



Commodore Dog Park Master Plan

City Council Meeting

May 12, 2026



Goals & Objectives

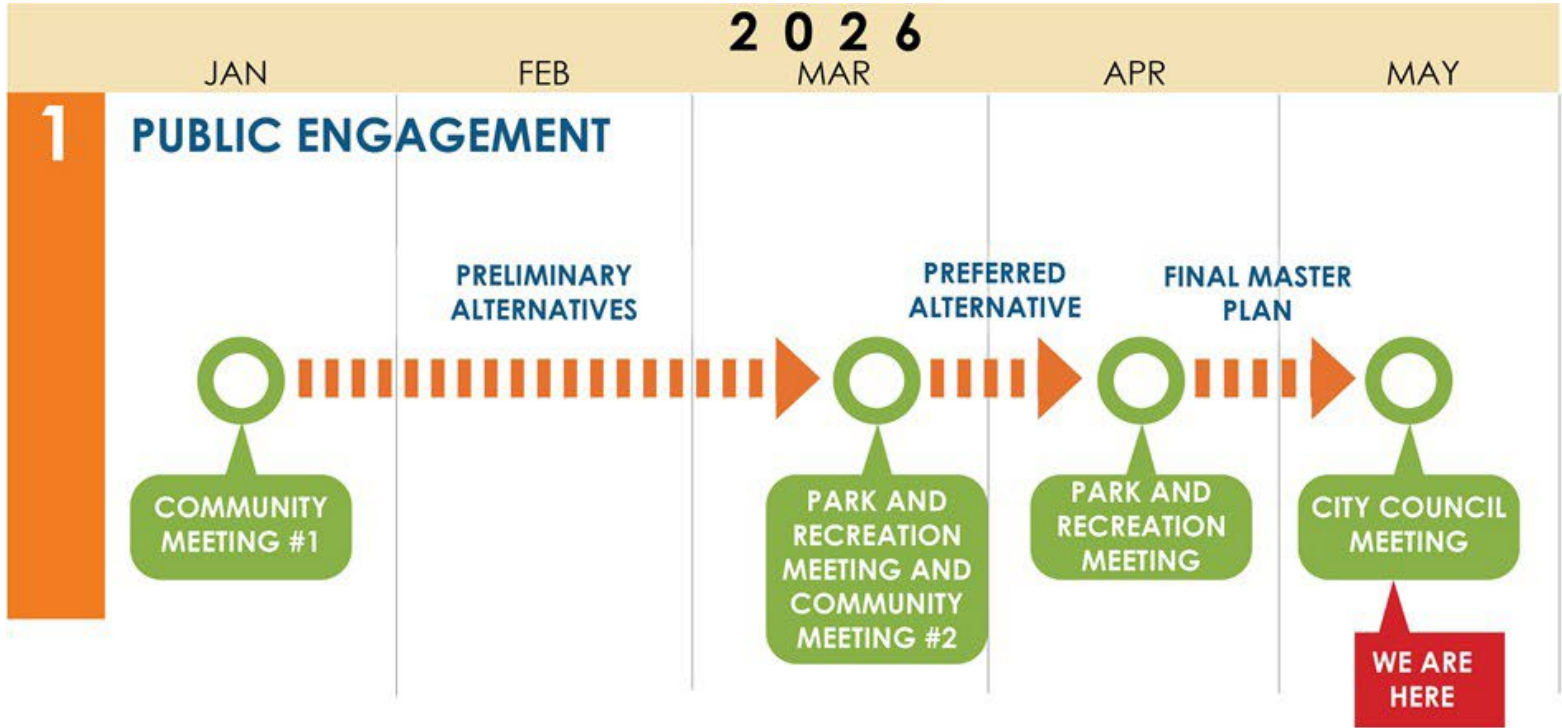
- Revitalize Commodore Dog Park to create a safe, inclusive, and enjoyable environment for dogs and their owners
- Enhance overall site conditions with durable materials
- Improve overall dog park maintainability
- Improve accessibility and circulation throughout the dog park
- Develop a Master Plan that genuinely reflects community needs based on the feedback received

Previous Efforts

Community input regarding the dog park was received during the September 2017 Parks and Recreation Commission meeting and summarized below.

- Improve safety with secure fencing, gates, and leveled circulation areas
- Provide designated areas for large and small dogs
- Use durable, well-draining surfaces while avoiding tan bark and artificial turf
- Add shaded seating, pet safe tables, drinking fountains, pet waste stations, lighting, and agility features





