and information gaps at a high level and assign roles for filling gaps. The kickoff meeting will also define community-based organizations (CBOs) to involve in Task 3. Following the kickoff meeting, up to two BC staff will conduct one weekly coordination conference call with the three partners to report out on status and review comments/responses. Weekly calls will be scheduled during the kickoff meeting.

**Deliverables:**

- One project invoice.
- Final kickoff meeting agenda and summary.
- Final weekly meeting summary.

**Task 2: Draft Grant Proposal Development** This task will involve preparing written responses to the Grant Application Narrative Questions. Each of these questions is included as a row in Table 1. Table 1 indicates which team member will lead writing a response to each question and defines a deadline for the team lead to submit draft section submittals to the rest of the grant writing team for review.

| Table 1. Grant Application Response Outline and Schedule |  |                           |                |                |
|--|--|---------------------------|----------------|----------------|
| Grant Application Narrative Question                     | Description / Key Info Needs   | Proposed Lead(s)          | Draft deadline | Final deadline |
| Vision Statement   | Goals, objectives, aspirations   | BC                        | 3/10           | 3/15           |
| Community Need & Adaptive Capacity (Part 1)              | How project will involve and enhance capacity of vulnerable communities; | BC                        | 3/20           | 3/24           |
| Community Need & Adaptive Capacity (Part 2)              | How project will expand on existing knowledge and fill info gaps         | BC                        | 3/20           | 3/24           |
| Co-Benefits  | How the project will prioritize co-benefits                              | BC                        | 3/16           | 3/22           |
| Community Partnership                                    | Roles of C/CAG, OneShoreline, and OOS                                    | C/CAG                     | 3/16           | 3/22           |
| Workplan and Budget                                      | Budget justification   | BC                        | 3/22           | 3/27           |
| Letters of Support*                                      | Obtaining letters of support from TAC members / stakeholders             | C/CAG, OOS & OneShoreline | N/A            | 3/27           |
| Outreach to CBOs*  | Exploring CBOs interest and roles in engagement                          | C/CAG, OOS & OneShoreline | N/A            | ongoing        |
| Entire Application                                       | Final reviews to align all sections                                      | all                       | 3/27           | 3/30           |

\*Letters of Support and Outreach to CBOs will involve each agency partner being responsible for 3-4 CBOs or other partners to discuss participation in the grant-funded project and request letters of support from.

**Deliverables:**

- Draft grant application sections.

**Task 3: Outreach to CBOs, Partners, and Letters of Support** BC will assist C/CAG, OOS, and OneShoreline to define roles and information gaps in reaching out to CBOs and other partners and obtaining letters of support. BC will track receipt of letters of support and assist with reminders.

**Deliverables:**

- CBO/partner list spreadsheet including roles/involvement and letter of support tracking in MS Excel

**Task 4: Final Grant Proposal Review and Submittal** BC will compile the grant application narrative questions responses and budget plan into a single package and provide technical and readability, reviews. Each of the partners will then have three business days (Friday to Tuesday) to review the final package, return to BC to revise, and BC will assist in preparing the final grant proposal for C/CAG to submit on March 30, 2023, prior to the March 31 due date.

**Deliverables:**

- One draft and one final grant proposal package.

**General Assumptions:**

- BC will provide task services up the limit of the task budget.
- Deliverables will be submitted electronically.
- Meetings will be virtually attended by use of telecommunication system such as Teams.

## Compensation

An estimated budget for grant application development tasks is included in Table 2 below.

| Table 2. Grant proposal budget                     |           |
|--|-----------|
| Task   | BC Budget |
| Project Management                                 | \$4,800   |
| Draft Grant Proposal Development                   | \$9,175   |
| Outreach to CBOs, Partners, and Letters of Support | \$2,180   |
| Final Grant Proposal                               | \$3,845   |
| Total budget                                       | \$20,000  |

Compensation for services shall be on a time-and-expense basis. Time-related charges will be made at the current staff rate multiplied by 3.2. The current staffing and estimated hours are indicated in Attachment A. Expenses will be billed at cost.

## **Attachment A: Budget, Staffing, and Estimated Hours**





*City/County Association of Governments of San Mateo County*

Exhibit B

CONSULTANT BILLING RATES



# Project Staff Rate Table

111 West Saint John Street, Suite 1040  
San Jose, CA 95113  
T: 408.703.2535

**City/County Association of Governments of San Mateo County**  
OneWatershed Shared-Risk Multi-Hazard Climate Evaluation  
Framework and Sub-Watershed Scale Resilience Plan for San  
Bruno Creek Watershed

| 2023 Calendar Year Staff Rates |                         |          |
|--------------------------------|-------------------------|----------|
| Staff Name                     | Title                   | Rate     |
| Julia Schmitt                  | Project Manager         | \$216.47 |
| Rosey Jencks                   | Strategic Advisor       | \$337.58 |
| Teresa Sprague                 | Climate Adaptation Lead | \$194.00 |
| Jenny Gain                     | OneWater Lead           | \$302.45 |
| Anup Shah                      | Principal in Charge     | \$345.30 |
| Esther Okamura                 | Project Analyst         | \$135.73 |
| Susan Sicora                   | Graphic Designer        | \$167.50 |
| Mary Linskens                  | Readability Review      | \$167.50 |

*Note: Rates are valid through December 31, 2023*

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Review and approval of Resolution 23-41 authorizing the C/CAG Executive Director to execute the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2023-24.

(For more information, please contact Eva Gaye at [egaye@smcgov.org](mailto:egaye@smcgov.org))

### RECOMMENDATION

That the C/CAG Board review and approve Resolution 23-41 authorizing the C/CAG Executive Director to execute the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2023-24.

### FISCAL IMPACT

The project funding for fiscal year 2023-2024 shall not exceed \$798,223. This amount is a partial allocation from the One Bay Area Cycle 3 Grant Program (OBAG 3) which provided a set-aside of \$2,120,000 in STP funding and \$274,669 in local Measure M funding for the San Mateo County Safe Routes to School Program for Fiscal Years FY24-27.

### SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Surface Transportation Program (STP) funds from the One Bay Area Grant Cycle 3 Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County. The total funding of \$798,223 for FY 23-24 is comprised of \$706,267.71 in STP funding and \$91,955.29 in Measure M (local match).

### BACKGROUND

#### Safe Routes to School Program

The San Mateo County Safe Routes to School (SRTS) Program is a collaborative effort between the City County/Association of Governments (C/CAG) of San Mateo and the San Mateo County Office of Education (SMCOE). The program is designed to encourage and enable school children and their

parents to utilize active modes of transportation (walking, bicycling, carpool, and public transit) as a means of getting to school. Through education, on pedestrian and bicycle safety as well as awareness around human impact on the environment, the SRTS program supports schools to implement projects and activities that decrease traffic congestion around school sites, reduce school-related travel emissions, and improve the health, well-being, and safety of student participants.

As the County Transportation Agency (CTA) for San Mateo County, C/CAG receives a combination of federal funding Congestion Mitigation and Air Quality (CMAQ) and local Measure M funding to administer the SRTS program. The San Mateo County Office of Education is the lead agency responsible for managing the day-to-day program operations as well as project implementation of activities.

#### Agreement with the San Mateo County Office of Education

The City/County Association of Governments (C/CAG) of San Mateo began its partnership with the San Mateo County Office of Education (SMCOE) to implement the Safe Routes to School Program in 2010. Since then, SMCOE has successfully delivered the Safe Routes to School programming to students across the county in a variety of ways. Given their overall success with the program, C/CAG has continued its partnership with SMCOE in the form of an annual agreement to continue to deliver the SRTS program in San Mateo County.

In fiscal year 2023-2024, SMCOE proposes to conduct the following activities:

- Continue fostering relationships with schools and agencies that do not have existing Safe Routes to School programs and provide technical assistance to start addressing Safe Routes to School issues at their sites.
- Foster relationships between districts/schools and their respective municipalities to address issues related to student travel.
- Coordinate county-wide walk and roll to school days
- Coordinate bike and pedestrian education in San Mateo County schools
- Provide opportunity for SRTS partners to attend a League Certified Instructor Training to increase the number of practitioners who are certified to teach bike skills to San Mateo County students
- Work with consultant to implement recommendations from 21-22 Youth-Based High Injury Network Analysis
- Coordinate School Travel Fellowship and other opportunities for districts/schools and their respective municipalities to collaborate.

## ATTACHMENTS

1. Resolution 23-41
2. Draft Agreement between C/CAG and SMCOE for FY 2023-2024 (*The document is available for download at the C/CAG website at:*  
<http://ccag.ca.gov/committees/board-of-directors/>)

## **RESOLUTION 23-41**

### **RESOLUTION TO THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AGREEMENT WITH THE SAN MATEO COUNTY OFFICE OF EDUCATION TO ADMINISTER AND MANAGE THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM IN AN AMOUNT NOT TO EXCEED \$798,223 FOR FY 2023-24.**

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

**WHEREAS**, C/CAG is the designated Congestion Management Agency (CMA) responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

**WHEREAS**, C/CAG has determined that the San Mateo County Office of Education will serve as the lead agency to implement the Safe Routes to School Program; and

**WHEREAS**, the overall goal of the Safe Routes to School Program is to enable and encourage children and their parents to walk or bicycle to school by implementing projects and activities to improve health and safety;

**WHEREAS**, C/CAG and the San Mateo County Office of Education wish to enter into an agreement to implement the Safe Routes to School program for FY 2023-2024 in an amount not to exceed \$798,223; and

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute an agreement between C/CAG and the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for FY 2023-24. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

**PASS, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> OF MAY, 2023.**

---

*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-42 adopting the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

(For further information or questions, contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

### RECOMMENDATION

Review and approval of Resolution 23-42 adopting the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

### FISCAL IMPACT

An estimated amount of \$3,219,424 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2023-2024.

### SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2023-2024, San Mateo County will receive \$3,219,424 in Population- Based State Transit Assistance (STA) funding.

### BACKGROUND

Based on the proposed Fiscal Year 2023-2024 State Budget, the Bay Area would receive approximately \$357 million in Revenue-Based and \$197 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

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



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

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities (formally known as Communities of Concern). Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

On February 28, 2018, under MTC Resolution 4321, MTC established the new STA County Block Grant Program strategy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the Lifeline Transportation Program.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution strategy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

The last C/CAG Lifeline Transportation Program Call for Projects (Cycle 6) was administered in 2021. For the 6th cycle, funding requests were undersubscribed with \$1,748,570 being requested and approximately \$3,399,304 available. The remaining funds will be rolled over and stay within San Mateo County.

#### Fiscal Year 2023-24

For Fiscal Year 2023-24, the County share of population-based STA funds is estimated to be \$3,219,424 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical 37% for paratransit and 63% for Lifeline division for Fiscal Year and 2023-24. This would result in approximately \$1,191,186 for paratransit and \$2,028,237 for the Lifeline Transportation Program. On April 5, 2023, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

Using the roll over funding and the anticipated Fiscal Years 2023-2024 revenues, C/CAG staff proposes administering a call for projects upon the completion of two Community-Based Transportation Plan updates (CBTP's) in Southeast San Mateo County and Daly City. The Plans are tentatively scheduled for completion by this summer.

### Recommendation

This proposal was presented to the C/CAG Technical Advisory Committee on April 20<sup>th</sup> and was recommended for approval. The proposal was also presented to the C/CAG Congestion Management and Environmental Committee (CMEQ) on April 24<sup>th</sup>, but the committee couldn't take action due to lack of quorum. However, the committee provided the following comments:

- CMEQ Committee members were interested in reviewing the current performance metrics of current projects funded through the Lifeline Transportation Program.
- The committee also requests a mid-cycle update of the Lifeline Transportation Program call for projects
- Staff will be presenting the call for projects program guideline development to the TAC and CMEQ Committees this fall.

C/CAG Staff requests that the C/CAG Board review and approve Resolution 23-42 adopting the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

### **ATTACHMENTS**

1. Resolution 23-42
2. MTC Resolution No. 4321

## **RESOLUTION 23-42**

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE DISTRIBUTION POLICY FOR FISCAL YEAR 2023-24 STATE TRANSIT ASSISTANCE (STA) POPULATION- BASED FUNDS**

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

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

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

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

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

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

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

**WHEREAS**, the February 2023 MTC projection for the Fiscal Year 2023-24 San Mateo County share of STA Block grant was \$3,219,424; and

**WHEREAS**, because the STA annual funding amounts are projections, the distribution between SamTrans' paratransit program and the C/CAG Lifeline Transportation Program are recommended as percentages as opposed to a specific dollar amount; and

**WHEREAS**, C/CAG staff is proposing to maintain the historical distribution for of 37% for Paratransit and 63% for Lifeline Transportation; and

**WHEREAS**, On April 5, 2023, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal; and

**WHEREAS**, this proposal was recommended by the C/CAG C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 20, 2023; and

**WHEREAS**, the CMEQ Committee members requested that staff provide additional information, including demand and usage of projects receiving Lifeline Transportation Program funds as part of the program guideline development for the next cycle of Lifeline Transportation

Program.

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the City/County Association of Governments of San Mateo County adopt the distribution policy for Fiscal Year 2023-24 State Transit Assistance (STA) Population- Based funds

**PASSED, APPROVED, AND ADOPTED, THIS ELEVENTH DAY OF MAY 2023.**

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*Davina Hurt, Chair*

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C  
02/23/22-C

### ABSTRACT

Resolution No. 4321, Revised

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

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

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

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

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

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

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

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

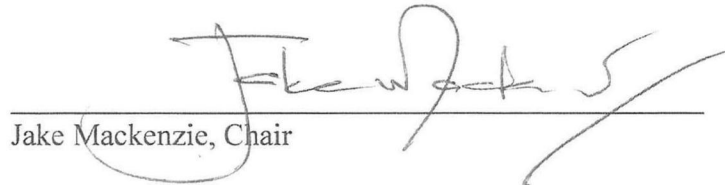
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



A handwritten signature in black ink, appearing to read 'Jake Mackenzie', is written over a horizontal line. The signature is stylized with a large 'J' and a long, sweeping underline.

Jake Mackenzie, Chair

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

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C  
02/23/22-C

Attachment A  
Resolution No. 4321  
Page 1 of 5

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

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

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

***1. STA Population-Based County Block Grant***

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

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

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

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



**Table 2. Alameda and Contra Costa County Small Operator Minimum**

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

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

## **2. *MTC Regional Program***

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

- Clipper®
- 511
- Transit connectivity

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

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

## **3. *Transit Emergency Service Contingency Fund***

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

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

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

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

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

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

**1. *Priority 1: Clipper® 2.0***

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

**2. *Priority 2: Green Transit Capital Priorities***

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

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

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15<sup>th</sup> of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1<sup>st</sup> of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

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

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

**Eligibility Requirements**

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

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

***SB 602 Requirements/California Government Code Section 66516***

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

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

***PIP Projects***

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

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

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

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-43 determining that proposed amendments to Redwood City's General Plan Land Use Map, Municipal Code and Zoning Code implementing the Redwood City Housing Element are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 23-43 determining that proposed amendments to Redwood City's General Plan Land Use Map, Municipal Code and Zoning Code implementing the Redwood City Housing Element are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Amend Article 32.10 B. Airport Noise Evaluation and Mitigation to identify the potential requirement for an aviation easement for noise sensitive uses within the CNEL 60+ dB aircraft noise contour, consistent with San Carlos ALUCP Table 4-3.
- Amend the following Use Tables to add a footnote stating the following: "In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law":
  - Table 4.2 – add to Child Care Center; Skilled Nursing; Assembly and Meeting Facilities; and School.
  - Table 53-1 – add to Child Care Center; Assembly/Meeting Facilities; and Schools – Public and Private
  - Table 54-1 – add to Child Care Center; Assembly/Meeting Facilities; Schools – Public and Private; and Residential Care Facilities, Senior
  - Table 57-2 – add to Child Care Center; Assembly; and School

### BACKGROUND

#### Project Description

Earlier this year the City of Redwood City referred its 2023-2031 Housing Element for an ALUCP consistency determination. They have now prepared amendments to both their Municipal and Zoning Codes in order to implement various plans and policies outlined in the Housing Element and have submitted them for a determination of consistency with the relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP). In addition, minor amendments to the General Plan Land

Use Map are included which affect one parcel within Airport Influence Area B (AIA B). These amendments are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b). It is noted that this is not a comprehensive update to the Zoning Ordinance, but rather a focused update to address Housing Element implementation.

The full range of proposed amendments is included in **Attachments 3-5**, including the complete text of amendments to both the municipal code and zoning code; citywide zoning map changes; and citywide general plan land use map changes. These amendments cover a wide range of topics, many of which are not relevant to ALUCP compatibility, including sites that are outside of AIA B. Accordingly, this report will focus only on those text amendments that relate to ALUC concerns, as well as the proposed parcel rezonings and land use change within AIA B. For ease of review, the ALUC relevant material has been excerpted from the full amendment documents and included in the application materials as **Attachments 2a, 2b, 2c and 2d**.

The proposed rezonings reflect the sites identified in the Housing Element (previously evaluated by the ALUC) for increased residential densities – rezoning is the follow-up step necessary to implement the policy laid out in the Housing Element. The zoning text amendments also generally reflect policy guidance included in the Housing Element. Of particular note in the proposed amendments is a new section that is being added to the Redwood City Zoning Ordinance entitled, “Airport Land Use Compatibility Plan Consistency”, which references the provisions of the San Carlos ALUCP, and requires all applicable projects comply with the relevant Noise, Safety, Airspace Protection and Overflight policies.

## **DISCUSSION**

### **ALUCP Consistency Evaluation**

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the proposed Amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace compatibility, and (d) overflight compatibility.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

The following sections assess how the subject amendments address each of the land use compatibility factors.

