MINUTES
SPECIAL MEETING

CITY COUNCIL
CITY OF SOUTH SAN FRANCISCO

Meeting held at:
CITY HALL
CITY MANAGER'S CONFERENCE ROOM
400 GRAND AVENUE
SOUTH SAN FRANCISCO, CA

WEDNESDAY, MARCH 20, 2019
7:00 p.m.

CALL TO ORDER — 7:03 p.m.

ROLL CALL — Present: Councilmembers Addiego and Nagales, Vice Mayor Garbarino, Mayor Matsumoto.

Absent: Councilmember Nicolas.

AGENDA REVIEW

None.

ITEMS FOR CONSIDERATION

1. Study Session to present opportunities for a Community Facility District (CFD) financing strategy for the East of Highway 101 Area. (Mike Futrell, City Manager)

Assistant to the City Manager, Christina Fernandez presented the Industrial Area Community Facilities District (CFD) proposal for East of Highway 101 area Mobility Transportation Plan. She introduced members of the Public Works and Finance Departments and technical experts in transportation. She provided an overview of Traffic Modeling, Improvement Concepts, and CFD Process & Financing in efforts to continue discussion with landowners east of 101. She indicated that the economic growth has affected traffic in South San Francisco due to the growing number of jobs and associated commuters. Currently, there are approximately 28,000 employees in the E101 area with an expected increase of 55,000 employees with severe traffic conditions by 2040. Without any improvements, the E101 Area will experience extended peak period congestion and diminished regional competitiveness in the future.

With its current infrastructure and services, the E101 Area can theoretically absorb approximately 10,000 new employees – equivalent to the amount of development currently under construction. However, this growth (and any growth beyond it) will result in worsening congestion along key corridors such as Oyster Point Boulevard and East Grand Avenue. Recent traffic studies suggest that sixteen E101 Area intersections will operationally break down if all projected growth materializes by 2040. Action is required to save E101 as a viable Economic Center.

Using the City's model, Fehr & Peers analyzed the effects of CFD projects on the East of 101 area. With no changes, substantial traffic congestion would occur entering and exiting the area during peak periods, especially on Oyster Point Boulevard, East Grand Avenue, and South Airport Boulevard. The CFD projects would expand roadway capacity by 20 to 30 percent and support a reduction in driving alone to 60 percent of all trips. Consequently, roadways would generally function within their operational capacities, though some congestion may occur in certain locations.

Daniel Jacobson with Fehr & Peers stated that new roadway capacity and reduced solo driving is necessary to maintain an efficient and effective transportation network in the E101 Area given future growth. This requires new street connections, stronger Transportation Demand Management (TDM) programs, transit service expansions, and walking/bicycling investments. The Mobility 2020 study focuses on five major projects within the E101 Area to enhance access and provide viable options to travel to and from work while reducing delay. Combined, these projects are intended to increase roadway throughput capacity by approximately 20-30 percent and support a reduction in drive alone trips to 60 percent of all commute trips. These projects will also improve traffic West of Highway 101 by reducing the number of cars commuting through South San Francisco en route to major job centers East of Highway 101.

Mr. Jacobson provided a CFD Infrastructure and Services overview. He discussed the following options:

I-380 Connector to Haskins Way/Littlefield Avenue – project will leverage underused capacity of I-380 and North Access Road to create a new bypass. Four lane bridge with Bay Trail extension serves about 1,500 - 2,000 trips during peak hour and Shifts traffic from East Grand, Utah, and South Airport. Alignment via Haskins provides greatest transportation benefit. Challenges include wetlands, SamTrans maintenance facility, water treatment plant, and property impacts.

a. Description: Connects I-380/North Access Road directly to the E101 Area via either Haskins Way or Littlefield Avenue
b. Cost Estimate - $130M
c. Mobility Improvement: Provides direct connection to I-380, US-101, and I-280 via presently underutilized freeway stub. Enables traffic to travel I-280 to I-380, then directly into the E101 Area, bypassing US-101 completely.
d. Status: This project is in the South San Francisco FY18-19 CIP project for conceptual design. This project is also on the list of projects associated with the recently passed Measure W sales tax measure.