2

DESIGN & CONSTRUCTION

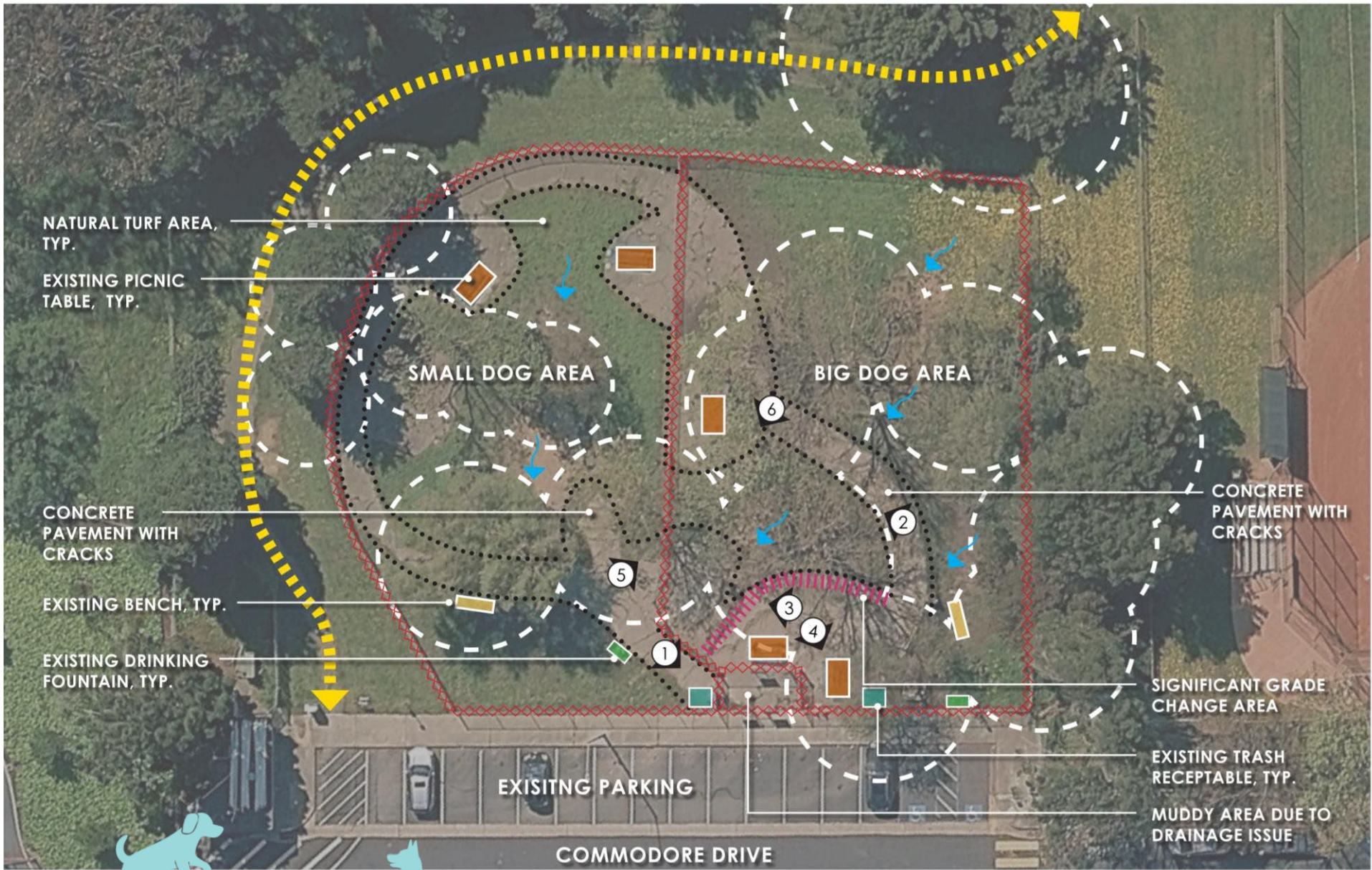
- DESIGN: 9-12 MONTHS
- CONSTRUCTION: 6-12 MONTHS



PROJECT TIMELINE







LEGEND

- Tree Canopy
- Drainage Direction
- Existing Fence
- Pedestrian Route
- Dog Park Opportunities
- Dog Park Constraints