#### **(a) Noise Compatibility**

Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP.

#### **Rezoning and Land Use Map Changes**

**Attachment 2a** shows the proposed rezoned parcels in relation to the CNEL 60, 65, 70 and 75 dB aircraft noise exposure contours for San Carlos Airport, and **Attachment 2b** depicts the single parcel

being redesignated in the General Plan Land Use Map from High Density Residential to Mixed Use Neighborhood, and none of the sites lies within the CNEL 60 dB contour. Therefore, the rezonings and land use map change are consistent with the Noise Compatibility Policies of the ALUCP.

### Text Amendments

The following ALUCP Noise Policy consistency requirement is included in the proposed text amendments:

**Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table 4-3 of the ALUCP. Uses listed as “conditionally compatible” shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Noise Policy 3 - Residential Land Uses.

It is recommended that this language be amended to clarify that new noise sensitive uses located within the CNEL 60 dB and greater aircraft noise contours are also subject to the aviation easement requirements outlined in Table 4-3.

Subject to this condition, the proposed amendments are compatible with the Noise Compatibility Policies of the San Carlos ALUCP.

### **(b) Safety Compatibility**

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. **Attachment 2a** shows the parcels proposed for rezoning in relation to the Safety Zones. While many of the parcels proposed for rezoning are located within Safety Zone 6, none is located in Safety Zones 1-5. The single parcel subject to a General Plan Land Use designation change is not located within a Safety Compatibility Zone.

ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the various Safety Zones, noting uses that are compatible, conditionally compatible, or incompatible.

The following text is included in the proposed zoning amendments to address ALUCP Safety Policy consistency:

**Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP and depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1 - Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.

The rezoned parcels are located within the following Zone Districts:

R-2 Residential Duplex  
R-4 Multi-Family Medium Density  
R-5 Multi-Family High Density  
MUC Mixed Use Corridor  
MUN Mixed Use Neighborhood  
MUW Mixed Use Waterfront

The Redwood City Zoning Ordinance includes use tables for each zone district. As shown on **Attachment 2d**, the Use Regulations for Residential Zoning Districts, including R-2, R-4 and R-5, identify uses that are permitted, conditionally permitted, and prohibited. This use table includes a footnote noting that “Residential Care Facilities” need to comply with the Safety Compatibility policies of the San Carlos ALUCP. Staff recommends that this use table be amended to include the same referenced footnote on additional uses that are conditionally compatible within Safety Zone 6, and that the corresponding use tables for the Mixed Use Districts be similarly amended as follows:

- Amend the following Use Tables to include a footnote stating the following: “In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law”
  - Table 4.2 – add to Child Care Center; Skilled Nursing; Assembly and Meeting Facilities; and School.
  - Table 53-1 – add to Child Care Center; Assembly/Meeting Facilities; and Schools – Public and Private
  - Table 54-1 – add to Child Care Center; Assembly/Meeting Facilities; Schools – Public and Private; and Residential Care Facilities, Senior
  - Table 57-2 – add to Child Care Center; Assembly; and School

Subject to this condition, the proposed land use map amendment, rezonings and zoning text amendments would be consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

### (c) **Airspace Compatibility**

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

As outlined in **Attachment 2c**, text is included in the proposed zoning amendments to address ALUCP Airspace Policy consistency, summarized below:

**Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.

- Requires project applicants to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed the FAA notification heights, consistent with Airspace Protection Policies 2 & 3.



- Restricts maximum height of a new buildings/structures to (1) the height of the controlling airspace protection surface s or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA, consistent with Airspace Protection Policies 4 & 5.
- Other Flight Hazards. Consistent with Airspace Protection Policy 6, for projects located within AIA B, calls for evaluation of land use characteristics to assure they are not hazards to air navigation, including sources of glare; distracting lights; sources of dust, smoke, steam, electric or electronic interference; wildlife attractants (especially flocks of birds), etc.

Compliance with these zoning provisions will ensure future compatibility with the Airspace Protection Policies of the San Carlos ALUCP.

#### **(d) Overflight Compatibility**

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) shall incorporate a recorded overflight notification requirement as a condition of approval.

The proposed zoning text amendments include both of these policy provisions and therefore the amendments are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

#### ***Airport Land Use Committee***

The Airport Land Use Committee discussed this item at its April 27, 2023 meeting, and recommended that it be determined consistent with the San Carlos ALUCP.

#### **ATTACHMENTS**

1. Resolution 23-43

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

<https://ccag.ca.gov/committees/airport-land-use-committee/> - see Additional Meeting Materials

2. Application Materials
  - a. Proposed Parcel Rezoning Map with AIA B, Noise Contours and Safety Zones
  - b. Proposed General Plan Land Use Amendment Map excerpt
  - c. Proposed Zoning Amendments - ALUC Related Excerpts
  - d. Proposed Residential Zone Use Tables
3. Proposed Zoning and Municipal Code Amendments
4. Proposed Citywide Zoning Amendment Maps
5. Proposed Citywide General Plan Land Use Amendment Maps

## RESOLUTION 23-43

**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 PROPOSED AMENDMENTS TO REDWOOD CITY’S GENERAL PLAN LAND USE MAP, MUNICIPAL CODE AND ZONING CODE IMPLEMENTING THE REDWOOD CITY HOUSING ELEMENT 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), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) 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; and

**WHEREAS**, Redwood City has referred proposed General Plan Land Use Map, Municipal Code and Zoning Code amendments (“Amendments”) to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

**WHEREAS**, the Amendments are intended to implement various plans and policies outlined in the 2023-2023 Housing Element Update, and include parcel rezonings, a land use map change, and various text changes that affect property within Airport Influence Area B (AIA); and

**WHEREAS**, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the Amendments, including: (a) noise compatibility, (b) safety compatibility, (c) airspace compatibility, and (d) overflight compatibility, as discussed below:

- (a) **Noise Compatibility** - The CNEL 60 dB aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP, and all land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP.

Rezoning and Land Use Map Changes - None of parcels subject to rezoning or land use designation change is located within the CNEL 60 dB contour and are therefore consistent with the Noise Compatibility Policies of the ALUCP.

Text Amendments – Text is included that generally reflects the requirements of the Noise Compatibility Policies and Criteria of the San Carlos ALUCP. To improve clarity, Exhibit A, attached, identifies a requirement to reference the aviation easement provisions of the ALUCP, thereby ensuring overall consistency with the Noise Compatibility provisions.

- (b) **Safety Compatibility** – The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. While many of the parcels proposed for rezoning are located within Safety Zone 6, none is located in Safety Zones 1-5. The single parcel subject to a General Plan Land Use designation change is not located within a Safety Compatibility Zone.

Among the Amendments are modified use tables that footnote some of the corresponding uses that are subject to review per the ALUCP. Exhibit A identifies additional modifications to the use tables to add clarity and thereby ensure consistency with the Safety Policies of the ALUCP.

- (c) **Airspace Compatibility** - The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures. The Amendments reflect the full requirements of the Airspace Compatibility Policies of the San Carlos ALUCP, thereby ensuring future projects will be required to comply.
- (d) **Overflight Compatibility** - The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. The Amendments include both of these policy provisions and therefore are consistent with the Overflight Compatibility policies of the San Carlos ALUCP

**WHEREAS**, at its April 27, 2023 meeting, based on the factors listed above and subject to inclusion of the modifications identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Amendments be found consistent with the policies and criteria of the San Carlos ALUCP.

**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 conditions contained in Exhibit A, attached, the amendments to Redwood City’s General Plan Land Use Map, Municipal Code and Zoning Code implementing the Redwood City Housing Element are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**PASSED, APPROVED, AND ADOPTED, THIS 11<sup>TH</sup> DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**Resolution 23-43 – Conditions of Consistency Determination:**

1. Amend Article 32.10 B. Airport Noise Evaluation and Mitigation to identify the potential requirement for an aviation easement for noise sensitive uses within the CNEL 60+ dB aircraft noise contour, consistent with San Carlos ALUCP Table 4-3.
2. Amend the following Use Tables to add a footnote stating the following: “In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law”:
  - a. Table 4.2 – add to Child Care Center; Skilled Nursing; Assembly and Meeting Facilities; and School.
  - b. Table 53-1 – add to Child Care Center; Assembly/Meeting Facilities; and Schools – Public and Private
  - c. Table 54-1 – add to Child Care Center; Assembly/Meeting Facilities; Schools – Public and Private; and Residential Care Facilities, Senior
  - d. Table 57-2 – add to Child Care Center; Assembly; and School

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 23-44 authorizing the C/CAG Chair to execute Amendment No. 5 to the agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans, to extend the term of the contract to October 31, 2023, at no additional cost.

(For further information, contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 23-44 authorizing the C/CAG Chair to execute Amendment No. 5 to the agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plan, to extend the term of the contract to October 31, 2023, at no additional cost.

### FISCAL IMPACT

The budget, a not to exceed amount of \$249,705, would not be impacted by this amendment. Funding sources include \$120,000 from MTC CBTP funding, \$101,466 from the 22% Measure M funds for Transit Operations and Senior Mobility programs, and \$28,239 from the Congestion Relief Fund.

### 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 very important components in 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 Amendment No. 1 (per Resolution 20-64) to transfer administration of CBO engagement efforts and the related \$30K budget for this effort to Placeworks, with Placeworks' budget capped at 12.5%, and 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.

Again, in December 2021, due to several pandemic related delays in the initial outreach efforts, the C/CAG Board approved Amendment No. 2 (per Resolution 21-90) to augment the outreach budget by \$12,657 and extend the contract term to October 31, 2022.

In October 2022, the C/CAG Board approved Amendment No. 3 (per Resolution 22-87) to extend the term of the contract to January 31, 2023 and add \$10,000 to the budget for Task 9 (Plan Adoption) to provide additional support to local jurisdictions to secure approvals from their respective boards and/or councils. This amendment requires subsequent submission of one or more work orders identifying specific tasks to be completed under Task 9, and written authorization of the C/CAG Executive Director before commencing work.

Most recently, in January 2023, the C/CAG Board approved Amendment No. 4 (per Resolution 23-03) to increase the budget by \$28,239, to provide enhanced support to the local jurisdictions to secure resolutions of support from their respective agencies. This resulted in a revised not to exceed contract amount of \$249,705 and extended the term of the contract to June 30, 2023.

### **Proposed Amendment No. 5**

The Public Draft CBTPs were distributed to the participating local agencies in late February. As part of the CBTP update process MTC requests that C/CAG and the local jurisdictions formally adopt a resolution of support for the final reports and commit to including the recommendations and action plans in their respective planning and funding plans. C/CAG staff and the consultant team have been working with local jurisdiction staffs to schedule meetings, prepare necessary staff reports, resolutions, and other presentation materials to assist in securing these resolutions of support but will be unable to finalize everything before the end of the contract term on June 30, 2023. As a result, a time extension to October 31, 2023, is requested, with no change in budget.

### **ATTACHMENTS**

1. Resolution 23-44
2. Draft Contract Amendment No. 5  
Exhibit A: Scope of Work and Costs

## RESOLUTION 23-44

### 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. 5 TO THE AGREEMENT WITH PLACEWORKS TO UPDATE THE DALY CITY AND SOUTHEAST SAN MATEO COUNTY COMMUNITY BASED TRANSPORTATION PLANS, TO EXTEND THE TERM OF THE CONTRACT 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**, 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 authorizing execution of Contract Amendment No. 2 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**, in October 2022, the C/CAG Board approved Resolution 22-87 authorizing execution of Contract Amendment No. 3, to provide a budget augmentation of \$10,000 and extend the contract term to January 31, 2023, to allow additional time and resources to assist local jurisdictions to secure resolutions of support from their respective boards/councils; and

**WHEREAS**, in January 2023, the C/CAG Board approved Resolution 23-03, authorizing Contract Amendment No. 4, to increase the budget by \$28,239 and extend the term of the contract to June 30, 2023, in order to provide enhanced support to the local jurisdictions to secure resolutions of support from their respective agencies; and

**WHEREAS**, it has been determined that the additional time is needed to secure local resolutions of support for CBTPs from local jurisdiction, necessitating a contract time extension.

**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. 5 to an agreement with Placeworks to update the Daly City and Southeast San Mateo County Community Based Transportation Plans, to extend the term of the contract to October 31, 2023, at no additional cost.

**PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF MAY 2023.**

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*Davina Hurt, Chair*

**AMENDMENT NO. 5 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 \$30K budget to collaborate with and compensate Community Based Organizations for community outreach efforts, 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 \$12,657.00, and extended the term of the agreement (“Performance Period”) to October 31, 2022; and

WHEREAS, Amendment No. 3, executed on October 20, 2022, included a budget augmentation of \$10,000 for Task 9 (Plan Adoption), subject to subsequent task order approval by the C/CAG Executive Director, and extended the Performance Period to January 31, 2023; and

WHEREAS, Amendment No. 4, executed on January 17, 2023, included an internal adjustment to the CBO outreach funding allocation within Task 5.3 (Outreach) to increase Placeworks’ portion of the funding to \$8,940; increased the budget for Task 9 (Plan Adoption) in the amount of \$28,239; and extended the term of the agreement (“Performance Period”) to June 30, 2023; and

WHEREAS, C/CAG and Consultant have determined that additional time is required to work with the local jurisdictions to secure necessary resolutions of support for the CBTPs beyond the existing contract term; and

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

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



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

City/County Association of Governments  
(C/CAG)

Placeworks

\_\_\_\_\_  
Davina Hurt, C/CAG Chair

\_\_\_\_\_  
By

Title: \_\_\_\_\_

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

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

Approved as to form:

\_\_\_\_\_  
Legal Counsel for C/CAG

## C/CAG AGENDA REPORT

Date: May 11, 2023

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 Mike Swire of Hillsborough to fill one vacant public member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review and approve of the appointment of Mike Swire of Hillsborough to fill one vacant public member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

### FISCAL IMPACT

There is not any financial impact.

### SOURCE OF FUNDS

Not applicable.

### BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) provides recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning and offers advice on the selection of projects for state and federal funding. The Committee consists of 15 members comprised of eight (8) elected officials and seven (7) public members. Public members on the Committee are appointed for two-year terms with no term limits, as directed by the C/CAG Board at its January 14, 2010 meeting. The BPAC membership policy (adopted in March 2006) states that no more than two (2) members, either elected or public, should reside in the same jurisdiction.

Currently, there are two vacancies on the Committee, one (1) public member seat and another one (1) for elected member. The one vacant public seat is available due to the recent departure of Brian Levenson of Redwood City. The one vacant elected member seat is available due to the recent departure of Half Moon Bay Councilmember Debbie Ruddock. Staff released a Call for Applicants on April 18, 2023 seeking individuals who are interested in serving on the BPAC. For the elected seats, notification was sent to all elected officials in San Mateo County, Cities/County Managers, and City Clerks. For the public seats, notification was sent to bicycle and pedestrian advocates/organizations throughout the county. The deadline to apply was May 3, 2023, or until filled for both the elected and public member seats. By the application due dates, C/CAG received one application for the public member position. The vacant elected member seat is still available.

Mike Swire, a resident of Hillsborough, is the only public applicant who submitted a letter of interest and application by the deadline of May 3, 2023. Staff recommends the appointment of Mike Swire to serve as a public member for a two-year term on the C/CAG Bicycle and Pedestrian Advisory Committee.

#### **ATTACHMENTS**

1. Bicycle and Pedestrian Advisory Committee (BPAC) Roster – May 2023
2. Letter of Interest and Application from Mike Swire (resident of Hillsborough)



**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*

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**MEMBERSHIP ROSTER – May 2023**

**ELECTED OFFICIALS:**

|   |  |
|---|--|
| <b>Ann Schneider (Chair)</b><br>City of Millbrae        | <b>Emily Beach</b><br>City of Burlingame |
| <b>Patrick Sullivan</b><br>City of Foster City          | <b>Mary Bier</b><br>City of Pacifica     |
| <b>Flor Nicolas</b><br>City of South San Francisco      | <b>John Goodwin</b><br>Town of Colma     |
| <b>Lisette Espinoza-Garnica</b><br>City of Redwood City | <b><i>Vacant</i></b>                     |

**PUBLIC MEMBERS:**

|   |   |
|---|---|
| <b>Matthew Self (Vice Chair)</b><br><i>Resident of: Unincorporated San Mateo County</i> | <b>Alan Uy</b><br><i>Resident of: City of Daly City</i>           |
| <b>Malcolm Robinson</b><br><i>Resident of: City of San Bruno</i>                        | <b>Marina Fraser</b><br><i>Resident of: City of Half Moon Bay</i> |
| <b>Justin Yuen</b><br><i>Resident of: City of South San Francisco</i>                   | <b>Angela Hey</b><br><i>Resident of: Portola Valley</i>           |
| <b><i>Vacant</i></b>  |   |

**From:** Mike Swire  
**Sent:** Wednesday, May 3, 2023 1:52 PM  
**To:** Sean Charpentier (C/CAG) <[scharpentier@smcgov.org](mailto:scharpentier@smcgov.org)>  
**Subject:** Application for C/CAG BPAC seat

Dear Sean,

I am writing to apply for the open Member of the Public seat on C/CAG's Bicycle and Pedestrian Advisory Committee. As an avid cyclist and safe streets advocate, I know that I can help the BPAC in its mission to improve bicycle and pedestrian facilities in San Mateo County.