Grand Avenue/US-101 Northbound Off-ramp Flyover - Separate off-ramp traffic from Caltrain station to improve efficiency and safety. Two-lane NB off-ramp overpass connecting US-101 and Grand Avenue/Dubuque Intersection. Resolves conflict between high-speed off-ramp traffic and pedestrians, bicyclists, and shuttles. Enables efficient access to east and west of US-101 along with an increase in direct shuttle circulation at the Caltrain station.

a. Description: Realigns northbound US-101 off-ramp to Grand Avenue by routing traffic above the new Caltrain Station. Figure 8 shows the current and proposed road alignment. Figure 9 is a rendering of the eastern Caltrain Plaza with the Off-Ramp Flyover in place.
b. Cost Estimate - $35M

c. Mobility Improvement: Removes barrier to accessing Caltrain station and supports efficient connection to Grand Avenue for eastbound and westbound off-ramp traffic.
d. Status: This project is in conceptual design.

Mayor Matsumoto expressed her concern with the Utah Ave Interchange/380 proposal and the possible conflict with building off-ramp within a mile or less of an interchange. City Manager Futrell stated that staff met with Caltrans and presented the proposal and received positive feedback.

Councilmember Addiego expressed his concern with the I-380 Connector to Haskins Way and Littlefield noting that the project includes an unused portion of I-380 east of 101 and noted that access is currently available for commuters and this proposal would possibly add 1500 - 2000 vehicles during peak hours. Mr. Jacobson presented the four ways to enter and exist I-101 - Oyster Point, Grand Avenue, South Airport Boulevard both directions. The route on South Airport Boulevard appears to be the most congested. The long-term solution to accommodate even with mode shift from 80% drive alone to 60%, there will still be an additional 10,000 cars during peak hours by 2040. He noted that North Access Road functions reasonably well in part due to the density of employment being on the north side of the district, there is a slight increase in use.

In response to an inquiry from Mayor Matsumoto regarding San Francisco Bay fill, City Manager Futrell stated that staff will be meeting with BCDC to discuss environmental issues and anticipated several environmental challenges to overcome.

Councilmember Addiego noted that Belle Air would be the ideal jumping off point to cut in half the needed causeway, noting that the area is private property with a SamTrans yard. He requested that staff continue to explore this option. City Manager Futrell stated that Fehr & Peers would research the proposed location and report back.

Mr. Jacobson discussed the ***Street Operations and Safety*** modernizes street infrastructure to provide more efficient intersection operations, on-street bus stops, bicycle and pedestrian improvements, and new trail connections, creating safer links to Caltrain, Ferry Terminal and BART.

Corridor	Improvement	Estimated Cost
Oyster Point Blvd	Add bus lanes and bus stops, reconfigure median, improve sidewalks/crosswalks	$7M
East Grand Avenue	Modernize traffic signals, improve sidewalks/crosswalks, add bikeways, close gap in median, add new signals or roundabouts, add bus stops	$22M
South Airport Blvd & Gateway Blvd	Close gaps in median and sidewalks, improve crosswalks, add bike lanes, modify lane configurations	$17M
Gull Drive	Widen from two to four lanes	$6M
Forbes Boulevard	New signal at Corporate Drive, close sidewalk and bikeway gap between Eccles and Allerton	$4M

Other Improvements TBD	Changes to streets such as Utah, Harbor, Mitchell, Eccles, and Allerton to support other CFD improvements	$15M
Total		**$71M**

The plan improves first/last mile connection to Caltrain, BART, and ferry terminal with all-day service arriving every 8 to 15 minutes. Service options include high frequency service to Caltrain with BART connection via SamTrans vs spread service between BART and Caltrain to concentrate service to high demand areas along Oyster Point and Grand versus spread coverage to lower demand areas. Cost is approximately $9 million in capital costs to purchase 13 vehicles.

Project	Improvement	Estimated Cost
Caltrain Trail Connections	Connects Caltrain with 3 miles of trails and improvements to intersection crossings	$7M
BART / Centennial Trail Connection	Connects Bay Trail with Centennial Trail and San Bruno BART Station via bridge across US-101.	$13M
	Total	**$20M**

Increase in Commuter Shuttles

a. Description: The City is well served by transit – two nearby BART stations, Caltrain Station and Ferry Terminal – but cannot effectively use these assets due to the severe lack of "last mile" commuter shuttles. Increasing the number of shuttles, and operation and maintenance of same, is required to reduce the number of employees driving to work.
b. Cost Estimate - Purchase shuttles, plus $6 million per year for operation and maintenance.
c. Mobility Improvement: Maximizes ridership to promote a mode shift to transit.