1

Muddy Area 



2

Tree Roots 



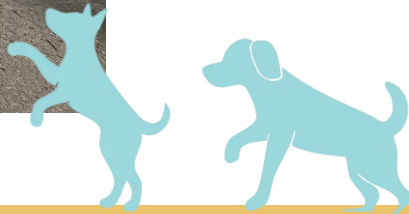
3

Significant Grade Change 

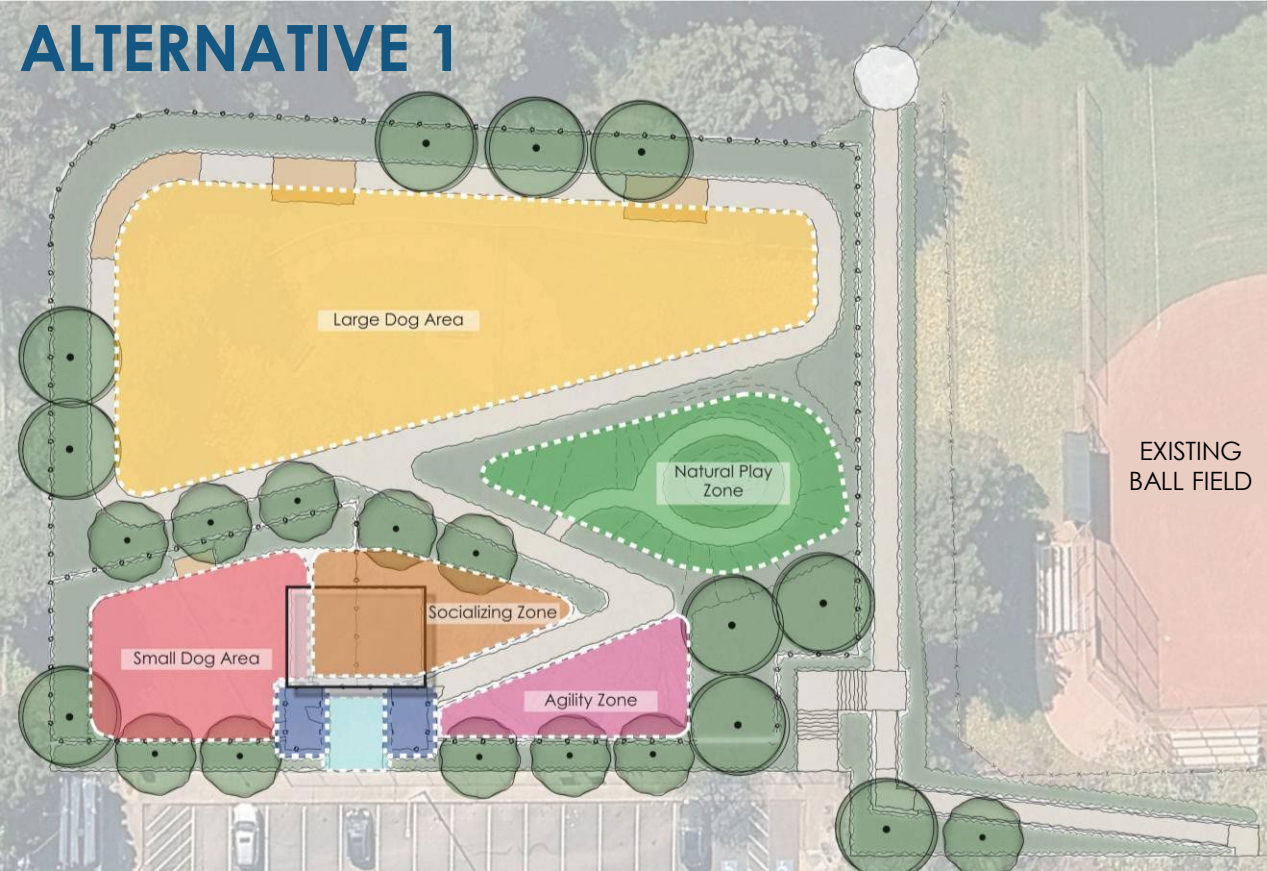


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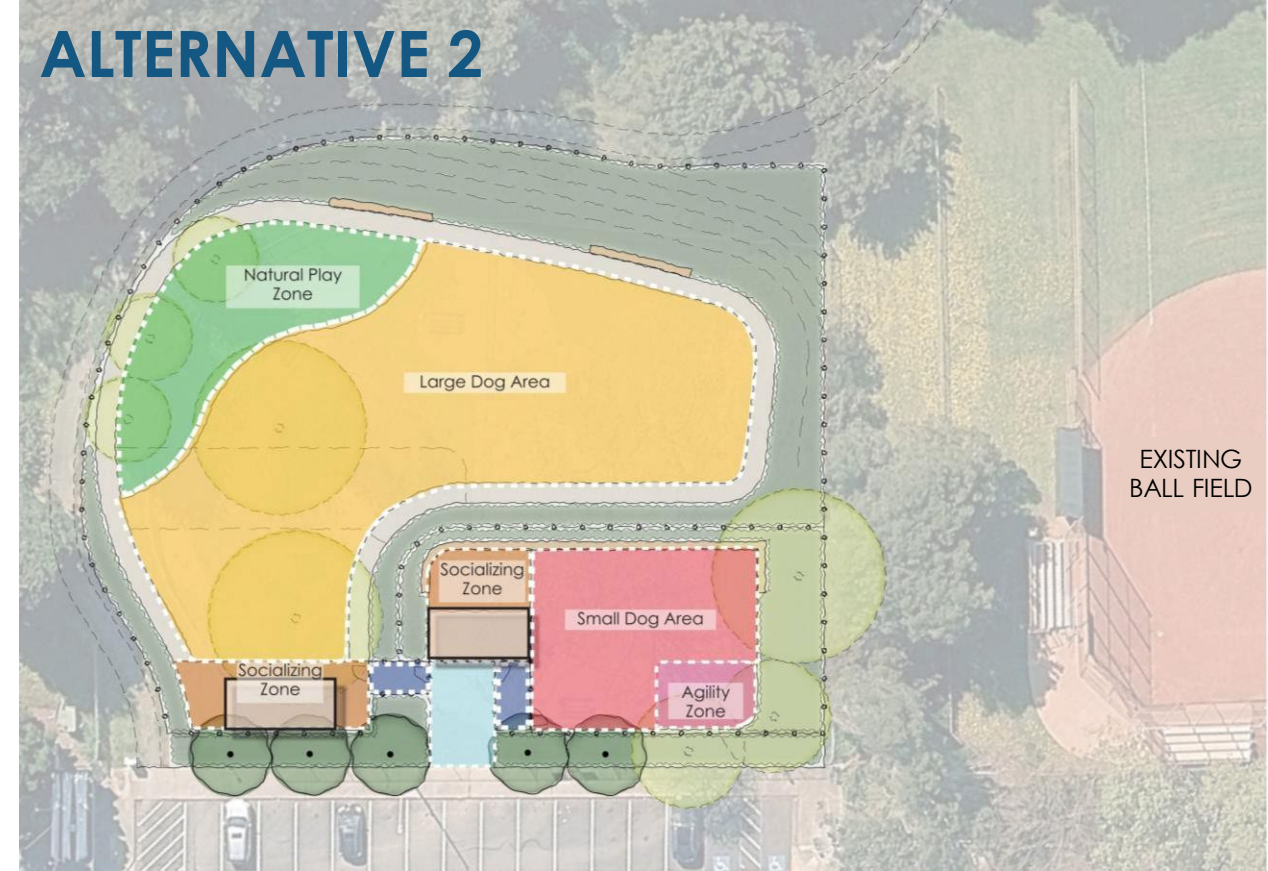
Topography 



ALTERNATIVE 1



ALTERNATIVE 2



Area Calculations:

	Small Dog Area (sf)	Large Dog Area (sf)	Total Park Area (sf)
Existing	10,075	10,970	21,045
Proposed	4,335	27,125	31,460
Change	-5,740	+16,155	+10,415

Area Calculations:

	Small Dog Area (sf)	Large Dog Area (sf)	Total Park Area (sf)
Existing	10,075	10,970	21,045
Proposed	5,815	20,420	26,235
Change	-4,260	+9,450	+5,190