In my 20+ years living on the Peninsula, I have spent thousands of hours and miles getting around on bicycle and foot. This includes:

- Daily bike commuting from Hillsborough and Belmont to local Caltrain stations and then bringing my bike on the train en route to SF
- Weekly bike commuting 20+ miles from Hillsborough and Belmont to downtown SF, via the Bay Trail, Airport Blvd, and beyond
- Weekly bike commuting with my kids to West Elementary School in Hillsborough
- Recreational cycling on Sawyer Camp Trail, Canada Road (Sundays), the Coastal Trail (Half Moon Bay), and the hills of Woodside

Over the past 15 years, I have been an advocate for safer streets throughout the Peninsula, leveraging my extensive experience on bike and foot:

- Led advocacy for reduced (15 MPH) speed limits around Hillsborough schools
- Led advocacy for reduced speed limits around San Mateo schools (approved,; implementation this year)
- Co-led advocacy for installation of 2+ miles of Class II bike lanes around San Mateo High and College Park Elementary Schools (my kids attend SMHS)
- Led advocacy for Hillsborough to develop its first Bike & Ped Master Plan (approved; timing TBD)
- Led advocacy to improve safety for cyclists and pedestrians on Ralston Avenue in Belmont
- Led Safe Routes to School programs at West Hillsborough Elementary and Crocker Middle School
- Completed walk audit training and fellowship through San Mateo Safe Routes to School program

Here is a link to [my professional experience and education](#), which will also help me be a more effective member of the Committee. Please let me know if you have any questions or if I can provide additional information.

Sincerely,

Mike Swire

## C/CAG AGENDA REPORT

Date: May 11, 2023

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 three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term.

(For further information or questions, contact Sean Charpentier, [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

Review and approval of the appointment of three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term.

### FISCAL IMPACT

None.

### SOURCE OF FUNDS

N/A

### BACKGROUND

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) is jointly created by C/CAG and the San Mateo County Transportation Authority (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. Appointment for a term or multiple terms is at the pleasure of the C/CAG Board of Directors.

The current C/CAG Board Members on the SMCEL-JPA Board of Directors are below:

1. Alicia Aguirre, currently Vice Chair of the SMCEL-JPA, reappointed in May 2021
2. Gina Papan, appointed in November 2022 (to fill seat vacated by Diane Papan)
3. Michael Salazar, appointed in November 2022 (to fill seat vacated by MaryAnn Derwin)

The three incumbents expressed interest in continuing to serve on the SMCEL-JPA Board.

In June, the SMCEL-JPA appoints a Chair and Vice Chair. The Chair and the Vice Chair of the SMCEL-JPA alternate between a Board Member from C/CAG and a Board Member from SMCTA. Currently, Rico Medina, Chair of the SMCTA, is the Chair of the SMCEL-JPA and Alicia Aguirre is the Vice-Chair of the SMCEL-JPA. Historically, the Vice Chair has become Chair.

The SMCEL-JPA commenced tolling on the southern segment (Santa Clara County Line to Whipple Ave) in February 2022, and recently commenced tolling on the northern segment (Whipple Ave to I-380) in March 2023. Major upcoming tasks in the next two years include:

- a) Adoption of the first budget that includes projections for the operation of the entire 22-mile length between Santa Clara County line and highway I-380.
- b) Adoption of a regionally consistent payment plan for eligible low income drivers (earning no more than 200% of the Federal Poverty Level).
- c) Preparation of an organizational assessment to analyze and advise on the different organizational models.
- d) Evaluation and continued implementation of the Express Lanes Community Benefits program (equity program).

The new two-year terms would begin in June 2023 and end in May 2025. The SMCEL-JPA Board of Directors typically meets at 9am on the second Friday of each month at the SamTrans Office in San Carlos. More information on the SMCEL-JPA can be found at: <https://smcexpresslanes.org/>.

Staff requested that interested C/CAG Board members send a letter of interest to Executive Director Sean Charpentier by Wednesday May 10<sup>th</sup>. Staff will compile the letters received and send them to the C/CAG Board members, in addition to posting them online before the C/CAG Board meeting on May 11<sup>th</sup>.

Key Dates are noted below:

1. **5/10**-Letter of Interest Due
2. **5/11**- C/CAG Board appoints three members
3. **6/9**- First SMCEL-JPA Board meeting with new two-year term.

#### **ATTACHMENT**

None.

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2023/24 Program Budget and Member Fees.

(For further information or questions contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2023/24 Program Budget and Member Fees.

### FISCAL IMPACT

In accordance with the proposed C/CAG 2023/24 Program Budget.

### SOURCE OF FUNDS

Funding sources for C/CAG include member assessments, cost reimbursement from partners, grants, regional/state/federal transportation and other funds, property tax/fee, Department of Motor Vehicle fees, State or Federal earmarks, and interest.

### BACKGROUND

Each year, the C/CAG Board reviews the draft annual budget and member fees in the month of May and approves the final version in June.

Table 1: Budget Summary Comparison

|                   | Expenditures | Revenues     | Ending Balance |
|-------------------|--------------|--------------|----------------|
| Adopted 2022/23   | \$26,673,837 | \$16,153,905 | \$14,764,443   |
| Projected 2022/23 | \$18,105,259 | \$15,666,951 | \$26,049,224   |
| Draft 2023/24     | \$38,926,544 | \$28,633,992 | \$15,956,672   |

For fiscal year 2023/24, it is proposed that the total member fees and assessments as follows:

- Member Fees (including General Fund and Gas Tax Fees) – Pursuant to Budget Guidance approved in C/CAG Resolution 22-04, an annual increase that is consistent with the most recent regional Consumer Price Index (CPI) at a rate not to exceed 3% is authorized. The CPI adjustment provides stability for C/CAG's ongoing operations, and to avoid the future need of a large increase to make up for inflation. The annual 2022 regional Consumer Price Index rate was 5.6%. Per the resolution, the Fiscal Year 2023-24 C/CAG membership fees will set to increase by the maximum of 3%.
- Congestion Relief Program Assessment – For Fiscal Year 2023-24, staff proposes to keep the same aggregate amount at \$1,850,000. Jurisdictions' contributions reflect minor



changes because C/CAG updated the proportionate County trip data with the most recent information from the C/CAG/Valley Transportation Authority Travel Demand Model. This assessment is authorized by the C/CAG Board every four years. The proposed increase in this assessment for future years includes a 5% increase next year (FY 2024/25) to reflect the decline in purchasing power since the underlying fee has not been increased since 2007. Additionally, in each of the subsequent two years of the assessment period, the fee is to be escalated by CPI, with a ceiling of 3%. This is to attempt maintaining the current levels of service and investment.

For budgeting purposes, the draft member fees for each individual member agency were sent to City and County Managers on April 6, 2023.

#### Major Organizational FY 22/23 Accomplishments and FY23/24 Goals:

Major FY 22/23 accomplishments for C/CAG include:

1. Completion of the Shared Micromobility Feasibility Study.
2. Made major progress on the Equity Study.
3. Updated the C/CAG Congestion Relief Plan for a new reauthorization covering FY24-FY27.
4. Opening of the express lanes between Whipple Ave. and I-380.
5. Applied for more than \$40M in SB1 Funding for 92/101 Area Improvements.
6. Secured the following funding:
  - a) \$2.4M in member directed funding for the San Bruno Regional Multi-Benefit Stormwater Project;
  - b) \$3.36 M in Environmental Protection Agency (EPA) grant for regional trash monitoring; and
  - c) \$760,000 for planning a 3.7 mile buffered bike lane on El Camino Real in Millbrae and San Bruno.
7. Returned to in-person meetings and added live streaming to all C/CAG Board and Committee meetings.
8. Allocated \$36.5M in One Bay Area Grant (OBAG) Cycle 3 and associated funding to two programs and ten projects across the County.
9. Completion of the Northern Cities Smart Corridor project design.

Major new or updated initiatives for FY 23/24 include:

1. Fill vacant positions and strengthen the organization with administrative and/or finance capacity.
2. Complete and begin implementing the Equity Study.
3. Initiate the implementation of two shared micromobility pilots in the county (Daly City/Colma/Broadmoor and Redwood City/North Fair Oaks).
4. Ongoing support for implementation of the reissued Municipal Regional Stormwater Permit (MRP) 3.0, including increased water quality monitoring efforts focused on trash and Low Impact Development monitoring; implementing sustainable streets and regional stormwater projects; achieve desired outcomes to support multi-scale green infrastructure implementation through planned MRP amendment
5. Advance One Watershed Integrated infrastructure planning.
6. Initiating the following studies and plans:
  - a) C/CAG Strategic Plan update.
  - b) GHG Mitigation Plan.

- c) Dumbarton Project Initiation Document (PID) Feasibility Study.
  - d) Planning for 3.7 mile of buffered bike lane on El Camino Real.
  - e) Update of MTC's 2050 Plan Bay Area Regional Transportation Plan.
  - f) San Mateo County OneWatershed Climate Resilience Framework and Community-Led Plan.
7. Complete the following planning efforts:
- a) Two Community Based Transportation Plans.
  - b) Congestion Management Plan 2023 Update.
  - c) Countywide Local Roads and Streets Safety Plan.
8. Capital Projects:
- a) Begin construction of the Northern Cities Smart Corridor project.
  - b) 92/101 Area Improvements: complete design, secure necessary funding, and initiate construction.
  - c) Managed Lane North of I-380: Continue progress on Project Approval/Environmental Document (PA/ED). Enter into cooperative agreement with Caltrans and partners for an Integrated Team for the next phase (PS&E).
  - d) 92/101 Direct Connector: Initiate PA/ED.
  - e) Final Integrated Safe Routes to School and Green Streets Infrastructure Pilot Program Project at Addison Avenue in East Palo Alto.
9. Funding Activities:
- a) Biennial State Transportation Improvement Program (STIP) Update (Amount TBD)
  - b) \$5M of Lifeline Transportation Call for Projects
  - c) Transportation Development Act (TDA) Article 3 Call for Projects
  - d) Evaluate dedicated stormwater revenue options

The proposed FY 23/24 Budget reflects the ongoing work tasks and priorities that were identified in the Draft 2-Year Work Plan presented to the C/CAG Board of Directors at the January 2023 meeting. See attachment 3 for the updated 2-year workplan. There have been two additions to the workplan based on Board input.

- 1. Row 10 was added to include updating the website.
- 2. Row 50 was updated to reflect support for member agency projects, including grade separations.

#### Assumptions and Highlights on Draft FY 2023/24 Budget:

C/CAG manages its funds by grouping related revenues and expenditures into ten specific Program Funds. This includes General Fund, Transportation Fund, Smart Corridor Fund, Stormwater (NPDES) Fund, Measure M (\$10 Vehicle Registration Fee) Fund, and etc.

The General Fund is set up to cover C/CAG general overhead related revenues/expenditures. The allowable expenses, such as legal and accounting fees and printing costs, are shared by the other C/CAG program funds prorated based on the proportionate share. Airport/Land Use (ALUC) related expenses are fully funded by the General Fund.

#### **Revenues - Primary sources of funds:**

- 1. Member fees – As described on page 1 above, assessments for this year reflect a 3% increase.

2. Vehicle registration fees and property taxes – C/CAG levies a \$10 vehicle registration fee (Measure M) for transportation and stormwater runoff programs. C/CAG receives certain property tax for the stormwater program. C/CAG also receives a portion of the Air District levied vehicle registration fee (Transportation Fund for Clean Air (TFCA) County Program Manager Fund). For the FY 2023-24 budget, it is assumed the overall revenues will be substantially the same as last year.
3. Grants – C/CAG receives two types of grants:
  - a. On-going planning grants: MTC provides a five-year grant for various transportation planning and programming related activities and projects, allocated on an annual basis. Any unspent amount can be rollover. Revenue is on a reimbursable basis.
  - b. Project specific grants: This type of grant is for a specific project, typically on a reimbursable basis. A noticeable difference this year is that the Smart Corridor “Grants” line item reflects \$10.3M of funding for the construction of the northern cities Smart Corridor project.

### **Expenditures – various:**

#### Staffing costs: “Administrative Services” and Professional Services” line items

C/CAG needs additional staffing support for administrative/finance functions, and transportation programming and planning. Regarding currently budgeted positions, C/CAG is recruiting for the Stormwater Director position and will start recruiting for the Deputy Director position shortly. The proposed budget includes an additional position for a Program Specialist.

In addition to standard escalations, these line items reflect a shift from budgeting based on actual personal costs to budgeting based on the highest Step for each position (Step E), and additional overhead costs from the County.

#### Consultant Services:

A majority of the expenditures are for consultants. The term “new” denotes consulting costs that were not included in the current year budget.

The major consultant costs that are not mentioned above are:

1. Finance Consultant/Extra Help: C/CAG does not have dedicated finance staff. The budget includes \$150,000 for a finance consultant to assist C/CAG in financial activities and identifying its finance needs.
2. New- Funding for Penn Media audio-visual services for services and/or equipment to assist C/CAG Board and Committees with the provision of audio-visual services.
3. Contract for Fiscal Agent Services with San Carlos.

#### Distributions

This line item is typically for transfers of funding to other organizations such as Commute.org. It also includes \$13M to the cities leading the construction phase for the Smart Corridor program.

#### Express Lane JPA

The SMCEL-JPA draft budget anticipates that the operating, maintenance, and administrative costs can be covered by toll revenue from the express lanes. The SMCEL-JPA will continue to use a

joint staffing model, with staff from C/CAG and the SMCTA. Accordingly, the FY 23/24 C/CAG budget does not include an operating loan. It includes approximately \$555,000 in staffing costs that are funded with a commensurate amount of toll revenues.

#### Other

There is currently approximately \$600,000 of OPEB (Other Post-Employment Benefits) Unfunded Accrued Liability (UAL). OPEB benefits are typically for retiree health coverage. At the October 18, 2021, Finance Committee, the Finance Committee recommended a goal of amortizing the UAL in a period of 10 years. Staff do not recommend making an amortizing payment at the June 2023 Budget adoption. Once there is financial staff or consulting capacity, staff will work on a longer term C/CAG budget projection that will analyze the potential timing for payment amortization.

#### Schedule

The C/CAG Finance Committee reviewed the Draft Budget at their April 26<sup>th</sup> meeting and were overall supportive. Staff will be returning to the May 24<sup>th</sup> Finance Committee meeting seeking approval of Board recommendation of the Final Budget. The C/CAG Board is anticipated to approve the Final Budget at their June 8<sup>th</sup> meeting.

#### **ATTACHMENTS**

1. Proposed C/CAG Member Fee for Fiscal Year 2023/24
2. Adopted FY 2022-2023 C/CAG Program Budget: Revenues, Expenditures, and Changes in Fund Balance
3. Projected FY 2022-2023 C/CAG Program Budget: Revenues, Expenditures, and Changes in Fund Balance
4. Projected FY 2023-24 Draft Budget Complete Workbook
5. C/CAG Two Year Workplan

Draft C/CAG Member Fees - FY 2023-2024<sup>1</sup>

| Agency              | Population <sup>3</sup> | Percent of Population | General Fund Fee <sup>2</sup> | Gas Tax Fee <sup>2</sup> | Total Member Fee  |
|---------------------|-------------------------|-----------------------|-------------------------------|--------------------------|-------------------|
| Atherton            | 6,718                   | 0.902%                | \$ 2,689                      | \$ 4,005                 | \$ <b>6,694</b>   |
| Belmont             | 27,203                  | 3.653%                | \$ 10,890                     | \$ 16,216                | \$ <b>27,107</b>  |
| Brisbane            | 4,721                   | 0.634%                | \$ 1,890                      | \$ 2,814                 | \$ <b>4,704</b>   |
| Burlingame          | 30,283                  | 4.067%                | \$ 12,123                     | \$ 18,052                | \$ <b>30,176</b>  |
| Colma               | 1,370                   | 0.184%                | \$ 548                        | \$ 817                   | \$ <b>1,365</b>   |
| Daly City           | 102,875                 | 13.815%               | \$ 41,185                     | \$ 61,325                | \$ <b>102,510</b> |
| East Palo Alto      | 28,963                  | 3.889%                | \$ 11,595                     | \$ 17,265                | \$ <b>28,860</b>  |
| Foster City         | 33,056                  | 4.439%                | \$ 13,234                     | \$ 19,705                | \$ <b>32,939</b>  |
| Half Moon Bay       | 11,308                  | 1.519%                | \$ 4,527                      | \$ 6,741                 | \$ <b>11,268</b>  |
| Hillsborough        | 11,018                  | 1.480%                | \$ 4,411                      | \$ 6,568                 | \$ <b>10,979</b>  |
| Menlo Park          | 33,034                  | 4.436%                | \$ 13,225                     | \$ 19,692                | \$ <b>32,917</b>  |
| Millbrae            | 22,512                  | 3.023%                | \$ 9,012                      | \$ 13,420                | \$ <b>22,432</b>  |
| Pacifica            | 37,533                  | 5.040%                | \$ 15,026                     | \$ 22,374                | \$ <b>37,400</b>  |
| Portola Valley      | 4,289                   | 0.576%                | \$ 1,717                      | \$ 2,557                 | \$ <b>4,274</b>   |
| Redwood City        | 82,344                  | 11.058%               | \$ 32,965                     | \$ 49,087                | \$ <b>82,052</b>  |
| San Bruno           | 42,656                  | 5.728%                | \$ 17,077                     | \$ 25,428                | \$ <b>42,505</b>  |
| San Carlos          | 29,837                  | 4.007%                | \$ 11,945                     | \$ 17,786                | \$ <b>29,731</b>  |
| San Mateo           | 103,779                 | 13.936%               | \$ 41,547                     | \$ 61,864                | \$ <b>103,411</b> |
| South San Francisco | 64,492                  | 8.661%                | \$ 25,819                     | \$ 38,445                | \$ <b>64,263</b>  |
| Woodside            | 5,212                   | 0.700%                | \$ 2,087                      | \$ 3,107                 | \$ <b>5,194</b>   |
| San Mateo County    | 61,459                  | 8.253%                | \$ 24,604                     | \$ 36,637                | \$ <b>61,241</b>  |
| <b>TOTAL</b>        | <b>744,662</b>          | <b>100.000%</b>       | <b>\$ 298,116</b>             | <b>\$ 443,905</b>        | <b>\$ 742,021</b> |

**NOTES:**

1. C/CAG member fees are comprised of two components: General Fund and Gas Tax.
2. Per CCAG Resolution 22-04, C/CAG member fees for both the General Fund and the Gas Tax portions are to increase by the annual regional Consumer Price Index (CPI), with a max at 3%.
3. Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2022, adopted by CCAG Resolution 23-07.