Mr. Jacobson stated that there has been no decision in regards to the type of shuttles, routes or staffing due to lack of funding and beginning project stages. He noted that the plan discusses infrastructure improvements with dedicated funding stream to deliver new employees and riders to the various transportation areas. He stated that currently there is not local, county or regional funding available to deliver these services. Councilmember Addiego stated that the city has a free shuttle service for residents with a combination of city and SamTrans dollars and inquired if CFD monies could be used for future purchases.

Mayor Matsumoto stated that there is a need to survey employees of the east of 101 area to determine transportation needs. Mr. Jacobson stated the proposed shuttle services would run all day.

Mr. Jacobson stated that the Utah Avenue Interchange (districtwide plan) is to build resiliency of the district providing more options for efficient operations to get vehicles from southern half of the district onto I-101 more efficiently, alleviating traffic in the downtown area.
Utah Avenue Interchange with US-101 provides a new east-west crossing of US-101 and a more direct path to the US-101 southbound onramp, alleviating a bottleneck at South Airport

Boulevard/Produce Avenue intersection. Enables traffic to bypass East Grand Avenue and helps maximize underutilized capacity of Utah Avenue.

a. Description: Extends Utah Avenue from South Airport Boulevard to San Mateo Avenue with a new southbound on-ramp and off-ramp.
b. Cost Estimate - $100M
c. Mobility Improvement: Provides a new east-west crossing of US-101 and a more direct path to the US-101 southbound onramp, alleviating a bottleneck at South Airport Boulevard/Produce Avenue intersection. Enables traffic to bypass East Grand Avenue and helps maximize underutilized capacity of Utah Avenue.
d. Status: This project is on the State Transportation Improvement Program (STIP) and is currently in design utilizing a $3.8 million grant from the Metropolitan Transportation Commission (MTC). This Caltran supported project will finish design in early 2020, and then move into the environmental phase, costing an additional $4 million and lasting approximately 24 months. If placed on the fast track, this project could start construction in 2023 and open in 2025, pending funding. This project is also on the list of projects associated with the recently passed Measure W sales tax measure. Being on the STIP and the Measure W list, this project is eligible for funding from multiple sources.

Ramsey Hassan with AECOM discussed the Utah Avenue and Produce interchange project. He stated that AECOM has an approved document with Caltrans, project study report that is the first of several documents needed to advance the project to get project approval. They are currently working with Caltrans and the City on the environmental and preliminary engineering phase. He stated that the purpose of the project is to enhance and improve circulation. To provide a new East/West connection for the City to improve pedestrian and bicycle access and facilities and accommodate future planned growth of the area. Mr. Hassan stated that the area is very constrained and highly developed and challenging to minimize the impact to right-of-way, utilities, and accesses to business. They continue to refine the design as the project moves forward. All of the build alternatives would involve constructing a new overcrossing extension of Utah Avenue over US 101 that would connect with San Mateo Avenue

Alternative 1: Braided US 101 Southbound Off-Ramp – Approximate cost $128 million dollars.

This alternative would shift the existing southbound Produce Avenue on-ramp northerly to improve the weaving distance to I-380. The existing southbound off-ramp would be closed and replaced by a new diagonal off-ramp grade that would connect to the new overcrossing. The southbound off-ramp would begin as a single lane ramp and widen to two lanes, providing off-ramp storage improvement. A new local road would be constructed starting just before the southbound on-ramp and ending west of Utah Avenue extension. The existing Terminal Court would be closed.

It increases capacity for the southbound off-ramp by constructing a new clear-span bridge over Colma Creek and Produce Avenue. It also provides connectivity and circulation with the west-side of the freeway and the proposed Utah overcrossing, and reduces traffic on Airport Boulevard between Produce Avenue and Gateway Boulevard. The cul-de-sac would have to extend parallel to the proposed Utah Avenue to provide access to the Park N' Fly lot adjacent to US 101. However, because of the cul-de-sac, there would be necessary right-of-way takes at the produce market and therefore a refined version of this alternative was created (Alternative 5).

Mr. Hassan stated that this project requires the PG&E transmission lines to be raised affecting Travelodge reception area and IHOP. The goal is to maintain access to facilities and reduce impacts to the freeway with no change to the freeway. He stated that they are working with Caltrans to find an acceptable solution.

City Manager Futrell stated that Council would have an opportunity to review all six alternatives at a future Council Study Session.

Alternative 2: Modified Partial Cloverleaf – Approximate cost $118 million dollars.