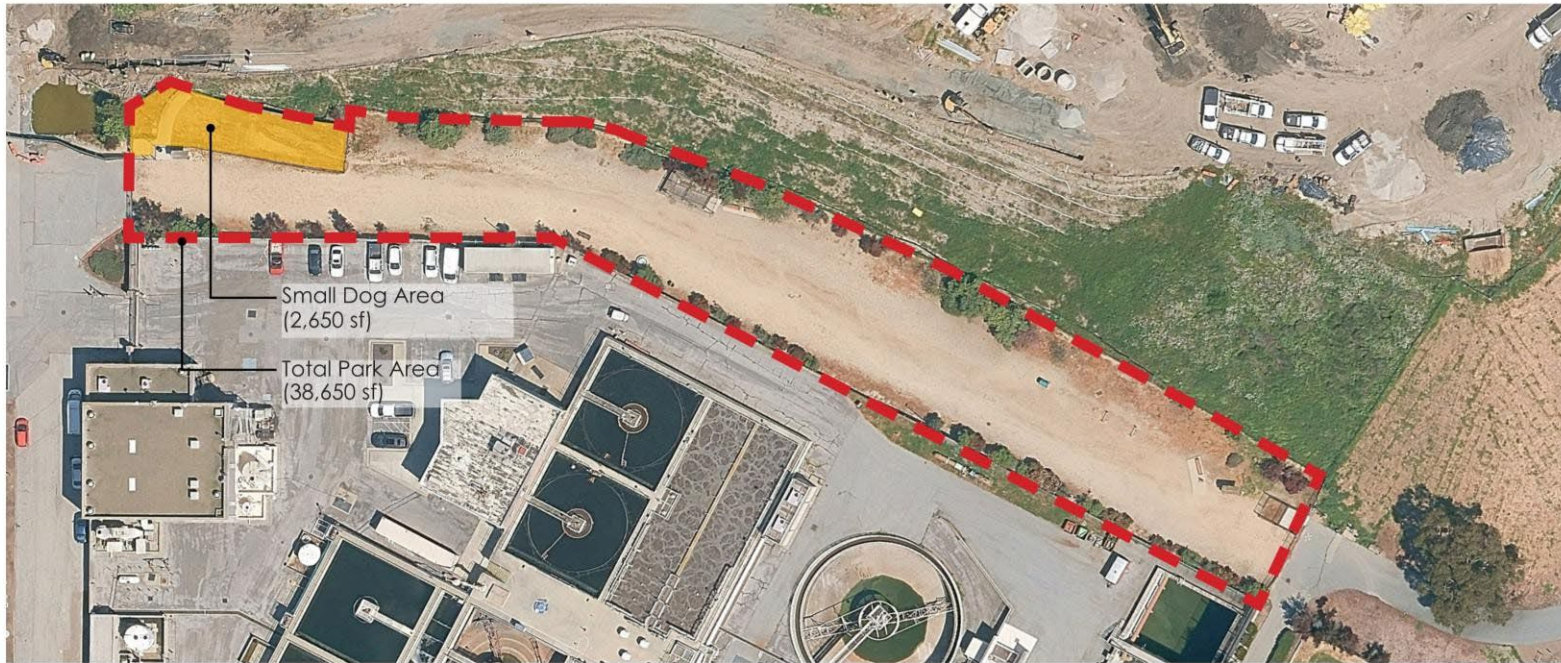




FOSTER CITY DOG PARK



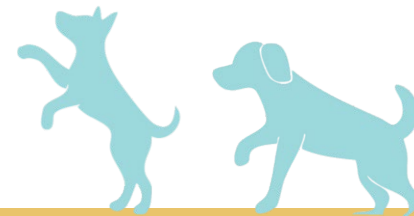
BRISBANE DOG PARK



BURLINGAME DOG EXERCISE PARK

Area Calculations:

	Small Dog Area (sf)	Large Dog Area (sf)	Total Park Area (sf)
Foster City	5,900	14,300	20,200
Brisbane	3,230	10,420	13,650
Burlingame	2,650	36,000	38,650
Alternative 1	4,335	27,125	31,460
Alternative 2	5,815	20,420	26,235



Overview

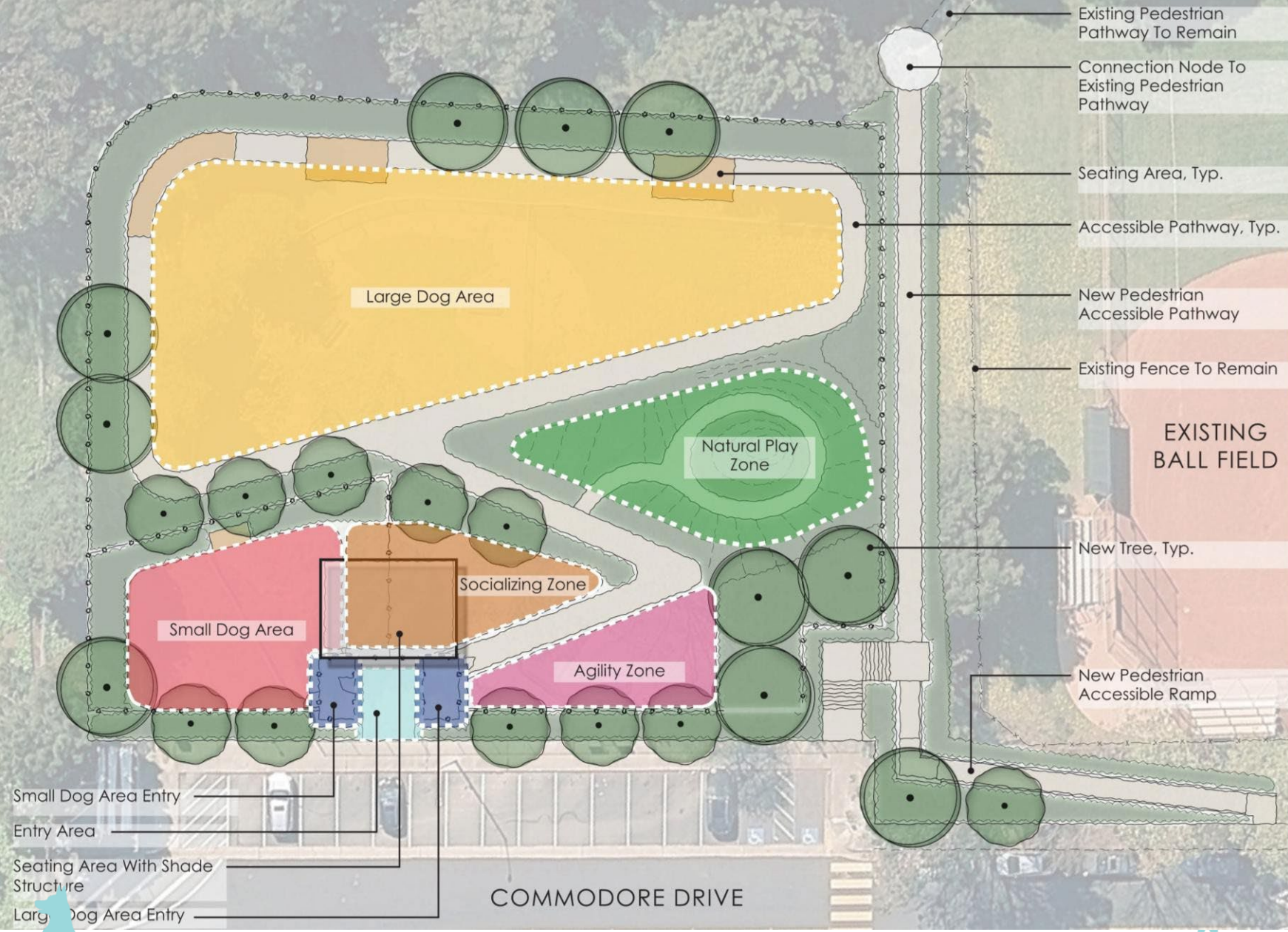
Remove existing perimeter park pathway in order to expand overall dog park area.

Provide a new accessible pathway between dog park and ball field.

Right size the small dog area and maximize the size of the large dog area.

Remove existing trees to accommodate new grading and accessible internal pathways.

Create zones within the large dog area including socialization, agility, nature play, and large open dog run.