Draft Congestion Relief Program (CRP) Assessment - FY 2023-2024<sup>1</sup>

| Agency              | Percent of Population <sup>2</sup> | Total Trips <sup>2</sup> | % of Trips      | Congestion Relief   |
|---------------------|------------------------------------|--------------------------|-----------------|---------------------|
| Atherton            | 0.902%                             | 32,815                   | 0.617%          | \$ <b>14,055</b>    |
| Belmont             | 3.653%                             | 166,620                  | 3.134%          | \$ <b>62,785</b>    |
| Brisbane            | 0.634%                             | 66,207                   | 1.245%          | \$ <b>17,385</b>    |
| Burlingame          | 4.067%                             | 313,808                  | 5.903%          | \$ <b>92,223</b>    |
| Colma               | 0.184%                             | 50,528                   | 0.951%          | \$ <b>10,494</b>    |
| Daly City           | 13.815%                            | 554,083                  | 10.423%         | \$ <b>224,205</b>   |
| East Palo Alto      | 3.889%                             | 143,743                  | 2.704%          | \$ <b>60,990</b>    |
| Foster City         | 4.439%                             | 263,851                  | 4.964%          | \$ <b>86,974</b>    |
| Half Moon Bay       | 1.519%                             | 93,359                   | 1.756%          | \$ <b>30,292</b>    |
| Hillsborough        | 1.480%                             | 55,931                   | 1.052%          | \$ <b>23,419</b>    |
| Menlo Park          | 4.436%                             | 354,196                  | 6.663%          | \$ <b>102,668</b>   |
| Millbrae            | 3.023%                             | 145,056                  | 2.729%          | \$ <b>53,205</b>    |
| Pacifica            | 5.040%                             | 208,298                  | 3.918%          | \$ <b>82,869</b>    |
| Portola Valley      | 0.576%                             | 36,833                   | 0.693%          | \$ <b>11,737</b>    |
| Redwood City        | 11.058%                            | 735,787                  | 13.842%         | \$ <b>230,320</b>   |
| San Bruno           | 5.728%                             | 296,184                  | 5.572%          | \$ <b>104,525</b>   |
| San Carlos          | 4.007%                             | 251,045                  | 4.723%          | \$ <b>80,747</b>    |
| San Mateo           | 13.936%                            | 818,876                  | 15.405%         | \$ <b>271,405</b>   |
| South San Francisco | 8.661%                             | 461,262                  | 8.677%          | \$ <b>160,375</b>   |
| Woodside            | 0.700%                             | 43,111                   | 0.811%          | \$ <b>13,976</b>    |
| San Mateo County    | 8.253%                             | 224,172                  | 4.217%          | \$ <b>115,351</b>   |
| <b>TOTAL</b>        | <b>100.000%</b>                    | <b>5,315,765</b>         | <b>100.000%</b> | <b>\$ 1,850,000</b> |

**NOTES:**

1. Total CRP (countywide total) assessment is at the same level as prior years, at \$1,850,000. The Trip Generation Data has been updated to reflect the latest information from 2019.
2. Congestion Relief Fee is calculated based on population (Dept of Finance 2022) and trips generated (C/CAG/VTA travel demand model 2019), 50% each, respectively.

Draft NPDES Member Fee<sup>1,2,4</sup>

| Agency              | NPDES Basic <sup>3</sup> | NPDES             | TOTAL NPDES       |
|---------------------|--------------------------|-------------------|-------------------|
| Atherton            |                          |                   |                   |
| Belmont             |                          |                   |                   |
| Brisbane            | 0 \$                     | 11,884 \$         | \$ <b>11,884</b>  |
| Burlingame          |                          |                   |                   |
| Colma               | 0 \$                     | 4,056 \$          | \$ <b>4,056</b>   |
| Daly City           |                          |                   |                   |
| East Palo Alto      |                          |                   |                   |
| Foster City         |                          |                   |                   |
| Half Moon Bay       |                          |                   |                   |
| Hillsborough        |                          |                   |                   |
| Menlo Park          |                          |                   |                   |
| Millbrae            |                          |                   |                   |
| Pacifica            |                          |                   |                   |
| Portola Valley      |                          |                   |                   |
| Redwood City        |                          |                   |                   |
| San Bruno           |                          |                   |                   |
| San Carlos          |                          |                   |                   |
| San Mateo           | 0 \$                     | 124,885 \$        | \$ <b>124,885</b> |
| South San Francisco |                          |                   |                   |
| Woodside            | \$ 9,013                 | 10,445 \$         | \$ <b>19,458</b>  |
| San Mateo County    |                          |                   |                   |
| <b>TOTAL</b>        | <b>\$ 9,013</b>          | <b>\$ 151,269</b> | <b>\$ 160,282</b> |

**NOTES:**

1. NPDES assessments shown above are for INFO ONLY.
- 2- Agencies not listed are collected by the Flood Control Dist.
- 3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.
4. NPDES assessments are based on total parcels in each jurisdiction.

|   |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
|---|---|-----------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|----------------------|-----------------------|--------------------|
| 06/03/22  | C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
|   |   |                       |                   |                   |                   |                   | FY 2022-23       |                  |                      |                       |                    |
|   | Administrative  | Transportation        | EL-JPA            | SMCRP             | Smart             | LGP Energy        | TFCA             | NPDES            | DMV Fee (\$4)        | Measure M             | Total              |
|   | Program   | Programs              |                   | Program           | Corridor          | Watch             |                  |                  | Program              | (DMV Fee \$10)        |                    |
|   | (General Fund)  |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| <b>BEGINNING BALANCE</b>  | <b>1,018,305</b>  | <b>2,811,440</b>      | <b>1,620,792</b>  | <b>2,465,528</b>  | <b>474,671</b>    | <b>412,038</b>    | <b>1,215,592</b> | <b>1,882,003</b> | <b>547,349</b>       | <b>12,790,057</b>     | <b>25,237,775</b>  |
| <b>PROJECTED REVENUES</b>   |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| Interest Earnings   | 5,000   | 5,000                 | 10,000            | 30,000            | 1,000             | 2,000             | 7,000            | 12,000           | 2,500                | 80,000                | 154,500            |
| Member Contribution   | 289,433   | 430,975               | 0                 | 1,850,000         | 0                 | 0                 | 0                | 152,295          | 0                    | 263,000               | 2,985,703          |
| Cost Reimbursements   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| MTC/ Federal Funding  | 0   | 1,362,500             | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 626,241               | 1,988,741          |
| Grants  | 0   | 465,740               | 0                 | 0                 | 230,000           | 490,000           | 0                | 0                | 0                    | 200,000               | 1,385,740          |
| DMV Fee   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 1,045,400        | 0                | 0                    | 6,768,000             | 7,813,400          |
| NPDES Fee   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 1,540,821        | 0                    | 0                     | 1,540,821          |
| TA Cost Share   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 50,000                | 50,000             |
| Miscellaneous/ SFIA   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| Street Repair Funding   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| PPM-STIP  | 0   | 235,000               | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 235,000            |
| Assessment  | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| TLSP  | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| <b>Total Revenues</b>   | <b>294,433</b>  | <b>2,499,215</b>      | <b>10,000</b>     | <b>1,880,000</b>  | <b>231,000</b>    | <b>492,000</b>    | <b>1,114,000</b> | <b>1,705,116</b> | <b>2,500</b>         | <b>7,987,241</b>      | <b>16,153,905</b>  |
| <b>TOTAL SOURCES OF FUNDS</b>   | <b>1,312,738</b>  | <b>5,310,655</b>      | <b>1,630,792</b>  | <b>4,345,528</b>  | <b>705,671</b>    | <b>904,038</b>    | <b>2,329,592</b> | <b>3,587,119</b> | <b>549,849</b>       | <b>20,777,298</b>     | <b>41,453,280</b>  |
| <b>PROJECTED EXPENDITURES</b>   | <b>Administrative</b>   | <b>Transportation</b> | <b>EL-JPA</b>     | <b>SMCRP</b>      | <b>Smart</b>      | <b>LGP Energy</b> | <b>TFCA</b>      | <b>NPDES</b>     | <b>DMV Fee (\$4)</b> | <b>Measure M</b>      | <b>Total</b>       |
|   | <b>Program</b>  | <b>Programs</b>       |                   | <b>Program</b>    | <b>Corridor</b>   | <b>Watch</b>      |                  |                  | <b>Program</b>       | <b>(DMV Fee \$10)</b> |                    |
|   | <b>(General Fund)</b>   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| Administration Services   | 106,000   | 199,000               | 111,218           | 66,000            | 86,000            | 16,000            | 2,000            | 36,000           | 0                    | 47,000                | 669,218            |
| Professional Services   | 169,000   | 1,373,000             | 263,833           | 149,000           | 0                 | 61,000            | 65,000           | 488,000          | 0                    | 198,000               | 2,766,833          |
| Consulting Services   | 483,000   | 2,250,000             | 0                 | 336,000           | 1,280,000         | 647,500           | 108,000          | 1,872,422        | 404,000              | 2,331,000             | 9,711,922          |
| Supplies  | 11,000  | 2,000                 | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 13,000             |
| Prof. Dues & Memberships  | 1,750   | 22,000                | 0                 | 3,000             | 0                 | 0                 | 0                | 22,465           | 0                    | 500                   | 49,715             |
| Conferences & Meetings/Trainings  | 15,500  | 5,000                 | 0                 | 1,000             | 1,000             | 10,000            | 0                | 6,000            | 0                    | 7,000                 | 45,500             |
| Printing/ Postage   | 10,000  | 6,000                 | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 16,000             |
| Publications  | 4,000   | 3,000                 | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 7,000              |
| Distributions   | 0   | 0                     | 0                 | 860,000           | 3,917,000         | 0                 | 1,511,000        | 40,000           | 125,000              | 5,864,000             | 12,317,000         |
| OPEB Trust  | 55,000  | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 55,000             |
| Miscellaneous   | 13,700  | 1,000                 | 0                 | 1,000             | 0                 | 0                 | 0                | 1,000            | 0                    | 0                     | 16,700             |
| Bank Fee  | 3,500   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 3,500              |
| Audit Services  | 22,500  | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 2,500                | 2,500                 | 27,500             |
| Loan to SMCEL JPA   | 0   | 0                     | 974,949           | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 974,949            |
| <b>Total Expenditures</b>   | <b>894,950</b>  | <b>3,861,000</b>      | <b>1,350,000</b>  | <b>1,416,000</b>  | <b>5,284,000</b>  | <b>734,500</b>    | <b>1,686,000</b> | <b>2,465,887</b> | <b>531,500</b>       | <b>8,450,000</b>      | <b>26,673,837</b>  |
| <b>TRANSFERS</b>  |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| Transfers In  | 0   | 0                     | 1,050,000         | 0                 | 4,767,000         | 150,000           | 0                | 40,000           | 0                    | 0                     | 6,007,000          |
| Transfers Out   | 0   | 0                     | 0                 | 1,965,000         | 0                 | 0                 | 0                | 0                | 0                    | 4,057,000             | 6,022,000          |
| Administrative Allocation   | -638,108  | 371,521               | 0                 | 50,812            | 0                 | 18,198            | 15,835           | 123,840          | 0                    | 57,902                | 0                  |
| <b>Total Transfers</b>  | <b>-638,108</b>   | <b>371,521</b>        | <b>-1,050,000</b> | <b>2,015,812</b>  | <b>-4,767,000</b> | <b>-131,802</b>   | <b>15,835</b>    | <b>83,840</b>    | <b>0</b>             | <b>4,114,902</b>      | <b>15,000</b>      |
| <b>NET CHANGE</b>   | <b>37,591</b>   | <b>-1,733,306</b>     | <b>-290,000</b>   | <b>-1,551,812</b> | <b>-286,000</b>   | <b>-110,698</b>   | <b>-587,835</b>  | <b>-844,611</b>  | <b>-529,000</b>      | <b>-4,577,661</b>     | <b>-10,534,932</b> |
| <b>TRANSFER TO RESERVES</b>   |   | <b>0</b>              | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>         | <b>0</b>         | <b>0</b>             | <b>0</b>              | <b>0</b>           |
| <b>TOTAL USE OF FUNDS</b>   | <b>256,842</b>  | <b>4,232,521</b>      | <b>300,000</b>    | <b>3,431,812</b>  | <b>517,000</b>    | <b>602,698</b>    | <b>1,701,835</b> | <b>2,549,727</b> | <b>531,500</b>       | <b>12,564,902</b>     | <b>26,688,837</b>  |
| <b>ENDING FUND BALANCE</b>  | <b>1,055,896</b>  | <b>1,078,134</b>      | <b>1,330,792</b>  | <b>913,716</b>    | <b>188,671</b>    | <b>301,340</b>    | <b>627,757</b>   | <b>1,037,392</b> | <b>18,349</b>        | <b>8,212,396</b>      | <b>14,764,443</b>  |
| <b>Restricted Fund Balance</b>  | <b>0</b>  | <b>1,078,134</b>      |                   | <b>913,716</b>    | <b>188,671</b>    | <b>301,340</b>    | <b>0</b>         | <b>1,037,392</b> | <b>18,349</b>        | <b>8,212,396</b>      | <b>11,749,998</b>  |
| <b>RESERVE FUND</b>   |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| Beginning Reserve Balance   | 40,000  | 800,000               | 0                 | 300,000           | 0                 | 0                 | 0                | 120,000          | 0                    | 340,000               | 1,600,000          |
| Reserve Transfers In  | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| Reserve Transfers Out   | 0   | 0                     | 0                 | 0                 | 0                 | 0                 | 0                | 0                | 0                    | 0                     | 0                  |
| Ending Reserve Balance  | 40,000  | 800,000               | 0                 | 300,000           | 0                 | 0                 | 0                | 120,000          | 0                    | 340,000               | 1,600,000          |
| Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.  |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.  |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement. |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |
| EL-JPA - SMC Express Lanes JPA; DMV - Department of Motor Vehicles.   |   |                       |                   |                   |                   |                   |                  |                  |                      |                       |                    |