This alternative proposes to construct a modified partial cloverleaf interchange. The existing southbound on/off ramps would be closed. A new southbound off-ramp would connect to Produce Avenue in a "T" intersection with the loop on-ramp. A new local road starting right after the Colma Creek Bridge would run alongside the new southbound off-ramp and connect to a signalized intersection, west of Produce Avenue. Similar to Alternative 2, the access to the Park 'N Fly parking lots would be provided at the signalized intersection and the existing Terminal Court would be closed.

This alternative also maintains Produce Avenue as a through road along the perimeter of the Park 'N Fly lot (similar to Alternative 1), connecting Airport Blvd to the proposed Utah Avenue extension. This interchange design also requires a cul-de-sac roadway connection from Utah Avenue to the Produce Market and south Park 'N Fly lot which cannot be avoided, and requires acquisition of a portion of the Produce Market.

Mr. Hassan stated that this project does not change the eastside; it will provide the west side access to southbound 101 freeway from Utah Avenue, eliminates proposed braided ramp in Alternative 1. He stated that Caltrans has reviewed and advised of the projects that will be feasible.

Alternative 3: Tight Diamond With Braided Ramps – Approximate cost $280 million dollars.

This alternative is the maximum foot-print alternative. It proposes to reconfigure the interchange to a tight diamond interchange. The on- and off-ramps south of the overcrossing would be braided with the I-380 connector ramps. In the northbound direction, the I-380 two-lane connector ramp would braid over the off-ramp to the Utah Avenue overcrossing. In the southbound direction, the two-lane on-ramp would split in two: one going to west I-380 and the other heading to southbound 101. The existing southbound 101 to westbound I-380 connector ramp would also be shifted 1700 feet to the north. The existing on- and off-ramps in both directions would be closed. Produce Avenue would be relocated along the westerly side of the new southbound diagonal off-ramp and it would continue under the new overcrossing, providing access to the parcels in the southwest quadrant.

It would improve storage capacity for the northbound and southbound ramps. This alternative would have the highest right-of-way impacts along both sides of US 101. This alternative would also have substantially higher costs than the other alternatives, due to the needed right-of-way and the number of structures

Mr. Hassan stated that this project eliminates traffic friction and is very complexed due to multiple ramps; it separates the movements and eliminates traffic frictions at a very high cost. He stated that Caltrans reviewed and noted the high impacts and indicated that this project is not feasible to move forward. Biggest issue is the right of way impacts.

Alternative 4: Roundabout Intersections – Approximate cost $149 million dollars.

This alternative proposes to construct an overcrossing extending Utah Avenue westerly over US 101 to connect with San Mateo Avenue at a new "T" intersection. This alternative would incorporate roundabouts in place of traffic signals at key locations. Closing existing southbound on and off ramps. This alternative also proposes a roundabout at the intersection of South Airport Boulevard and Utah Avenue.

The Utah Avenue/S. Airport Boulevard roundabout would have to be raised and the higher vertical profile will cause access problems for adjoining businesses (at their driveways). The roundabouts would have to be two lanes wide to accommodate traffic volumes, plus additional space may be necessary to allow adequate separation between bikes and cars. The southbound on-ramp would be limited to one general purpose and one HOV lane which is not anticipated to have sufficient capacity. Similar to Alternatives 1 and 2, the removal of Terminal Court for the proposed southbound off and on ramps also removes existing access to the Produce Market and south Park 'N Fly lot.

Mr. Hassan stated that, as part of the Caltrans Intersection Control Evaluation assessment requirements, assessment of roundabouts was required. He stated that they evaluated roundabouts at three of the major intersections and it requires more footprint and is undesirable for bicyclist and pedestrians, not the right location for this type of project.

Alternative 5: Braided US 101 Southbound Off-Ramp (Modified) - $108 million dollars.

This alternative is similar to Alternative #1, but includes several major design refinements to avoid or minimize impacts. The alignment of the Utah Avenue overcrossing was adjusted to avoid direct impacts to the two main buildings at the Produce Market property. This alignment still impacts the entrance gate to the market and administrative buildings but avoids the produce market structures that may potentially be considered historic. It provides for direct access from the Produce Market area to the intersection at Utah Avenue and Produce Avenue. To serve the south Park 'N Fly lot, a connector roadway provides access from the realigned Produce Avenue. The southbound Produce Avenue on-ramp would accommodate multiple lanes including an HOV bypass, with increased capacity. The southbound off-ramp would require a clear span bridge over Colma Creek.