What Did We Hear

- Preserve existing trees/ add more shade
- Adding lighting, possibly solar
- Provide seating, preferred bench over tables
- Desire for looped walking paths around the park
- Provide agility/ activity features
- Ensure balanced space allocation between large dogs and small dogs
- Safety & operations considerations, include secondary exits, accessibility, etc.





CENTENNIAL DOG PARK

Preliminary Design Alternatives Area Calculations:

	Small Dog Area (sf)	Large Dog Area (sf)	Total Park Area (sf)
Foster City	5,900	14,300	20,200
Brisbane	3,230	10,420	13,650
Burlingame	2,650	36,000	38,650
Alternative 1	4,335	27,125	31,460
Alternative 2	5,815	20,420	26,235

Preferred Plan Area Calculations:

	Small Dog Area (sf)	Large Dog Area (sf)	Total Park Area (sf)
Existing	10,075	10,970	21,045
Proposed	5,295	25,235	31,520
Change	-4,780	+14,265	+10,475

Small Dog Area Percentage Comparison:

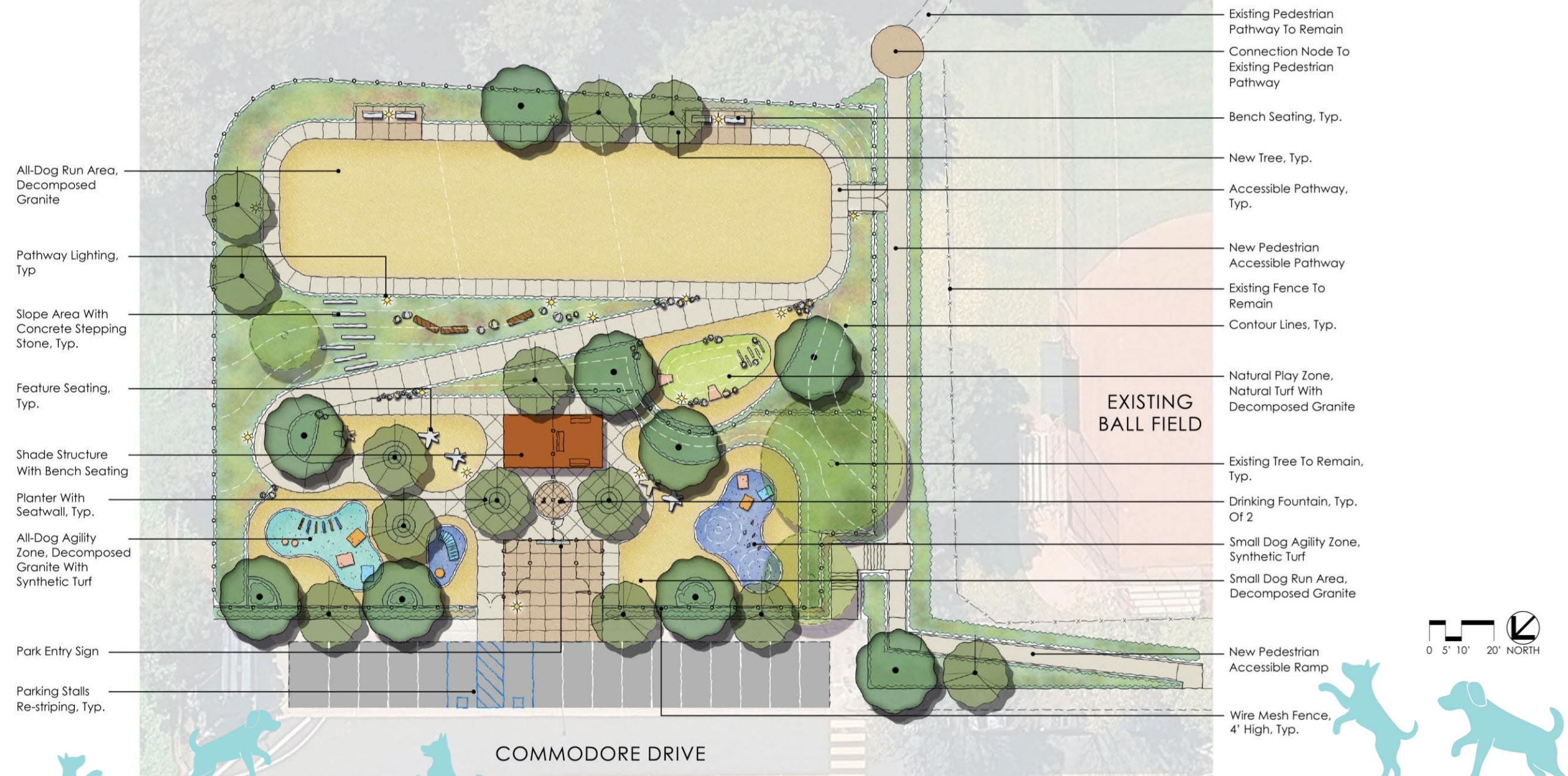
	Small Dog Area (sf)	Total Park Area (sf)	Small Dog Area Percentage
Commodore	5,295	31,520	16.8%
Centennial	7,265	65,140	11.1%





Zoomie
zone 
● **COMMODORE PARK**





All-Dog Run Area, Decomposed Granite

Pathway Lighting, Typ.

Slope Area With Concrete Stepping Stone, Typ.

Feature Seating, Typ.

Shade Structure With Bench Seating

Planter With Seatwall, Typ.

All-Dog Agility Zone, Decomposed Granite With Synthetic Turf

Park Entry Sign

Parking Stalls Re-stripping, Typ.

Existing Pedestrian Pathway To Remain

Connection Node To Existing Pedestrian Pathway

Bench Seating, Typ.

New Tree, Typ.

Accessible Pathway, Typ.

New Pedestrian Accessible Pathway

Existing Fence To Remain

Contour Lines, Typ.

Natural Play Zone, Natural Turf With Decomposed Granite

Existing Tree To Remain, Typ.