|   |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
|---|--|------------------|-------------------|-------------------|-------------------|-----------------|------------------|------------------|----------------|-------------------|--------------------|
| 04/21/23  | C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
|   |  |                  |                   |                   |                   |                 | FY 2022-23       |                  |                |                   |                    |
|   | Administrative   | Transportation   | EL-JPA            | SMCRP             | Smart             | LGP Energy      | TFCA             | NPDES            | DMV Fee (\$4)  | Measure M         | Total              |
|   | Program  | Programs         |                   | Program           | Corridor          | Watch           |                  |                  | Program        | (DMV Fee \$10)    |                    |
|   | (General Fund)   |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| <b>BEGINNING BALANCE</b>  | <b>1,127,187</b>   | <b>3,271,875</b> | <b>2,884,876</b>  | <b>3,434,286</b>  | <b>2,171,031</b>  | <b>454,380</b>  | <b>1,415,352</b> | <b>1,588,002</b> | <b>538,376</b> | <b>11,090,583</b> | <b>27,975,947</b>  |
| <b>PROJECTED REVENUES</b>   |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| Interest Earnings   | 17,017   | 27,824           | 837               | 45,139            | 17,667            | 4,227           | 11,342           | 17,000           | 4,802          | 100,624           | 246,479            |
| Member Contribution   | 289,433  | 430,975          | 0                 | 1,850,000         | 0                 | 0               | 0                | 152,646          | 0              | 263,000           | 2,986,054          |
| Cost Reimbursements   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| MTC/ Federal Funding  | 0  | 1,362,500        | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 626,241           | 1,988,741          |
| Grants  | 16,200   | 465,740          | 0                 | 0                 | 0                 | 289,291         | 0                | 0                | 0              | 0                 | 771,231            |
| DMV Fee   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 1,045,400        | 0                | 714            | 6,700,000         | 7,746,114          |
| NPDES Fee   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 1,541,165        | 0              | 0                 | 1,541,165          |
| TA Cost Share   | 0  | 0                | 102,168           | 0                 | 0                 | 0               | 0                | 0                | 0              | 50,000            | 152,168            |
| Miscellaneous/ SFIA   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| Street Repair Funding   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| PPM-STIP  | 0  | 235,000          | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 235,000            |
| Assessment  | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| TLSP  | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
|   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| <b>Total Revenues</b>   | <b>322,650</b>   | <b>2,522,039</b> | <b>103,005</b>    | <b>1,895,139</b>  | <b>17,667</b>     | <b>293,518</b>  | <b>1,056,742</b> | <b>1,710,811</b> | <b>5,516</b>   | <b>7,739,865</b>  | <b>15,666,951</b>  |
| <b>TOTAL SOURCES OF FUNDS</b>   | <b>1,449,836</b>   | <b>5,793,914</b> | <b>2,987,881</b>  | <b>5,329,425</b>  | <b>2,188,698</b>  | <b>747,898</b>  | <b>2,472,094</b> | <b>3,298,813</b> | <b>543,892</b> | <b>18,830,448</b> | <b>43,642,898</b>  |
| <b>PROJECTED EXPENDITURES</b>   |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
|   | Administrative   | Transportation   | EL-JPA            | SMCRP             | Smart             | LGP Energy      | TFCA             | NPDES            | DMV Fee (\$4)  | Measure M         | Total              |
|   | Program  | Programs         |                   | Program           | Corridor          | Watch           |                  |                  | Program        | (DMV Fee \$10)    |                    |
|   | (General Fund)   |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| Administration Services   | 76,939   | 156,182          | 113,658           | 65,415            | 49,598            | 3,588           | 0                | 5,777            | 0              | 22,632            | 493,789            |
| Professional Services   | 247,570  | 1,311,247        | 189,538           | 127,995           | 0                 | 215,000         | 22,387           | 258,350          | 0              | 153,147           | 2,525,233          |
| Consulting Services   | 70,583   | 660,616          | 0                 | 307,769           | 398,268           | 187,500         | 136,496          | 1,743,490        | 30,000         | 2,065,371         | 5,600,093          |
| Supplies  | 5,013  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 5,013              |
| Prof. Dues & Memberships  | 1,500  | 4,600            | 0                 | 0                 | 0                 | 0               | 0                | 28,000           | 0              | 0                 | 34,100             |
| Conferences & Meetings  | 0  | 7,715            | 0                 | 0                 | 1,000             | 1,500           | 0                | 1,200            | 0              | 1,401             | 12,816             |
| Printing/ Postage   | 141  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 141                |
| Publications  | 2,160  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 2,160              |
| Distributions   | 0  | 0                | 0                 | 904,980           | 1,211,463         | 0               | 1,009,000        | 25,000           | 0              | 5,282,500         | 8,432,943          |
| OPEB Trust  | 9,307  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 9,307              |
| Miscellaneous   | 183  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 183                |
| Bank Fee  | 307  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 307                |
| Audit Services  | 11,727   | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 2,500             | 14,227             |
| Loan to SMCEL JPA   | 0  | 0                | 974,949           | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 974,949            |
| <b>Total Expenditures</b>   | <b>425,429</b>   | <b>2,140,360</b> | <b>1,278,145</b>  | <b>1,406,159</b>  | <b>1,660,329</b>  | <b>407,588</b>  | <b>1,167,882</b> | <b>2,061,816</b> | <b>30,000</b>  | <b>7,527,551</b>  | <b>18,105,259</b>  |
| <b>TRANSFERS</b>  |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| Transfers In  | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| Transfers Out   | 0  | 0                | 1,050,000         | 150,000           | 2,753,000         | 0               | 0                | 40,000           | 0              | 150,000           | 4,143,000          |
| Administrative Allocation   | -638,108   | 371,521          | 0                 | 50,812            | 0                 | 18,198          | 15,835           | 123,840          | 0              | 18,198            | (39,704)           |
| <b>Total Transfers</b>  | <b>-638,108</b>  | <b>371,521</b>   | <b>-1,050,000</b> | <b>1,850,812</b>  | <b>-2,753,000</b> | <b>18,198</b>   | <b>15,835</b>    | <b>83,840</b>    | <b>0</b>       | <b>1,911,198</b>  | <b>(189,704)</b>   |
| <b>NET CHANGE</b>   | <b>535,329</b>   | <b>10,158</b>    | <b>-125,140</b>   | <b>-1,361,833</b> | <b>1,110,338</b>  | <b>-132,268</b> | <b>-126,975</b>  | <b>-434,845</b>  | <b>-24,484</b> | <b>-1,698,884</b> | <b>(2,248,604)</b> |
| <b>TRANSFER TO RESERVES</b>   | <b>0</b>   | <b>0</b>         | <b>0</b>          | <b>0</b>          | <b>0</b>          | <b>0</b>        | <b>0</b>         | <b>0</b>         | <b>0</b>       | <b>0</b>          | <b>0</b>           |
| <b>TOTAL USE OF FUNDS</b>   | <b>-212,679</b>  | <b>2,511,881</b> | <b>228,145</b>    | <b>3,431,812</b>  | <b>-1,092,671</b> | <b>425,786</b>  | <b>1,183,717</b> | <b>2,145,656</b> | <b>30,000</b>  | <b>9,438,749</b>  | <b>18,090,396</b>  |
| <b>ENDING FUND BALANCE</b>  | <b>1,662,516</b>   | <b>3,282,033</b> | <b>2,759,736</b>  | <b>2,394,335</b>  | <b>3,281,369</b>  | <b>322,112</b>  | <b>1,288,377</b> | <b>1,153,157</b> | <b>513,892</b> | <b>9,391,699</b>  | <b>26,049,224</b>  |
| <b>RESERVE FUND</b>   |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| Beginning Reserve Balance   | 40,000   | 800,000          | 0                 | 300,000           | 0                 | 0               | 0                | 120,000          | 0              | 340,000           | 1,600,000          |
| Reserve Transfers In  | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| Reserve Transfers Out   | 0  | 0                | 0                 | 0                 | 0                 | 0               | 0                | 0                | 0              | 0                 | 0                  |
| <b>Ending Reserve Balance</b>   | <b>40,000</b>  | <b>800,000</b>   | <b>0</b>          | <b>300,000</b>    | <b>0</b>          | <b>0</b>        | <b>0</b>         | <b>120,000</b>   | <b>0</b>       | <b>340,000</b>    | <b>1,600,000</b>   |
| Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance   |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.  |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement. |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |
| AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.  |  |                  |                   |                   |                   |                 |                  |                  |                |                   |                    |

| 05/03/23  | C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
|---|---|------------------------------------|------------------|--------------------------|---------------------------|-----------------------------|-------------------|------------------|----------------------------------|-------------------------------------|--------------------|--|
|   | FY 2023-24  |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
|   | Administrative<br>Program<br>(General Fund)                               | Transportation<br>Programs         | EL-JPA           | SMCRP<br>Program         | Smart<br>Corridor         | LGP Energy<br>Watch         | TFCA              | NPDES            | DMV Fee (\$4)<br>Program         | Measure M<br>(DMV Fee \$10)         | Total              |  |
| <b>BEGINNING BALANCE</b>  | <b>1,662,516</b>  | <b>3,282,033</b>                   | <b>2,759,736</b> | <b>2,394,335</b>         | <b>3,281,369</b>          | <b>322,112</b>              | <b>1,288,377</b>  | <b>1,153,157</b> | <b>513,892</b>                   | <b>9,391,699</b>                    | <b>26,049,224</b>  |  |
| <b>PROJECTED<br/>REVENUES</b>   |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| Interest Earnings   | 5,000   | 5,000                              | 25,000           | 30,000                   | 1,000                     | 2,000                       | 7,000             | 12,000           | 2,500                            | 80,000                              | 169,500            |  |
| Member Contribution   | 298,116   | 443,905                            | 0                | 1,850,000                | 0                         | 0                           | 0                 | 160,282          | 0                                | 300,000                             | 3,052,303          |  |
| Cost Reimbursements   | 0   | 0                                  | 532,603          | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 532,603            |  |
| MTC/ Federal Funding  | 0   | 1,362,500                          | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 706,268                             | 2,068,768          |  |
| Grants  | 0   | 465,740                            | 0                | 0                        | 10,312,000                | 720,000                     | 0                 | 1,725,000        | 0                                | 0                                   | 13,222,740         |  |
| DMV Fee   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 1,020,400         | 0                | 0                                | 6,700,000                           | 7,720,400          |  |
| NPDES Fee   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 1,582,678        | 0                                | 0                                   | 1,582,678          |  |
| TA Cost Share   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 50,000                              | 50,000             |  |
| Miscellaneous/ SFIA   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| Street Repair Funding   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| PPM-STIP  | 0   | 235,000                            | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 235,000            |  |
| Assessment  | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| TLSP  | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| <b>Total Revenues</b>   | <b>303,116</b>  | <b>2,512,145</b>                   | <b>557,603</b>   | <b>1,880,000</b>         | <b>10,313,000</b>         | <b>722,000</b>              | <b>1,027,400</b>  | <b>3,479,960</b> | <b>2,500</b>                     | <b>7,836,268</b>                    | <b>28,633,992</b>  |  |
| <b>TOTAL SOURCES OF FUNDS</b>   | <b>1,965,632</b>  | <b>5,794,178</b>                   | <b>3,317,339</b> | <b>4,274,335</b>         | <b>13,594,369</b>         | <b>1,044,112</b>            | <b>2,315,777</b>  | <b>4,633,117</b> | <b>516,392</b>                   | <b>17,227,967</b>                   | <b>54,683,216</b>  |  |
| <b>PROJECTED<br/>EXPENDITURES</b>   | <b>Administrative<br/>Program<br/>(General Fund)</b>                      | <b>Transportation<br/>Programs</b> | <b>EL-JPA</b>    | <b>SMCRP<br/>Program</b> | <b>Smart<br/>Corridor</b> | <b>LGP Energy<br/>Watch</b> | <b>TFCA</b>       | <b>NPDES</b>     | <b>DMV Fee (\$4)<br/>Program</b> | <b>Measure M<br/>(DMV Fee \$10)</b> | <b>Total</b>       |  |
| Administration Services   | 120,000   | 214,000                            | 205,889          | 66,000                   | 86,000                    | 16,000                      | 2,000             | 36,000           | 0                                | 47,000                              | 792,889            |  |
| Professional Services   | 146,853   | 1,830,886                          | 326,714          | 301,170                  | 0                         | 82,103                      | 63,364            | 458,812          | 0                                | 205,019                             | 3,414,921          |  |
| Consulting Services   | 552,655   | 2,386,338                          | 0                | 1,551,838                | 991,000                   | 850,000                     | 0                 | 3,395,300        | 384,000                          | 2,435,723                           | 12,546,854         |  |
| Supplies  | 11,000  | 2,000                              | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 13,000             |  |
| Prof. Dues & Memberships  | 19,250  | 22,000                             | 0                | 3,000                    | 0                         | 0                           | 0                 | 28,000           | 0                                | 500                                 | 72,750             |  |
| Conferences & Meetings/Trainings  | 15,500  | 5,000                              | 0                | 1,000                    | 1,000                     | 10,000                      | 0                 | 6,000            | 0                                | 7,000                               | 45,500             |  |
| Printing/ Postage   | 10,000  | 6,000                              | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 16,000             |  |
| Publications  | 4,000   | 3,000                              | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 7,000              |  |
| Distributions   | 0   | 0                                  | 0                | 1,079,200                | 12,812,000                | 0                           | 2,297,730         | 25,000           | 125,000                          | 5,577,500                           | 21,916,430         |  |
| OPEB Trust  | 55,000  | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 55,000             |  |
| Miscellaneous   | 13,700  | 2,000                              | 0                | 1,000                    | 0                         | 0                           | 0                 | 1,000            | 0                                | 0                                   | 17,700             |  |
| Bank Fee  | 3,500   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 3,500              |  |
| Audit Services  | 22,500  | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 2,500                               | 25,000             |  |
| Loan to SMCEL JPA   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| <b>Total Expenditures</b>   | <b>973,958</b>  | <b>4,471,224</b>                   | <b>532,603</b>   | <b>3,003,208</b>         | <b>13,890,000</b>         | <b>958,103</b>              | <b>2,363,094</b>  | <b>3,950,112</b> | <b>509,000</b>                   | <b>8,275,242</b>                    | <b>38,926,544</b>  |  |
| <b>TRANSFERS</b>  |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| Transfers In  | 0   | 0                                  | 0                | 200,000                  | 691,000                   | 150,000                     | 0                 | 40,000           | 0                                | 0                                   | 1,081,000          |  |
| Transfers Out   | 0   | 0                                  | 0                | 841,000                  | 0                         | 0                           | 0                 | 0                | 0                                | 40,000                              | 881,000            |  |
| Administrative Allocation   | -603,441  | 371,414                            | 0                | 66,689                   | 0                         | 17,819                      | 11,872            | 89,873           | 0                                | 45,774                              | 0                  |  |
| <b>Total Transfers</b>  | <b>-603,441</b>   | <b>371,414</b>                     | <b>0</b>         | <b>707,689</b>           | <b>-691,000</b>           | <b>-132,181</b>             | <b>11,872</b>     | <b>49,873</b>    | <b>0</b>                         | <b>85,774</b>                       | <b>-200,000</b>    |  |
| <b>NET CHANGE</b>   | <b>-67,401</b>  | <b>-2,330,493</b>                  | <b>25,000</b>    | <b>-1,830,897</b>        | <b>-2,886,000</b>         | <b>-103,922</b>             | <b>-1,347,566</b> | <b>-520,025</b>  | <b>-506,500</b>                  | <b>-524,748</b>                     | <b>-10,092,552</b> |  |
| <b>TRANSFER TO RESERVES</b>   |   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| <b>TOTAL USE OF FUNDS</b>   | <b>370,517</b>  | <b>4,842,638</b>                   | <b>532,603</b>   | <b>3,710,897</b>         | <b>13,199,000</b>         | <b>825,922</b>              | <b>2,374,966</b>  | <b>3,999,985</b> | <b>509,000</b>                   | <b>8,361,016</b>                    | <b>38,726,544</b>  |  |
| <b>ENDING FUND BALANCE</b>  | <b>1,595,115</b>  | <b>951,540</b>                     | <b>2,784,736</b> | <b>563,438</b>           | <b>395,369</b>            | <b>218,190</b>              | <b>-59,189</b>    | <b>633,132</b>   | <b>7,392</b>                     | <b>8,866,951</b>                    | <b>15,956,672</b>  |  |
| <b>Restricted Fund Balance</b>  | <b>0</b>  | <b>951,540</b>                     |                  | <b>563,438</b>           | <b>395,369</b>            | <b>218,190</b>              | <b>0</b>          | <b>633,132</b>   | <b>7,392</b>                     | <b>8,866,951</b>                    | <b>11,636,011</b>  |  |
| <b>RESERVE FUND</b>   |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| Beginning Reserve Balance   | 40,000  | 800,000                            | 0                | 300,000                  | 0                         | 0                           | 0                 | 120,000          | 0                                | 340,000                             | 1,600,000          |  |
| Reserve Transfers In  | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| Reserve Transfers Out   | 0   | 0                                  | 0                | 0                        | 0                         | 0                           | 0                 | 0                | 0                                | 0                                   | 0                  |  |
| Ending Reserve Balance  | 40,000  | 800,000                            | 0                | 300,000                  | 0                         | 0                           | 0                 | 120,000          | 0                                | 340,000                             | 1,600,000          |  |
| Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.  |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.  |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement. |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |
| EL-JPA - SMC Express Lanes JPA; DMV - Department of Motor Vehicles.   |   |                                    |                  |                          |                           |                             |                   |                  |                                  |                                     |                    |  |















[illegible]