Mr. Hassan noted that this alternative refines new intersection at Produce to allow left or right turns and access to the freeway. It eliminates demands from San Mateo Avenue with quicker access to freeway maintains grade separation for off ramp and southbound direction. This will have impact to the north Park n Fly lot.

Alternative 6: Utah Avenue and Local Road Improvements – Approximate cost $77 million dollars.

This alternative is a reduced scope version of Alternatives #1 and #5. It features several design refinements and deletions to avoid and minimize impacts as shown in the other alternatives. The alignment of Utah Avenue adjusted further to the north to avoid direct impacts to the two main buildings at the Produce Market property. The major difference of this alternative is that Produce Avenue and the connecting southbound on-ramp, kept almost intact. The intersection at Airport Boulevard and San Mateo Avenue is upgraded to a 'complete streets' configuration. The segment of San Mateo Avenue between the new Utah Avenue connection and Airport Boulevard (which is currently one lane in each direction with on-street parking) would be restriped to show two northbound lanes and one southbound lane with no on-street parking. This alternative will maintain a shorter cul-de-sac at terminal court while providing a revised entrance to the south Park 'N Fly lot and Produce Market area. A second/alternative entrance to the Produce Market and north Park 'N Fly lot is provided along Utah Avenue. This alternative minimizes or avoids impacts to the north Park 'N Fly lot, the Park 'N Fly lot's new entrance plaza, and the gas station on Produce Avenue near the Colma Canal. The existing southbound off-ramp will be maintained in its current location. The existing free right-turn connector (from northbound Produce Avenue to eastbound Airport Boulevard, with a stop sign at Airport Boulevard) will be removed. It will be replaced with two right turn lanes from Produce Avenue to Airport Boulevard, controlled by a signal. This alternative would likely be the lowest cost of all of the alternatives evaluated.

Mr. Hassan noted that this project minimizes impacts to right-of-way; the east side will maximize access to businesses but will still have impacts to the reception of Travelodge and IHOP. Across the freeway it will provide access through the Produce and Park 'N Fly lot through a new intersection because it eliminates touching of the onramps. It provides improvements to enhance safety and eliminate queuing issues with more storage capacity. It maintains and shortens the cul-de-sac with minimal impacts to the Park-n-fly area and Produce. The Colma Creek Bridge has the option to accommodate an additional lane and requires the need to eliminate street parking. The circulation from Utah to go over the freeway. Does not change the on/off ramp to the freeway. This was the last alternative created with input from Caltrans.

Councilmember Addiego stated that this project does not alleviate the left turn out of Produce and Park-n-Fly. He inquired about the importance of addressing this location if the existence of future businesses is unknown. Mr. Hassan stated the need would be dependent on future developments and with the assumption that businesses will remain operational for years to come.

Mayor Matsumoto inquired about public outreach to participants of the CFD and future plan. City Manager Futrell noted that the project has a life of its own, is grant funded, regardless of what happens with CFD it will continue marching and will require $100 million dollars to construct. As part of the CFD it is noted as one of the exit areas of east of 101, if one connector goes down, this route provides another east/west connector to handle the increased traffic in the future.

In response to Councilmember Addiego's inquiry, City Manager Futrell stated that possible funding sources for a $100,000 project could come from future federal and state funding, Measure W (regionally). The city's share is competitive, the more the city contributes, the greater the grant funding.

Nathan Perez with DTA Finances discussed the Community Facilities District for process and financing. Requires two-thirds (2/3) vote of Property Owners through Mail Ballot. Votes are calculated based on acreage. Assessment is calculated on building square footage. He stated that the CFD boundary area includes east of Highway 101 and partial west of highway 101, properties include all non-residential and excludes public properties.

Councilmember Addiego inquired about possible mechanism to calculate cost amount of employees per parcel. Mr. Perez stated that this a fluctuating number and difficult to access and noted that the more complicated the formula, the more complicated to implement the program.

There are currently 348 property owners (unique legal entities) in the E-101 Area, comprising of 492 taxable parcels and a total acreage of 1,138 acres containing approximately 23 million building square feet. The top three land uses by total building area (SF) are Warehouse (35% or 8,122,460 SF), Biotech (31% or 7,261,736 SF) and Multi-story Office (15% or 3,365,900 SF). City Manager Futrell noted that SFO and the Marina were excluded because they are non-taxable agency.