Drinking Fountain, Typ. Of 2

Small Dog Agility Zone, Synthetic Turf

Small Dog Run Area, Decomposed Granite

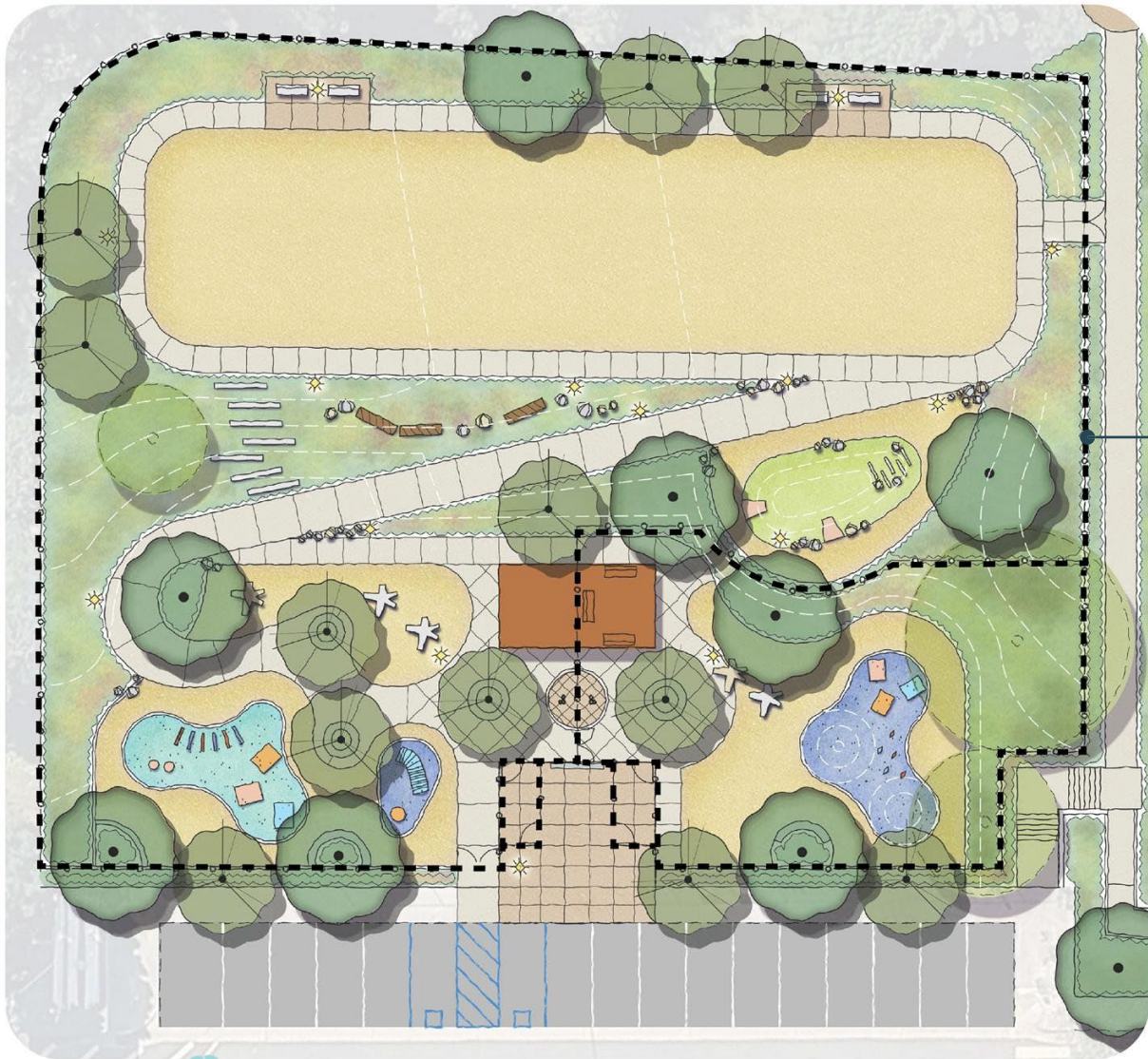
New Pedestrian Accessible Ramp

Wire Mesh Fence, 4' High, Typ.