|   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
|---|--------|---------------------------------------|--|---|--|--------------------------------------|--|------------------------------------|-----------------------------------|--|--|--|--|---------------------------|--------------------------|---------|--|
| 05/03/23  |        |                                       |  | NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM FUND (07) |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
|   |        |                                       |  | FY 2023-24 PROGRAM BUDGET   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
|   |        |                                       |  | JULY 1, 2023 - JUNE 30, 2024  |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| <b>BEGINNING BALANCE</b>  |        | 1,153,157                             |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           | 1,153,157                |         |  |
| <b>PROJECTED REVENUES</b>   |        | New Devel. & Site Control<br>C7357000 | Public Info. & Participation<br>C7358000 | Grant Programs<br>C7359000  | Municipal Main. Activities<br>C7360000 | Collaborative Monitoring<br>C7361000 | Permit Renewal Participation<br>C7362000 | Program Administration<br>C7356000 | Regional Dues/ Monit.<br>C7363000 |  |  |  |  | <b>NPDES PROGRAM FUND</b> |                          |         |  |
| Interest Earnings   | 409100 |                                       |  |   |  |                                      |  | 12,000                             |                                   |  |  |  |  | 12,000                    |                          |         |  |
| Member Contribution   | 4810XX |                                       |  |   |  |                                      |  | 160,282                            |                                   |  |  |  |  | 160,282                   |                          |         |  |
| Cost Reimbursements   | 440304 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| MTC/ Federal Funding  | 481022 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Grants  | 420501 |                                       |  | 1,725,000   |  |                                      |  |                                    |                                   |  |  |  |  | 1,725,000                 |                          |         |  |
| DMV Fee   | 420602 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| NPDES Fee   | 480002 |                                       |  |   |  |                                      |  | 1,582,678                          |                                   |  |  |  |  | 1,582,678                 |                          |         |  |
| TA Cost Share   | 481023 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Miscellaneous/ SFIA   | 480008 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Street Repair Funding   | 480003 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| PPM-STIP  | 420604 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Assessment  | 420603 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| TLSP  |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
|   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| <b>Total Revenues</b>   |        | 0                                     | 0  | 1,725,000   | 0                                      | 0                                    | 0  | 1,754,960                          | 0                                 |  |  |  |  | 3,479,960                 |                          |         |  |
| <b>TOTAL SOURCES OF FUNDS</b>   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           | 4,633,117                |         |  |
|   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| <b>PROJECTED EXPENDITURES</b>   |        | New Devel. & Site Control<br>C7357000 | Public Info. & Participation<br>C7358000 | Grant Programs<br>C7359000  | Municipal Main. Activities<br>C7360000 | Collaborative Monitoring<br>C7361000 | Permit Renewal Participation<br>C7362000 | Program Administration<br>C7356000 | Regional Dues/ Monit.<br>C7363000 |  |  |  |  | <b>NPDES PROGRAM FUND</b> |                          |         |  |
| Administration Services   | 520314 |                                       |  |   |  |                                      |  | 36,000                             |                                   |  |  |  |  | 36,000                    |                          |         |  |
| Professional Services   | 520320 |                                       |  |   |  |                                      |  | 458,812                            |                                   |  |  |  |  | 458,812                   |                          |         |  |
| Consulting Services   | 520303 |                                       |  | 1,725,000   |  |                                      |  | 1,670,300                          |                                   |  |  |  |  | 3,395,300                 |                          |         |  |
| Supplies  | 520201 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Prof. Dues & Memberships  | 520501 |                                       |  |   |  |                                      |  |                                    | 28,000                            |  |  |  |  | 28,000                    |                          |         |  |
| Conferences & Meetings/Traini   | 520503 |                                       |  |   |  |                                      |  | 6,000                              |                                   |  |  |  |  | 6,000                     |                          |         |  |
| Printing/ Postage   | 520204 |                                       |  |   |  |                                      |  | 0                                  |                                   |  |  |  |  | 0                         |                          |         |  |
| Publications  | 520504 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Distributions   | 522724 |                                       | 25,000                                   |   |  |                                      |  |                                    |                                   |  |  |  |  | 25,000                    |                          |         |  |
| OPEB Trust  | 522725 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Miscellaneous   | 520509 |                                       |  |   |  |                                      |  | 1,000                              |                                   |  |  |  |  | 1,000                     |                          |         |  |
| Bank Fee  | 520202 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Audit Services  | 520301 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Loan to SMCEL JPA   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| <b>Total Expenditures</b>   |        | 0                                     | 25,000                                   | 1,725,000   | 0                                      | 0                                    | 0  | 2,172,112                          | 28,000                            |  |  |  |  | 3,950,112                 |                          |         |  |
| <b>TRANSFERS</b>  |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| Transfers In  | 490001 |                                       |  |   |  |                                      |  | 40,000                             |                                   |  |  |  |  | 40,000                    | From Measure M for Admin |         |  |
| Transfers Out   | 590001 |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  | 0                         |                          |         |  |
| Administrative Allocation   |        |                                       |  |   |  |                                      |  | 89,873                             |                                   |  |  |  |  | 89,873                    | To General Fund C001     |         |  |
| <b>Total Transfers</b>  |        | 0                                     | 0  | 0   | 0                                      | 0                                    | 0  | 49,873                             |                                   |  |  |  |  | 49,873                    |                          |         |  |
| <b>NET CHANGE</b>   |        | 0                                     | -25,000                                  | 0   | 0                                      | 0                                    | 0  | -467,025                           | -28,000                           |  |  |  |  | -520,025                  |                          |         |  |
| <b>TRANSFER TO RESERVES</b>   |        |                                       |  |   |  |                                      |  | 0                                  |                                   |  |  |  |  | 0                         |                          |         |  |
| <b>TOTAL USE OF FUNDS</b>   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           | 3,999,985                |         |  |
| <b>ENDING FUND BALANCE</b>  |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           | 633,132                  |         |  |
| Restricted Fund Balance   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           | 633,132                  |         |  |
| <b>RESERVE FUND</b>   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| Beginning Reserve Balance   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          | 120,000 |  |
| Reserve Transfers In  |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          | 0       |  |
| Reserve Transfers Out   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| Ending Reserve Balance  |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          | 120,000 |  |
| Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
| 2- Manage at Fund Level   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
|   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |
|   |        |                                       |  |   |  |                                      |  |                                    |                                   |  |  |  |  |                           |                          |         |  |





|   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
|---|--------|--|--------------------------------|----------------------------------|-------------------------------------|--------------------------------|-----------------|-------------------------|----------------------------|------------------|--|--|--|--|---------------------|---------------------------------------|------------|--|--|---------|
| 05/03/23  |        |  |                                |                                  | MEASURE M (\$10 DMV FEE) FUND (C10) |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
|   |        |  |                                |                                  | FY 2023-24 PROGRAM BUDGET           |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
|   |        |  |                                |                                  | JULY 1, 2023 - JUNE 30, 2024        |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| BEGINNING BALANCE   |        |  | 9,391,699                      |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     | 9,391,699                             |            |  |  |         |
| PROJECTED REVENUES  |        |  | Administration DMV<br>C1024200 | Administration C/CAG<br>C1024300 | Cong. Man. Local<br>C1023700        | Transit Operations<br>C1023800 | ITS<br>C1023900 | NPDES Local<br>C1024000 | NPDES Regional<br>C1024100 | SR2S<br>C1024400 |  |  |  |  | MEASURE M (DMV FEE) |                                       |            |  |  |         |
| Interest Earnings   | 409100 |  |                                | 80,000                           |                                     |                                |                 |                         |                            |                  |  |  |  |  | 80,000              |                                       |            |  |  |         |
| Member Contribution   | 4810XX |  |                                |                                  |                                     |                                | 300,000         |                         |                            |                  |  |  |  |  | 300,000             |                                       |            |  |  |         |
| Cost Reimbursements   | 440304 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| MTC/ Federal Funding  | 481022 |  |                                |                                  |                                     |                                |                 |                         |                            | 706,268          |  |  |  |  | 706,268             |                                       |            |  |  |         |
| Grants  | 420501 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| DMV Fee   | 420602 |  |                                | 335,000                          | 1,591,250                           | 1,145,700                      | 700,150         | 1,591,250               | 954,750                    | 381,900          |  |  |  |  | 6,700,000           |                                       |            |  |  |         |
| NPDES Fee   | 480002 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| TA Cost Share   | 481023 |  |                                |                                  |                                     |                                | 50,000          |                         |                            |                  |  |  |  |  | 50,000              |                                       |            |  |  |         |
| Miscellaneous/ SFIA   | 480008 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Street Repair Funding   | 480003 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| PPM-STIP  | 420604 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Assessment  | 420603 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| TLSP  |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Total Revenues  |        |  | 0                              | 415,000                          | 1,591,250                           | 1,145,700                      | 1,050,150       | 1,591,250               | 954,750                    | 1,088,168        |  |  |  |  | 7,836,268           |                                       |            |  |  |         |
| TOTAL SOURCES OF FUNDS  |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       | 17,227,967 |  |  |         |
|   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| PROJECTED EXPENDITURES  |        |  | Administration DMV<br>C1024200 | Administration C/CAG<br>C1024300 | Cong. Man. Local<br>C1023700        | Transit Operations<br>C1023800 | ITS<br>C1023900 | NPDES Local<br>C1024000 | NPDES Regional<br>C1024100 | SR2S<br>C1024400 |  |  |  |  | MEASURE M (DMV FEE) |                                       |            |  |  |         |
| Administration Services   | 520314 |  |                                | 47,000                           |                                     |                                |                 |                         |                            |                  |  |  |  |  | 47,000              |                                       |            |  |  |         |
| Professional Services   | 520320 |  |                                | 205,019                          |                                     |                                |                 |                         |                            |                  |  |  |  |  | 205,019             |                                       |            |  |  |         |
| Consulting Services   | 520303 |  |                                | 30,000                           |                                     | 7,500                          | 400,000         |                         | 1,200,000                  | 798,223          |  |  |  |  | 2,435,723           |                                       |            |  |  |         |
| Supplies  | 520201 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Prof. Dues & Memberships  | 520501 |  |                                |                                  |                                     |                                | 500             |                         |                            |                  |  |  |  |  | 500                 |                                       |            |  |  |         |
| Conferences & Meetings/Trainings  | 520503 |  |                                |                                  |                                     |                                | 7,000           |                         |                            |                  |  |  |  |  | 7,000               |                                       |            |  |  |         |
| Printing/ Postage   | 520204 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Publications  | 520504 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Distributions   | 522724 |  |                                | 150,000                          | 1,591,250                           | 1,200,000                      | 20,000          | 1,591,250               |                            | 1,025,000        |  |  |  |  | 5,577,500           |                                       |            |  |  |         |
| OPEB Trust  | 522725 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Miscellaneous   | 520509 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Bank Fee  | 520202 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Audit Services  | 520301 |  |                                | 2,500                            |                                     |                                |                 |                         |                            |                  |  |  |  |  | 2,500               |                                       |            |  |  |         |
| Loan to SMCEL JPA   | 0      |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Total Expenditures  |        |  | 0                              | 434,519                          | 1,591,250                           | 1,207,500                      | 427,500         | 1,591,250               | 1,200,000                  | 1,823,223        |  |  |  |  | 8,275,242           |                                       |            |  |  |         |
| TRANSFERS   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| Transfers In  | 490001 |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| Transfers Out   | 590001 |  |                                | 0                                |                                     |                                |                 |                         | 40,000                     |                  |  |  |  |  | 40,000              | \$40k To NPDES for its share of Admin |            |  |  |         |
| Administrative Allocation   |        |  |                                | 45,774                           |                                     |                                |                 |                         |                            |                  |  |  |  |  | 45,774              | To General Fund                       |            |  |  |         |
| Total Transfers   |        |  | 0                              | 45,774                           | 0                                   | 0                              | 0               | 0                       | 40,000                     | 0                |  |  |  |  | 85,774              |                                       |            |  |  |         |
| NET CHANGE  |        |  | 0                              | -65,293                          | 0                                   | -61,800                        | 622,650         | 0                       | -285,250                   | -735,055         |  |  |  |  | -524,748            |                                       |            |  |  |         |
| TRANSFER TO RESERVES  |        |  |                                | 0                                |                                     |                                |                 |                         |                            |                  |  |  |  |  | 0                   |                                       |            |  |  |         |
| TOTAL USE OF FUNDS  |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       | 8,361,016  |  |  |         |
| ENDING FUND BALANCE   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       | 8,866,951  |  |  |         |
| Restricted Fund Balance   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       | 8,866,951  |  |  |         |
| RESERVE FUND  |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| Beginning Reserve Balance   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  | 340,000 |
| Reserve Transfers In  |        |  |                                | 0                                |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  | 0       |
| Reserve Transfers Out   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  | 0       |
| Ending Reserve Balance  |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  | 340,000 |
| Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| 2- Manage at Fund Level   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| 3- ITS - Intelligent Transportation System; NPDES - National Pollutant Discharge Elimination System; DMV - Department of Motor Vehicles; SR2S - Safe Route to School. |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
|   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |
| 126   |        |  |                                |                                  |                                     |                                |                 |                         |                            |                  |  |  |  |  |                     |                                       |            |  |  |         |

|  |  |                  |  |                  |  |                    |
|--|--|------------------|--|------------------|--|--------------------|
| 05/03/23   | <b>DMV FEE PROGRAM FUND (08 plus 10) BUDGET BY FISCAL YEAR</b> |                  |  |                  |  |                    |
|  |  |                  |  |                  |  |                    |
|  |  | AB 1546          |  | Measure M        |  | DMV FEE            |
|  |  | Budgeted         |  | Budgeted         |  | Budgeted           |
|  |  | FY 2014-15       |  | FY 2023-24       |  | FY 2023-24         |
|  |  |                  |  |                  |  |                    |
| <b>BEGINNING BALANCE</b>   |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>RESERVE BALANCE</b>   |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>PROJECTED REVENUES</b>  |  |                  |  |                  |  |                    |
|  |  |                  |  |                  |  |                    |
| Interest Earnings  |  | 0                |  | 0                |  | 0                  |
| Member Contribution  |  | 0                |  | 706,268          |  | 706,268            |
| Cost Reimbursements  |  | 0                |  | 0                |  | 0                  |
| MTC/ Federal Funding   |  | 0                |  | 6,700,000        |  | 6,700,000          |
| Grants   |  | 0                |  | 0                |  | 0                  |
| DMV Fee  |  | 0                |  | 50,000           |  | 50,000             |
| NPDES Fee  |  | 0                |  | 0                |  | 0                  |
| TA Cost Share  |  | 0                |  | 0                |  | 0                  |
| Miscellaneous/ SFIA  |  | 0                |  | 0                |  | 0                  |
| Street Repair Funding  |  | 0                |  | 0                |  | 0                  |
| PPM-STIP   |  | 0                |  | 0                |  | 0                  |
| Assessment   |  | 0                |  | 0                |  | 0                  |
| TLSP   |  | 2,500            |  | 7,836,268        |  | 7,838,768          |
|  |  |                  |  |                  |  |                    |
| <b>Total Revenues</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>TOTAL SOURCES OF FUN</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>PROJECTED EXPENDITURES</b>  |  |                  |  |                  |  |                    |
|  |  |                  |  |                  |  |                    |
| Administration Services  |  | 384,000          |  | 2,435,723        |  | 2,819,723          |
| Professional Services  |  | 0                |  | 0                |  | 0                  |
| Consulting Services  |  | 0                |  | 500              |  | 500                |
| Supplies   |  | 0                |  | 7,000            |  | 7,000              |
| Prof. Dues & Memberships   |  | 0                |  | 0                |  | 0                  |
| Conferences & Meetings/Tra   |  | 0                |  | 0                |  | 0                  |
| Printing/ Postage  |  | 125,000          |  | 5,577,500        |  | 5,702,500          |
| Publications   |  | 0                |  | 0                |  | 0                  |
| Distributions  |  | 0                |  | 0                |  | 0                  |
| OPEB Trust   |  | 0                |  | 0                |  | 0                  |
| Miscellaneous  |  | 0                |  | 2,500            |  | 2,500              |
| Bank Fee   |  | 0                |  | 0                |  | 0                  |
| Audit Services   |  | 509,000          |  | 8,275,242        |  | 8,784,242          |
| Loan to SMCEL JPA  |  | 0                |  | 0                |  | 0                  |
| <b>Total Expenditures</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  | 0                |  | 0                |  | 0                  |
| <b>TRANSFERS</b>   |  | <b>0</b>         |  | <b>40,000</b>    |  | <b>40,000</b>      |
| Transfers In   |  | 0                |  | 45,774           |  | 45,774             |
| Transfers Out  |  | 0                |  | 85,774           |  | 85,774             |
| Administrative Allocation  |  | 0                |  | 0                |  | 0                  |
| <b>Total Transfers</b>   |  | <b>(506,500)</b> |  | <b>(524,748)</b> |  | <b>(1,031,248)</b> |
|  |  |                  |  |                  |  |                    |
| <b>NET CHANGE</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>TRANSFER TO RESERVES</b>  |  |                  |  |                  |  |                    |
| Beginning Reserve Balance  |  | 0                |  | 0                |  | 0                  |
| Reserve Transfers In   |  | 509,000          |  | 8,361,016        |  | 8,870,016          |
| Reserve Transfers Out  |  |                  |  |                  |  |                    |
| Ending Reserve Balance   |  | 509,000          |  | 8,361,016        |  | 8,870,016          |
|  |  |                  |  |                  |  |                    |
| <b>TOTAL USE OF FUNDS</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>ENDING FUND BALANCE</b>   |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>RESERVE FUND BALANCE</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| <b>NET INCREASE (Decrease IN FUND BALANCE</b>  |  | <b>0</b>         |  | <b>0</b>         |  | <b>0</b>           |
|  |  |                  |  |                  |  |                    |
| Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance |  |                  |  |                  |  |                    |