Land Use	Total Building Area (SQ FT)
Warehouse	8.1M
Biotech	7.2M
Multi-Story Office	3.4M
Hotel	1.5M
Light Manufacturing	1.2M

The top 10 property owners account for 679 acres and 52.2% of the total voting acreage. Top property owners include Genentech, HCP, Alexandria Real Estate Equities, Prologis, Blackstone, Phase 3 Real Estate Partners, Valacal, Boston Properties, Golden Gate Produce Terminal, South San Francisco Scavenger Company. All other property owners account for 596 acres.

Property Owners (Private)	Acres (Rounded for Voting Purposes)
Genentech	249
HCP	127
Alexandria Real Estate Equities	99
Prologis	62
Blackstone	33
Phase 3 Real Estate Partners	27
Valacal	26
Boston Properties	25
Golden Gate Produce Terminal LTD	16
South San Francisco Scavenger Co.	15
All Others	596

Mr. Perez presented two (2) financial modes and indicated that there is substantial bonding capacity. He indicated that the database is continuously update with feedback from Council and staff.

Model 1: proposed special tax rate of $1.00 per building square foot ("BSF") for all non-residential property. Using the methodology outlined above, the CFD estimated to raise approximately $22.9 million per year in special tax revenue, with $7 million for annual operations and maintenance and administration; $15.9 million for annual debt service (bonding); $230 million estimated bonding capacity.

Model 2: proposed a lower special tax rate of $0.60 per BSF for warehouse parcels only. Using the methodology outlined above, the CFD estimated to raise approximately $20.1 million per year in special tax revenue, with $7 million for annual administration and operations and maintenance costs; $13.1 million for annual debt service (bonding); $189 million estimated bonding capacity.

Conceptually these funds could be used to implement the recommendations of Mobility 2020 as follows: Maintenance and Operation of tangible property (i.e. shuttle buses) identified in Mobility 2020 and purchased with CFD funds: $6 million annually; Bond Out Revenue for Construction: $230 million (estimated $15.9 million debt service); and Administration and Contingency; $1 million per year.

Mayor Matsumoto inquired about the CFD, previously formed with Kilroy, for different purposes and stated her concern with requesting additional funds. Mr. Perez stated that a credit was issued to Kilroy to balance their contributions. City Manager Futrell stated he met with Kilroy representatives to discuss their concerns and assured them that there will be equity throughout the process.

Councilmember Addiego inquired if CFD's were commonly challenged and stated that the City was challenged with the proposal of CFD's. Mr. Perez stated that not very many CFD's are challenged but noted that the size and location of the City's CFD makes it more challenging that others; largely due to voting of property owners.

Assistant to the City Manager Fernandez discussed next steps and indicated that staff requests to continue discussion with landowners and would bring back results to the Council at the May 13, 2019 Study Session.

PUBLIC COMMENTS – comments are limited to items on the Special Meeting Agenda.

John Ford with Commute.org addressed the Council and provided an overview of current ridership and services of the South San Francisco Commuter Shuttle services. He stated that nine shuttles (20-28 passenger) are in service and provide service to BART, Caltrain, Ferry and BART/Caltrain with 97 daily trips to and from local transit between the service hours of 6:30 a.m. – 10:00 a.m. and 3:30 p.m. – 7:00 p.m. with 30-minute service interal to BART. The program has a $1.3 million annual operating expense $900k grant funding (SMCTA-Measure A), $400k private sector funding with an average vehicle cost/year of $145k. There are 28 consortium members with ridership between 800-1,000 passengers a day; peak ridership hours are 7:30 a.m. – 9:00 a.m. and 4:15 p.m. – 5:45 p.m. with an average cost per passenger of $5.75. He expressed his support to the future growth of the City and encouraged Council to fund increased transit services that employers/employees seek given the expected growth.

City Manager Futrell stated that with Council's direction, staff would continue to gather data and bring back to Council with feedback from community and different sectors with an acceptable answer that benefits all involved. He noted that there is no definite time for implementation of the CFD based upon participation of businesses. Research will take approximately six months. Council will have multiple study sessions to ensure satisfaction with the CFD and priorities.

Council provided direction to staff to continue to meet with landowners and stakeholders in order to determine feasibility.

ADJOURNMENT

Being no further business, Mayor Matsumoto adjourned the meeting at 8:48 p.m.

Respectfully submitted by:

Rosa Govea Acosta, CMC, CPMC
City Clerk

Approved by:

Karyl Matsumoto
Mayor

Approved by the City Council: ____/____/____