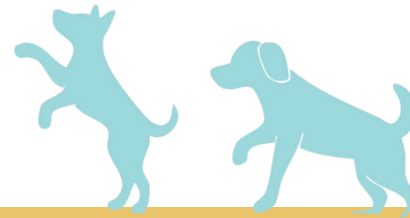
EXISTING BALL FIELD

COMMODORE DRIVE



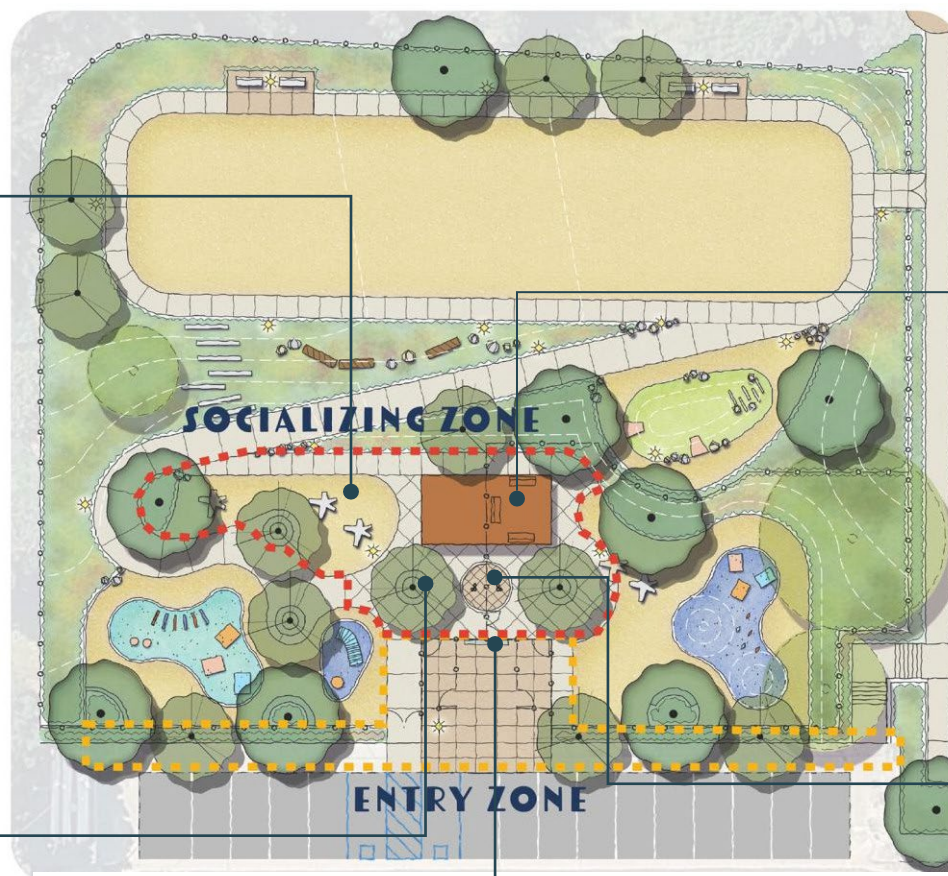


WIRE MESH FENCE





FEATURE SEATING



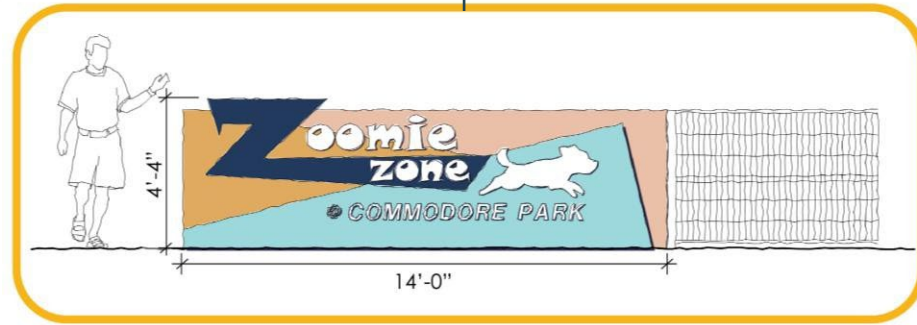
SHADE STRUCTURE



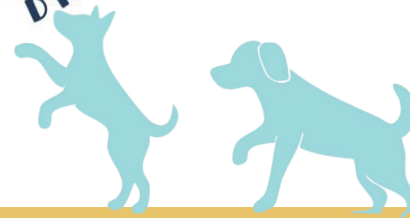
PLANTER WITH SEATWALL



DRINKING FOUNTAIN

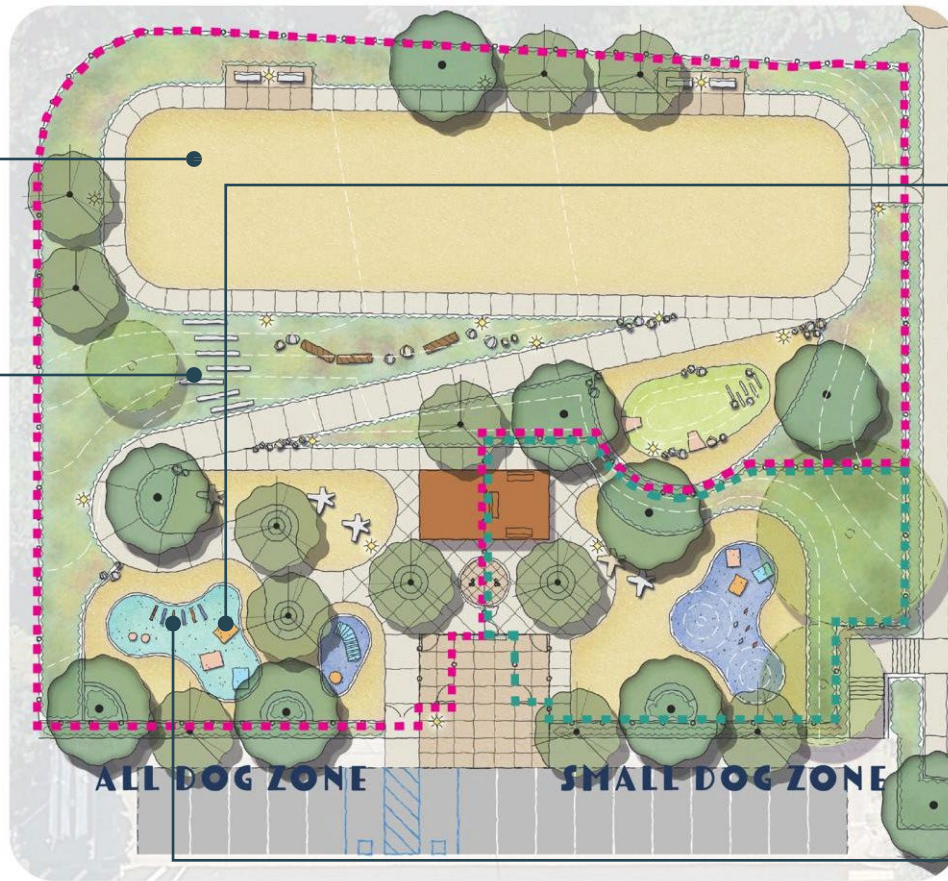


PARK ENTRY SIGN





ALL DOG RUN AREA



ALL DOG AGILITY ZONE

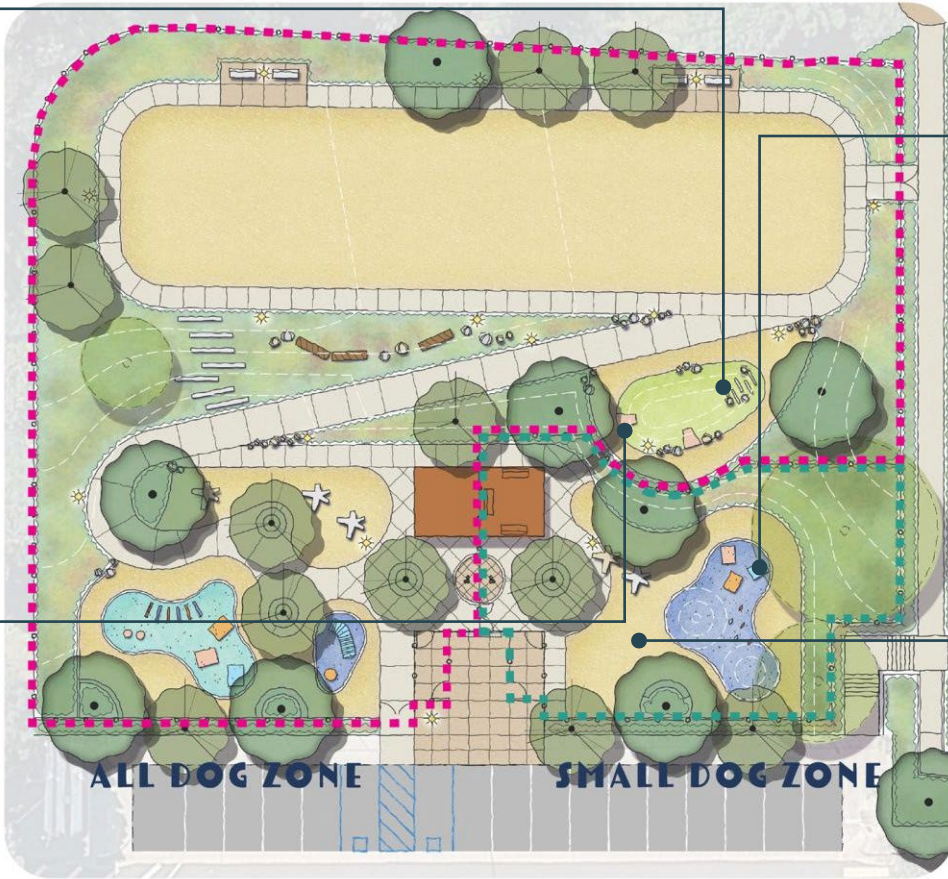


SLOPE AREA



ALL DOG AGILITY ZONE



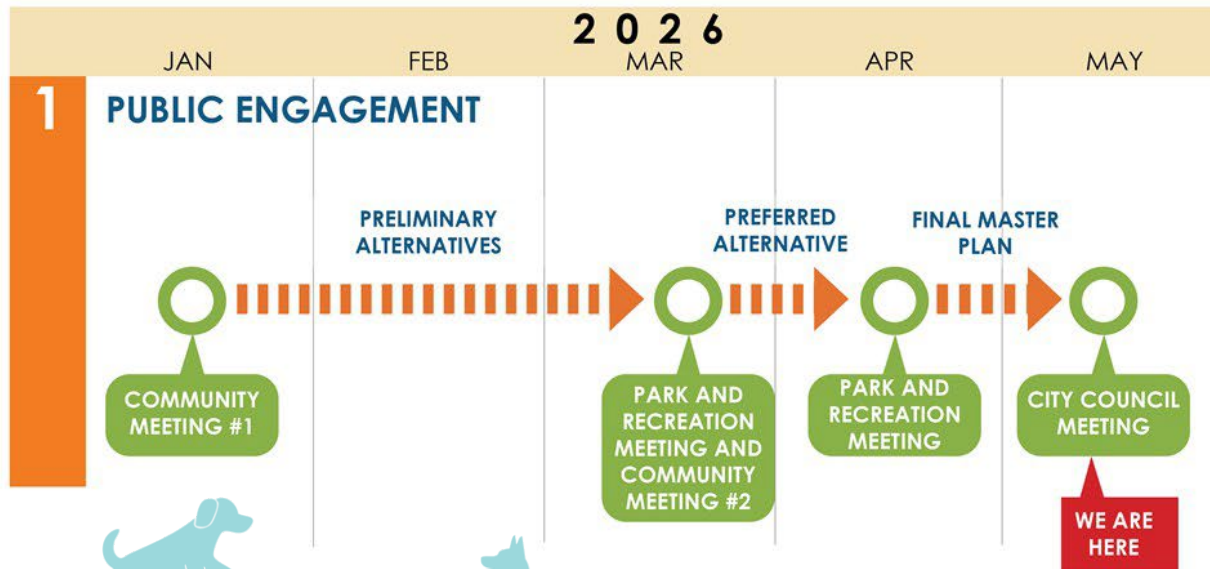


Subtotal Construction Cost	\$1,921,620.00
Construction Contingency	\$499,620.00
Total Estimated Construction Cost & Contingency	\$2,421,240.00
Design and Soft Costs	\$485,820.00
Total Project Cost	\$2,907,060.00



	PER PLANS	VE OPTIONS
Subtotal Construction Cost	\$1,921,620.00	\$1,351,580
Construction Contingency	\$499,620.00	\$310,000
Total Estimated Const. Cost & Contingency.....	\$2,421,240.00	\$1,662,440
Design and Soft Costs	\$485,820.00	\$299,370
Total Project Cost	\$2,907,060.00	\$1,961,810
		-\$945,250

Value engineering items include elimination of loop trail connection, replacing synthetic turf with decomposed granite, phasing out shade structure, reducing amenities by half, and focusing lighting on entrance only. Estimate also includes related start-up savings, assumption of only one year of inflation, and reduction in design fees.





NEW City Hall Hours

On May 4, City Hall and public counter hours changed to:

- Monday - Thursday: **7:30 AM - 5:00 PM**
- Friday - Sunday: **Closed**

Police, Fire, and Medical services are available 24/7.
For emergencies, call 911.