|  |  |                    |  |                     |                     |                 |
|--|--|--------------------|--|---------------------|---------------------|-----------------|
| 05/03/23   | CHANGES IN C/CAG BUDGET BY FISCAL YEAR |                    |  |                     |                     |                 |
|  |  | Projected          |  |                     |                     |                 |
|  |  | Actual             |  | Budgeted            | Budget              | Budget          |
|  |  | FY 2022-23         |  | FY 2023-24          | Change              | % Change        |
| <b>BEGINNING BALANCE</b>   |  | <b>27,975,947</b>  |  | <b>26,049,224</b>   | <b>(1,926,723)</b>  | <b>-6.89%</b>   |
| <b>PROJECTED REVENUES</b>  |  |                    |  |                     |                     |                 |
| Interest Earnings  |  | 246,479            |  | 169,500             | (76,979)            | -31.23%         |
| Member Contribution  |  | 2,986,054          |  | 3,052,303           | 66,249              | 2.22%           |
| Cost Reimbursements  |  | 0                  |  | 532,603             | 532,603             | 0.00%           |
| MTC/ Federal Funding   |  | 1,988,741          |  | 2,068,768           | 80,027              | 4.02%           |
| Grants   |  | 771,231            |  | 13,222,740          | 12,451,509          | 1614.50%        |
| DMV Fee  |  | 7,746,114          |  | 7,720,400           | (25,714)            | -0.33%          |
| NPDES Fee  |  | 1,541,165          |  | 1,582,678           | 41,513              | 2.69%           |
| TA Cost Share  |  | 152,168            |  | 50,000              | (102,168)           | -67.14%         |
| Miscellaneous/ SFIA  |  | 0                  |  | 0                   | 0                   | 0.00%           |
| Street Repair Funding  |  | 0                  |  | 0                   | 0                   | 0.00%           |
| PPM-STIP   |  | 235,000            |  | 235,000             | 0                   | 0.00%           |
| Assessment   |  | 0                  |  | 0                   | 0                   | 0.00%           |
| TLSP   |  | 0                  |  | 0                   | 0                   | 0.00%           |
|  |  | 0                  |  | 0                   | 0                   | 0.00%           |
| <b>Total Revenues</b>  |  | <b>15,666,951</b>  |  | <b>28,633,992</b>   | <b>12,967,041</b>   | <b>82.77%</b>   |
| <b>TOTAL SOURCES OF FUNDS</b>  |  | <b>43,642,898</b>  |  | <b>54,683,216</b>   | <b>11,040,318</b>   | <b>25.30%</b>   |
|  |  |                    |  |                     |                     |                 |
| <b>PROJECTED EXPENDITURES</b>  |  | Projected          |  |                     |                     |                 |
|  |  | Actual             |  | Budgeted            | Budget              | Budget          |
|  |  | FY 2022-23         |  | FY 2023-24          | Change              | % Change        |
| Administration Services  |  | 493,789            |  | 792,889             | 299,100             | 60.57%          |
| Professional Services  |  | 2,525,233          |  | 3,414,921           | 889,688             | 35.23%          |
| Consulting Services  |  | 5,600,093          |  | 12,546,854          | 6,946,761           | 124.05%         |
| Supplies   |  | 5,013              |  | 13,000              | 7,987               | 159.33%         |
| Prof. Dues & Memberships   |  | 34,100             |  | 72,750              | 38,650              | 113.34%         |
| Conferences & Meetings/Trainings   |  | 12,816             |  | 45,500              | 32,684              | 255.03%         |
| Printing/ Postage  |  | 141                |  | 16,000              | 15,859              | 11259.60%       |
| Publications   |  | 2,160              |  | 7,000               | 4,840               | 224.07%         |
| Distributions  |  | 8,432,943          |  | 21,916,430          | 13,483,487          | 159.89%         |
| OPEB Trust   |  | 9,307              |  | 55,000              | 45,694              | 490.98%         |
| Miscellaneous  |  | 183                |  | 17,700              | 17,517              | 9592.26%        |
| Bank Fee   |  | 307                |  | 3,500               | 3,193               | 1040.96%        |
| Audit Services   |  | 14,227             |  | 25,000              | 10,773              | 75.72%          |
| Loan to SMCEL JPA  |  | 974,949            |  | 0                   | (974,949)           | -100.00%        |
| <b>Total Expenditures</b>  |  | <b>18,105,259</b>  |  | <b>38,926,544</b>   | <b>20,821,285</b>   | <b>115.00%</b>  |
| <b>TRANSFERS</b>   |  |                    |  |                     |                     |                 |
| Transfers In   |  | 4,143,000          |  | 1,081,000           | (3,062,000)         | -73.91%         |
| Transfers Out  |  | 3,993,000          |  | 881,000             | (3,112,000)         | -77.94%         |
| Administrative Allocation  |  | (39,703)           |  | 0                   | 39,703              | 100.00%         |
| <b>Total Transfers</b>   |  | <b>(189,703)</b>   |  | <b>0</b>            | <b>189,703</b>      | <b>100.00%</b>  |
| <b>NET CHANGE</b>  |  | <b>(2,248,604)</b> |  | <b>(10,092,552)</b> | <b>(7,843,948)</b>  | <b>-348.84%</b> |
| <b>TRANSFER TO RESERVES</b>  |  | <b>0</b>           |  | <b>0</b>            | <b>0</b>            | <b>0.00%</b>    |
| <b>TOTAL USE OF FUNDS</b>  |  | <b>18,090,396</b>  |  | <b>38,726,544</b>   | <b>20,636,148</b>   | <b>114.07%</b>  |
| <b>ENDING FUND BALANCE</b>   |  | <b>26,049,224</b>  |  | <b>15,956,672</b>   | <b>(10,092,552)</b> | <b>-38.74%</b>  |
| <b>RESERVE FUND</b>  |  |                    |  |                     |                     |                 |
| Beginning Reserve Balance  |  | 1,600,000          |  | 1,600,000           | 0                   | 0.00%           |
| Reserve Transfers In   |  | 0                  |  | 0                   | 0                   | 0.00%           |
| Reserve Transfers Out  |  | 0                  |  | 0                   | 0                   | 0.00%           |
| Ending Reserve Balance   |  | \$1,600,000        |  | \$1,600,000         | \$0                 | 0.00%           |
| Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance |  |                    |  |                     |                     |                 |
|  |  |                    |  |                     |                     |                 |
|  |  |                    |  |                     |                     |                 |

## C/CAG Draft 2 YR workplan

## Color CODING KEY

## Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

|    |  |   | 2023 |      |      |      | 2024 |      |      |      | 2025 |
|----|--|---|------|------|------|------|------|------|------|------|------|
|    |  |   | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr |
| 1  | <b>Agency wide efforts</b>   |   |      |      |      |      |      |      |      |      |      |
| 2  | Measure M Management (General)   | Manage Measure M (\$10 Vehicle License Fee) including planning, admin, and annual formula distributions.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 3  | General Financial/Organizational Tasks (contracts, HR, CALPERs, financial management, Audits, Finance Committee Investment policies) |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 4  | General Time Spent Managing and attending Committees (CMEQ, TAC, BPAC, AAC, Stormwater, Finance)                                     |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 5  | Airport Land Use Commission Activities and Committee   | ALUC Meetings, project review, and ALUCP Management.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 6  | 21- Elements support   | C/CAG is a major partner in supporting 21 Elements efforts.   |      |      |      |      |      |      |      |      |      |
| 7  | <b>C/CAG Equity Assessment and Plan</b>  | <b>Equity Assessment underway</b>   | X    | X    | X    |      |      |      |      |      |      |
| 8  | State and Federal Advocacy Program   | State advocacy (Shaw Yoder Antwih Schmelzer & Lange) for tracking and commenting on legislation and pursuing funding; & Federal Funding advocacy (Ken Brown & Associates)   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 9  | C/CAG Strategic Plan Development   | Will initiate as Equity Study concludes   |      |      |      |      | X    | X    | X    | X    | X    |
| 10 | C/CAG Update Website   | TBD   |      |      |      |      |      |      | X    | X    | X    |
| 11 |  |   |      |      |      |      |      |      |      |      |      |
| 12 | <b>Stormwater Program</b>  |   |      |      |      |      |      |      |      |      |      |
| 13 | Regional Water Board MRP Compliance  | Managing Regional Water Permit for all permittees (21) in San Mateo County, including 5 Year contract with EOA and coordinating annual compliance.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 14 | Multi Benefit Regional Projects  | Continue to support Orange Memorial Park project in SSF; Implement recent \$2.4m Federal Earmark for project in San Bruno; Red Morton Park in Redwood City; and Twin Pines project in Belmont. Initiate design on future regional projects. | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 15 | Exploring Risk-based Integrated Water Management   |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 16 | Exploration of Stormwater Funding/Financing  |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 17 | Phase II Green Infrastructure Tracking & Mapping Tool  |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 18 | Pilot Bulk Rain Barrel Rebates   | Annual project to distribute approximately 800+ rain barrels. See press release and coverage in Agenda #9 Communications.   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 19 | Scaling Schoolyard Greening Efforts  | Green infrastructure investments in 12 schools  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 20 |  |   |      |      |      |      |      |      |      |      |      |
| 21 | <b>Energy and Climate Program</b>  |   |      |      |      |      |      |      |      |      |      |
| 22 | San Mateo County Energy Watch (SMCEW)  |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 23 | Climate Action Planning (RICAPS)   |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 24 | Laundry to Landscape Program   |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 25 | Carbon Neutrality Plan   |   |      |      |      |      |      |      | X    | X    | X    |
| 26 |  |   |      |      |      |      |      |      |      |      |      |
|    |  |   |      |      |      |      |      |      |      |      |      |
|    |  |   |      |      |      |      |      |      |      |      |      |
|    |  |   |      |      |      |      |      |      |      |      |      |

## C/CAG Draft 2 YR workplan

### Color CODING KEY

#### Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

|    |  |   | 2023 |      |      |      | 2024 |      |      |      | 2025 |
|----|--|---|------|------|------|------|------|------|------|------|------|
|    |  |   | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr |
| 27 |  |   |      |      |      |      |      |      |      |      |      |
| 28 | <b>Transportation Plans/Studies C/CAG LEAD</b>                             |   |      |      |      |      |      |      |      |      |      |
| 29 | Community Based Transportation Plans (Daly City & Southern SMC)            | MTC required transportation plans for Equity Priority Communities. Delayed by Covid, but will complete in 2023.   | X    | X    |      |      |      |      |      |      |      |
| 30 | Congestion Management Plan Biannual Update                                 | Required update of Congestion Management Plan every two years to monitor traffic on CMP Network and Companion Network.  | X    | X    | X    | X    |      |      |      |      |      |
| 31 | Congestion Relief Plan Update  | Update of Congestion Relief Plan and Fee that occurs every 4 years. CRP provides funding for Commute.org, shuttles, congestion reduction plans and policies.  | X    | X    |      |      |      |      |      |      |      |
| 32 | MTC RTP PBA 2050 Update  | Every 4 years MTC must update its RTP Plan Bay Area. This update is intended to be a "focused" update. RTP is a 30 year plan that identifies over \$5.1 billion in San Mateo County projects.   |      |      |      |      | X    | X    | X    | X    | X    |
| 33 | County Transportation Plan Update (CTP)                                    | Countywide update to the Countywide Transportation Plan. Required by MTC to connect Countywide efforts to the RTP PBA.  |      |      |      |      | X    | X    | X    | X    | X    |
| 34 | Dumbarton Corridor Feasibility Study and Plan (Pre PID)                    | Study to identify alternatives to connect the Dumbarton Bridge to the Highway 101 Express Lanes. Roadway and ATP only. Alternatives will then be studied in greater detail in a PID. Starting vendor recruitment. \$500k  | X    | X    | X    | X    | X    | X    |      |      |      |
| 35 | Local Roadway Safety Plan  | Countywide Local Roadway Safety Plan will identify safety improvement in Cities and ensure jurisdictions are eligible for certain types of MTC funding as well as making the County more competitive for certain types of Federal Funding. Recruiting vendor now. Estimated \$400k    | X    | X    | X    | X    | X    |      |      |      |      |
| 36 | Planning Buffered Bike Lane El Camino Real San Bruno/Millbrae              | Planning and design for 3.7 mile of buffered bike lane along ECR in San Bruno and Millbrae. Funded with \$760k budget request from then Asm. Mullin.  |      | X    | X    | X    | X    | X    | X    | X    | X    |
| 37 | VMT/GHG Mitigation Plan and Program  | Planning for a GHG/VMT Mitigation Program. Funded by Caltrans Planning Grant. \$670k. Recruiting consultant now.  | X    | X    | X    | X    | X    |      |      |      |      |
| 38 | E Bike Strategic Plan  | Future project for E Bike study to build on C/CAG Countywide Bicycle Plan by identifying best E-Bike routes, analyzing potential E bike connections to Coastside and potential equity incentives for E Bikes. May seek Federal Earmark.   |      |      |      |      |      |      | X    | X    | X    |
| 39 | Countywide Adaptive Traffic Signal Synchronization Plan and Implementation | Identify key corridors and routes to implement adaptive signal timing; prioritize signal timing for transit vehicles and emergency vehicles; install bicycle detection software; and leverage technology to better control and manage traffic flow. May seek federal earmark funding. |      |      |      |      |      |      | X    | X    | X    |
|    |  |   |      |      |      |      |      |      |      |      |      |
|    |  |   |      |      |      |      |      |      |      |      |      |
|    |  |   |      |      |      |      |      |      |      |      |      |

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Discretionary Actions Not Yet Started

|    |  |   | 2023 |      |      |      | 2024 |      |      |      | 2025 |
|----|--|---|------|------|------|------|------|------|------|------|------|
|    |  |   | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr |
| 40 |  |   |      |      |      |      |      |      |      |      |      |
| 41 | <b>Transportation Plans/Studies C/CAG Supporting Role</b>  |   |      |      |      |      |      |      |      |      |      |
| 42 | Countywide Autonomous Vehicle Strategic Plan (SMCTA)   | Identify the current state of AV in San Mateo County, establish a shared-vision for AV deployment, identify opportunities and challenges for AV deployment in the county, and to develop an AV action plan with prioritized next steps that align with potential funding availability.  | X    | X    | X    | X    | X    |      |      |      |      |
| 43 | US 101 Multimodal Strategy (SMCTA)   | Develop a strategy and conduct outreach to create a multimodal package of projects to be added to or bundled with and complement the existing highway projects.   | X    | X    | X    | X    | X    | X    | X    |      |      |
| 44 |  |   |      |      |      |      |      |      |      |      |      |
| 45 | <b>Transportation Programs</b>   |   |      |      |      |      |      |      |      |      |      |
| 46 | Ongoing STIP, RTIP, MEASURE M, OBAG, Federal Project Delivery, and other required admin activities | Assist cities with regional, state, and Federal Funding. Currently assisting member agencies with the delivery of approx \$195m in funding throughout the County  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 47 | Safe Routes To School Program  | The (SRTS) Program is a collaborative effort between (C/CAG and the San Mateo County Office of Education (SMCOE). The program encourages and enables school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children, resulting in less traffic congestion and vehicle emissions caused by school-related travel. | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 48 | TDM Policy Management  | C/CAG's Countywide TDM policy is used by a majority of the Cities.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 49 | Shuttles   | C/CAG supports shuttle investment.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 50 | Regional Support and Advocacy at MTC/ABAG and Caltrans for regional priorities.                    | Coordinate with multiple staff level committees, brief MTC Commissioners on relevant issues, support member agency <u>roadway, multimodal, and grade separation applications.</u>   |      |      |      |      |      |      |      |      |      |
| 51 | Transportation Fund for Clean Air County Program Manager Fund Management                           | C/CAG distributes Air District funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 52 | Big Data (StreetLight Data) Services   | C/CAG manages a joint countywide subscription to StreetLight Data, allowing users to access big data to perform robust transportation analytics.  | X    | X    | X    | X    |      |      |      |      |      |
| 53 | Micromobility (Bikeshare/Scooter share) Program Implementation                                     | C/CAG Board adopted the Shared Micromobility Feasibility Study and Implementation Plan in December 2022. C/CAG will form a Governance Committee of participating pilot jurisdictions to finalize the program guidelines and procure vendor to launch the pilot. Pilot is anticipated to be operational in 2024.   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
|    |  |   |      |      |      |      |      |      |      |      |      |
| 54 |  |   |      |      |      |      |      |      |      |      |      |

## C/CAG Draft 2 YR workplan

| Color CODING KEY  |
|---|
| Key Categories  |
| Required Activities By Statute or Role or Ownership                 |
| Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals |
| Discretionary Actions Not Yet Started                               |

|    |  |  | 2023 |      |      |      | 2024 |      |      |      | 2025 |
|----|--|--|------|------|------|------|------|------|------|------|------|
|    |  |  | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr |
| 55 | <b>Calls For Projects/Funding</b>  |  |      |      |      |      |      |      |      |      |      |
| 56 | Lifeline STA County Block Call For Projects                                  | Will initiate as soon as CBTP are completed. Line 26   |      |      | X    | X    | X    | X    |      |      |      |
| 57 | TDA Article 3  | Provide planning and capital funding for active transportation projects. Will facilitate FY24-25 Call for Projects in beginning 2023 Q4.   |      |      |      | X    | X    | X    | X    | X    |      |
| 58 | Measure M Countywide Transportation Innovative Grant Program                 | A new Countywide Competitive Pilot Program dedicated to fund nimble Senior Mobility, ITS/Smart Corridor, Safe Routes to School, and Stormwater Management projects.  |      |      |      | X    | X    | X    | X    | X    | X    |
| 59 | 2023 STIP Update   | Required update for County Formula Share STIP Funds.   |      | X    | X    | X    |      |      |      |      |      |
| 60 |  |  |      |      |      |      |      |      |      |      |      |
| 61 | <b>Smart Corridor Projects (C/CAG Lead)</b>                                  |  |      |      |      |      |      |      |      |      |      |
| 62 | Smart Corridor Ongoing Maintenance   | Maintenance for fixtures and of Fiberoptic line that currently spans from East Palo Alto to San Bruno.   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 63 | Proj- Smart Corridor SSF Const   | Support construction of Smart Corridor in SSF, including providing funding. Construction cost estimated at \$8.5M and anticipate completion by end of 2023.  | X    | X    | X    | X    | X    |      |      |      |      |
| 64 | Proj Smart Corridor N Cities PSE   | Advance PSE for remaining Smart Corridor segment.  | X    | X    |      |      |      |      |      |      |      |
| 65 | Proj Smart Corridor N Cities Const   | Support construction of Smart Corridor in Brisbane, Daly City, and Colma, including providing funding. Construction cost estimated at \$12.6M and anticipate construction advertisement in summer 2023.    |      |      | X    | X    | X    | X    | X    |      |      |
| 66 |  |  |      |      |      |      |      |      |      |      |      |
| 67 | <b>Express Lane I 380 To Santa Clara County Line (Co-Sponsor with SMCTA)</b> |  |      |      |      |      |      |      |      |      |      |
| 68 | Construction   | Section between Whipple and Santa Clara County line is open for tolling. Section between Whipple and I380 is still under construction and is anticipated to commence tolling in early 2023. \$585m         | X    | X    |      |      |      |      |      |      |      |
| 69 |  |  |      |      |      |      |      |      |      |      |      |
| 70 | <b>Managed Lane North of I 380 (Co-Sponsor with SMCTA)</b>                   |  |      |      |      |      |      |      |      |      |      |
| 71 | PAED (Planning)  | Project would extend the managed lanes north of I 380 to the SM/SF county line and close the remaining gap in SMC along 101. Total Project Cost Estimated at \$315.5M (Construction estimated at \$272.2M) | X    | X    | X    | x    | X    | X    |      |      |      |
| 72 | PSE (Design) 12/2024 - 12/2026   |  |      |      |      |      |      |      |      | X    | X    |
| 73 | Construction 8/2027 - 8/2029   |  |      |      |      |      |      |      |      |      |      |
| 74 |  |  |      |      |      |      |      |      |      |      |      |
| 75 | <b>92/101 Multi Modal Area Improvements (Co-Sponsor with SMCTA)</b>          |  |      |      |      |      |      |      |      |      |      |
| 76 | PSE (Design)   | Project would improve 92/101 Interchange at 4 locations, construction buffered bike lane along Fashion Island Blvd, and a mobility hub interchange. Construction Cost Est \$47m with a shortfall of \$40m) | X    | X    | X    | X    |      |      |      |      |      |
| 77 | Construction   |  |      |      |      |      |      |      | X    | X    | X    |
| 78 |  |  |      |      |      |      |      |      |      |      |      |



## C/CAG Draft 2 YR workplan

### Color CODING KEY

#### Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

|    |  |   | 2023 |      |      |      | 2024 |      |      |      | 2025 |
|----|--|---|------|------|------|------|------|------|------|------|------|
|    |  |   | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr | 2Qtr | 3Qtr | 4Qtr | 1Qtr |
| 79 | <b>92/101 Direct Connector (Co-Sponsor with SMCTA)</b>       |   |      |      |      |      |      |      |      |      |      |
| 80 | PAED (Planning)  | Project is analyzing options to provide a direct connector between Hwy 92 and the Hwy 101 express lanes to encourage transit and HOVs. Total Proj Cost Est \$195.3M - Construction cost est is \$165M   |      | X    | X    | X    | X    | X    | X    | X    | X    |
| 81 | PSE (Design) 1/2025 - 12/2026                                |   |      |      |      |      |      |      |      |      |      |
| 82 | Construction 5/2027 - 4/2029                                 |   |      |      |      |      |      |      |      |      |      |
| 83 |  |   |      |      |      |      |      |      |      |      |      |
| 84 | <b>San Mateo County Express Lane JPA (101 Express Lanes)</b> |   |      |      |      |      |      |      |      |      |      |
| 85 | Northern Segment Toll Commencement                           | Commence toll operation from Whipple Road to I-380.   | X    | X    |      |      |      |      |      |      |      |
| 86 | FY Budget Preparation  | Prepare program budget.   | X    | X    |      |      | X    | X    |      |      | X    |
| 87 | Equity Program Oversight                                     | Oversee equity progme with Samaritan House that distributes \$100 Clipper Cards or \$100 FasTrak Transponders.  | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 88 | Expenditure Plan   | State Required expenditure plan before any net revenue is   |      |      | X    | X    | X    | X    |      |      |      |
| 89 | Organizational Assessment                                    | Founding JPA requires an organizational assessment regarding the administrative structure of the organization.  |      |      | X    | X    | X    | X    | X    | X    | X    |
| 90 | Organizational Admin and Management                          |   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 91 | Express Lane Program Operation                               | Ongoing management of the \$78m in operational and maint contracts.   | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 92 | Ongoing management of Express Lanes Asset Database           | Develop a database that enables strategic and systematic process of maintaing, upgrading and expanding assets to support Express Lane operation. Designed to focus on resource allocation and planning. | X    | X    | X    | X    | X    | X    | X    | X    | X    |
| 93 |  |   |      |      |      |      |      |      |      |      |      |

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: 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.)

(For further information, contact Kim Springer at [kspringer@smcgov.org](mailto:kspringer@smcgov.org))

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### RECOMMENDATION

C/CAG staff recommend that the C/CAG Board of Directors review the 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.)

### FISCAL IMPACT

N/A

### SOURCE OF FUNDS

N/A

### BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmeltzer & Lange (SYASL). Important or interesting issues and positions taken by vote that arise out of the Legislative Committee meeting are reported to the Board verbally under this item.

The 2023-24 Legislative Session began on the same day as the swearing in of new legislators, December 5, 2022. New bills were introduced through February 17, 2022 and total 2500 plus, many of which originated as placeholder or spot bills.

The attached report from SYASL may include updates from Sacramento with respect to the State Budget process, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the last C/CAG Legislative Committee and Board meeting.

The Legislative Committee approved sending a letter to the legislature requesting additional flexibility in the Brown Act, at the January 12, 2023 meeting. The letter was drafted, reviewed,

signed, and delivered through SYASL at the end of January.

At the March 9, 2023 meeting, the Committee voted to support ACA-1 (Aguiar-Curry). In addition, the Legislative Committee took position on two ballot measures: Taxpayer Protection and Government Accountability Act – Oppose, and a ballot measure to repeal the majority voter approval requirement for Low-Rent Housing – Support. The C/CAG Board approved of these positions.

### **Brown Act Legislation:**

There are currently five bills related to the Brown Act for this session and SYASL is tracking their value to C/CAG's goals as expressed in the letter. They are listed below. Two of those bills were acted upon by the Legislative Committee and the Board at the March 9, 2023 meeting. At the April 13, 2023 meeting, the Legislative Committee and the Board acted on two additional Brown Act bills:

- AB 557 (Hart) – Support
- AB 817 (Pacheco) – Support
- AB 1379 (Papan) – Support
- SB 411 (Portantino)
- SB 537 (Becker) – Support

Three support letters have been sent. Unfortunately, SB 537 (Becker) underwent significant amendments such that staff and SYASL believe the bill should be re-presented to the Legislative Committee this month for reconsideration.

In April the Legislative Committee and Board also acted in support in SB 511 (Blakespear) and that letter has also been sent.

The SYASL monthly Legislative Update is attached to this staff report for review. The Legislative Committee will review and possibly vote on some bills, including those listed. There are eight bills for the Legislative Committee to review and possibly take positions on at its meeting.

C/CAG leadership is working to meet with Senator Wiener on two bills: SB 423 – Extension of SB 35 and SB 4 – Housing Development on Higher Education and Religious Institution Properties. These will likely be discussed for possible positions at the C/CAG Legislative Committee meeting.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included informational links to the relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2021 calendar of legislative deadlines. Lastly, staff have also included links to the 2022 legislation websites for the San Mateo County delegates for information only.

Board members may view the bills being tracked at the following link provided by SYASL: [C/CAG Bill Tracking](#)

### **ATTACHMENTS**

1. C/CAG Legislative Update, May1, 2023 from Shaw Yoder Antwih Schmelzer & Lange

Below are informational links:

2. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
3. [California State Association of Counties \(CSAC\) 2021-22 bill positions and tracking](#)
4. [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
5. Daily legislative information and for specific bills at <http://leginfo.legislature.ca.gov/>
6. [2023 California State Calendar of Legislative Deadlines](#)
7. [San Mateo County Delegation Sponsored Legislation 2021](#)
  - [2022 Legislation from Assemblymember Marc Berman](#)
  - [2021 Legislation from Assemblymember Kevin Mullin](#)
  - [2022 Legislation from Assemblymember Phil Ting](#)
  - [2021 Legislation from Senator Josh Becker](#)
  - [2022 Legislation Senator Scott Wiener](#)
8. Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
9. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



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

May 1, 2023

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

From: Matt Robinson, Andrew Antwih and Silvia Solis Shaw  
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – May 2023**

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### ***Legislative Update***

The Legislature adjourned for Spring Recess on March 30, and reconvened on April 10. Immediately upon legislators' return to Sacramento, key policy committees resumed hearings to discuss legislation introduced in the 2023-24 Regular Session. These policy committees had until April 28 to hear and report bills *with* a fiscal impact to the state to their respective appropriations committees; they will have until May 5 to hear and report bills *without* a fiscal impact to the state to their respective floors. Similarly, the budget subcommittees with oversight over discrete aspects of the state budget continue to meet to review the Governor's proposed Fiscal Year 2023-24 state budget. These hearings will continue until the release of the Governor's proposed May Revise, the next milestone in the development of the FY 2023-24 state budget, which is expected to occur on May 12 or 15. Following the release of the May Revise, budget subcommittee hearings will resume. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

### ***Statewide Effort on Transit Operations Funding***

On April 25, the California Transit Association released its [letter](#) outlining the Association's transit operations funding request and its commitment to reform and ridership growth. The Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the FY 2023-24 state budget. As we have reported, the Association adopted a set of principles that served as the basis for the transit industry's budget request. The principles commit to a two-track process, focused on addressing our industry's short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs and will come with a broader set of transit reforms. The Association is also turning its attention to working on both near- and long-term suggestions for the Legislature to consider on how best to bring back riders, the possibility of new metrics for gauging transit's success, and appropriate reporting information.

### **Senate Budget Plan Released**

On April 26, the California Senate Democrats released their "[Protect Our Progress](#)" budget plan. The budget plan builds on Governor Newsom's proposed January budget and is intended to serve as a starting point for negotiations with the Assembly and the Governor's Administration. Included in the plan are the following recommendations supporting transportation:

- Rejection of the Governor's proposed reductions and shifts to key programs in the energy and ZEV packages, including the following:
  - Rejection of the proposed \$210 million cut for ZEV Fueling Infrastructure Grants;
  - Rejection of the proposed \$242 million cut for Transit Buses & Infrastructure;
  - Rejection of the proposed \$98 million shift to the Greenhouse Gas Reduction Fund for Clean Trucks, Buses, and Off-Road Equipment; and,
  - Rejection of the proposed \$70 million cut for Emerging Opportunities.
- Rejection of the Governor's proposed reductions and shifts to the Transportation Infrastructure Package, including the following:
  - Rejection of the proposed \$2 billion cut to the Transit and Intercity Rail Capital Program;
  - Rejection of the proposed \$350 million delay to Grade Separations; and,
  - Rejection of the proposed \$500 million cut to the Active Transportation Program.

*Additionally, the plan "sets the expectation of working with stakeholders, the Assembly, and the Administration in establishing local flexibility opportunities with various transportation funding streams to assist transit agencies with operations expenses. This will be paired with reform and accountability measures and will serve as a bridge until additional long-term operations funding can be established. Critical infrastructure projects will be identified and protected in these discussions."*

The Senate Budget Plan also calls for greater accountability and ongoing funding of \$1 billion for the Homeless Housing, Assistance, and Prevention (HHAP) Program and provides an additional \$800 million for the California Dream for All down payment assistance program to for first-time homebuyers. Finally, the Senate proposes to maintain funding for coastal resilience and adaptation.

### **Bills with Positions**

#### **SB 511 (Blakespear) Local Emissions Inventories – C/CAG SUPPORT**

Before January 1, 2028, this bill would require the California Air Resources Board (CARB) to develop and publish a report on greenhouse gas emission inventories for calendar year 2025 for each city, county, city and county, and special district and to periodically update the report consistent with updates to CARB's scoping plan. The bill would require CARB to establish a local government advisory committee to inform the development of the inventories. The bill would appropriate \$2,500,000 in the Fiscal Year 2024–25 budget for the bill's purposes. *Recommend: SUPPORT.*

#### **SB 537 (Becker) Brown Act – Multijurisdictional Legislative Bodies – C/CAG SUPPORT**

This bill also provides a narrow exemption under the Brown Act for certain legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. The bill would define "legislative body" to mean a board, commission, or advisory body of an appointed

multijurisdictional cross county agency and defines “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would also expand the circumstances of “just cause” under the AB 2449 (Rubio) authorization to apply to the situation in which an immunocompromised child, parent, grandparent, or other relative requires the member to participate remotely. **Recommend: WATCH**

#### **ACA 1 (Aguiar-Curry) Lower-Vote Threshold – C/CAG SUPPORT**

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include projects for the reduction of pollution from stormwater runoff, improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

#### **AB 557 (Hart) Brown Act – Extension of Existing Authority – C/CAG SUPPORT**

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet.

#### **AB 817 (Pacheco) Brown Act – Advisory Bodies – C/CAG SUPPORT**

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.

#### **AB 1379 (Papan) Brown Act - Remote Meeting Flexibility – C/CAG SUPPORT**

This bill also provides a broad interpretation of the Brown Act for all legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location, but would require a local agency to have a physical meeting location open to the public and follow certain notification procedures and meeting procedures.

#### ***Bills of Interest***

##### **SB 4 (Wiener) Housing Development on Higher Education and Religious Institution Properties**

This bill would require that a housing development be a use by right eligible for streamlined approval on any land owned by an institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria (including that the development is not adjoined to any site where more than one-third of the site is dedicated to industrial use). The bill would require that 100 percent of these units be affordable to lower income households, except that 20% of the units may be for moderate-income households, and projects are also eligible for density bonuses. The bill would authorize the development to include ancillary uses on the ground floor of the development. The bill would require a development subject to these provisions to provide off-street parking of up to one space per unit, unless a local ordinance provides for a lower standard of parking, in which case the ordinance applies. However, the bill would prohibit a local government from imposing any parking

requirement if the development is located within one-half mile walking distance of a high-quality transit corridor or major transit stop, and within one block of a car share vehicle. Finally, the bill would require a local government that determines a proposed development is in conflict with any objective planning standards to provide the developer with written documentation explaining those conflicts under a specified timeframe (90-180 days depending on the development size) and would require a local government to approve a development if the local government fails to provide the requisite documentation explaining any conflicts.

#### **SB 423 (Wiener) SB 35 Extension**

This bill permanently extends the provisions of SB 35 (Wiener) and expands them to cover mixed-income housing developments. SB 35 is scheduled to sunset in 2026. SB 423 will require that cities, including charter cities, approve a housing development application if the project is located on an urban infill site & 75% of the lot borders other developed parcels of land, the site is zoned for residential or mixed uses in the general plan & is consistent with objective design standards, developers pay prevailing wage on all projects with more than 10 units & healthcare benefits to projects with more than 50 units, the project site is not located in farmland, wetlands, a very-high fire risk zone, a hazardous waste site, floodplains and floodways, a habitat for protected species, or land under a conservation plan or easement, and the project follows all other applicable objective laws and ordinances, such as zoning rules & environmental safety rules. SB 423 would also apply in the coastal zone (unlike SB 35).

#### **SB 450 (Atkins) Updates to Ministerial Approvals for Parcel Subdivisions (SB 9)**

This bill would make several changes to the ministerial approval process created by SB 9 for a housing development of no more than two units in a single-family zone (duplex), the subdivision of a parcel zoned for residential use into two parcels (lot split), or both by requiring that that an application for a duplex or a lot split shall be considered and approved or denied within 60 days from the date the local agency receives a completed application. If the local agency has not approved or denied the application in that timeframe, it shall be approved. This bill also states that if a local agency denies an application for a duplex or lot split, the permitting agency shall return in writing a full set of comments to the application with a list of deficient items and a description of how the application can be remedied by the applicant. This bill would also prohibit a local agency from imposing objective zoning standards, objective subdivision standards, and objective design standards that do not apply uniformly to developments within the underlying zone.

#### **AB 321 (Wilson) Sales and Use Tax Exemptions: Zero-Emission Public Transportation Ferries**

This bill would until January 1, 2034, exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries. This bill is sponsored by WETA. **RECOMMEND SUPPORT.**

#### **AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles**

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company “Public Safety Power Shutoffs” (PSPS), and increasing demand on California’s electrical grid. **RECOMMEND SUPPORT.**



**AB 756 (Papan) Stormwater Runoff**

This bill would require Caltrans and the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent toxic compounds generated from vehicle tires (6PPD) from entering salmon and steelhead trout bearing waters. The bill would require Caltrans' process to include a pilot project at a highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration systems. No later than December 31, 2026, Caltrans would need to submit a report to the Legislature describing its strategy to eliminate the discharge of 6PPD. Commencing January 1, 2027, the bill would require Caltrans to begin installing bioretention or biofiltration systems for 10 years, until it has covered all points where there is a likely discharge stormwater into salmon or steelhead trout bearing surface waters of the state. **RECOMMEND SUPPORT.**

**AB 1532 (Haney) Office to Housing Conversion Projects – TWO-YEAR BILL**

This bill would allow an office conversion project - the conversion of a building used for office purposes or a vacant office building into residential dwelling units - that meets certain requirements as a use "by right" in all zones subject to ministerial review by a local agency. The project must dedicate at least 10 percent of the housing units to low or moderate income individuals and must commit to a land use restriction providing that any lower or moderate income housing units remain available as affordable housing for 55 years for units that are rented and 45 years for units that are owned. The project must use a skilled and trained workforce. If a local government determines that an office conversion project is consistent with the above it shall approve the project. If the project is in conflict, a local government shall provide the project proponent written documentation of which standard or standards the project conflicts with, and an explanation for the reason or reasons the project conflicts. Finally, (d) A local government shall not impose new parking or open space requirements that were not imposed on the original office use and a project is exempt from all impact fees not directly related to the conversion.

**AB 1525 (Bonta) Transportation Project Impacts to Priority Populations**

This bill would require CalSTA, Caltrans, and the California Transportation Commission (CTC), by July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each project, as defined, to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population. Beginning July 1, 2025, the bill would require the above agencies to evaluate all new proposed projects using the criteria and then submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations. Beginning July 1, 2026 (and every three years thereafter), the bill would require at least 60 percent of the agencies' transportation funds be allocated for projects that serve priority populations.

For a full list of the bills we are tracking for C/CAG, please click [here](#).

## C/CAG AGENDA REPORT

Date: May 11, 2023

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

From: Sean Charpentier, Executive Director

Subject: Communications - Information Only

(For further information, please contact Mima Crume at [mcrume@smcgov.org](mailto:mcrume@smcgov.org))

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### BACKGROUND

This item is for information only and are available for review as attachments at the link provided below.

There are two letters and one press release:

1. **4/24/2023** – Letter to the Honorable Cecilia Aguiar-Curry Chair, Assembly Local Government Committee. Re: AB 1379 (Papan) Brown Act – SUPPORT.
2. **4/24/2023** – Letter to the Honorable Catherine Blakespear, California State Senate. Re: SB 511 (Blakespear) Local Emissions Inventories – SUPPORT.
3. **4/15/23**- Press Release for Opening Ceremony of Express Lanes

### ATTACHMENTS

1. The written communications are available on the C/CAG Website:  
<http://ccag.ca.gov/committees/board-of-directors/>