Online Services:

- Submit permit applications at SanBruno.ca.gov/Permit.
- Pay bills and tickets at SanBruno.ca.gov/PaymentCenter.



SBPD Hosts 41st Annual

Police Day 2026

Saturday, May 16th

10 AM to 2 PM @ Tanforan Mall

1122 El Camino Real, San Bruno

*Celebrate with multiple agencies & community organizations
Check out our equipment, vintage patrol cars, and meet our K-9 partners*



Inquires, please email SBSSO@sanbruno.ca.gov







**BUILDING
SAFETY MONTH**

BUILT TO LAST

2026





101 Corridor Connect Program Update

City of San Bruno



WHAT IS 101 CORRIDOR CONNECT?

- A collaborative program to identify and prioritize **congestion management** projects along US 101 in San Mateo County.
- It looks **beyond just highway infrastructure** and considers the mobility needs of the corridor as a whole.
- **Program partners** include Caltrans, cities, transit agencies, San Mateo County, and C/CAG.

Program Goals



Safe

Enhance safety for users of the transportation network.



Connected

Connect people to the places they need to go.



Sustainable

Improve air quality and reduce emissions.



Inclusive

Increase access for underserved communities.

A large, faint, circular logo with the number '101' inside is positioned in the upper right corner of the slide. The logo is a lighter shade of blue than the background.

MULTIMODAL STRATEGIES

North County | Mid County | **South County**

What is a Multimodal Strategy?

The Multimodal Strategies are planning documents that identify and prioritize needed projects in San Mateo County.

Multimodal Strategies were developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

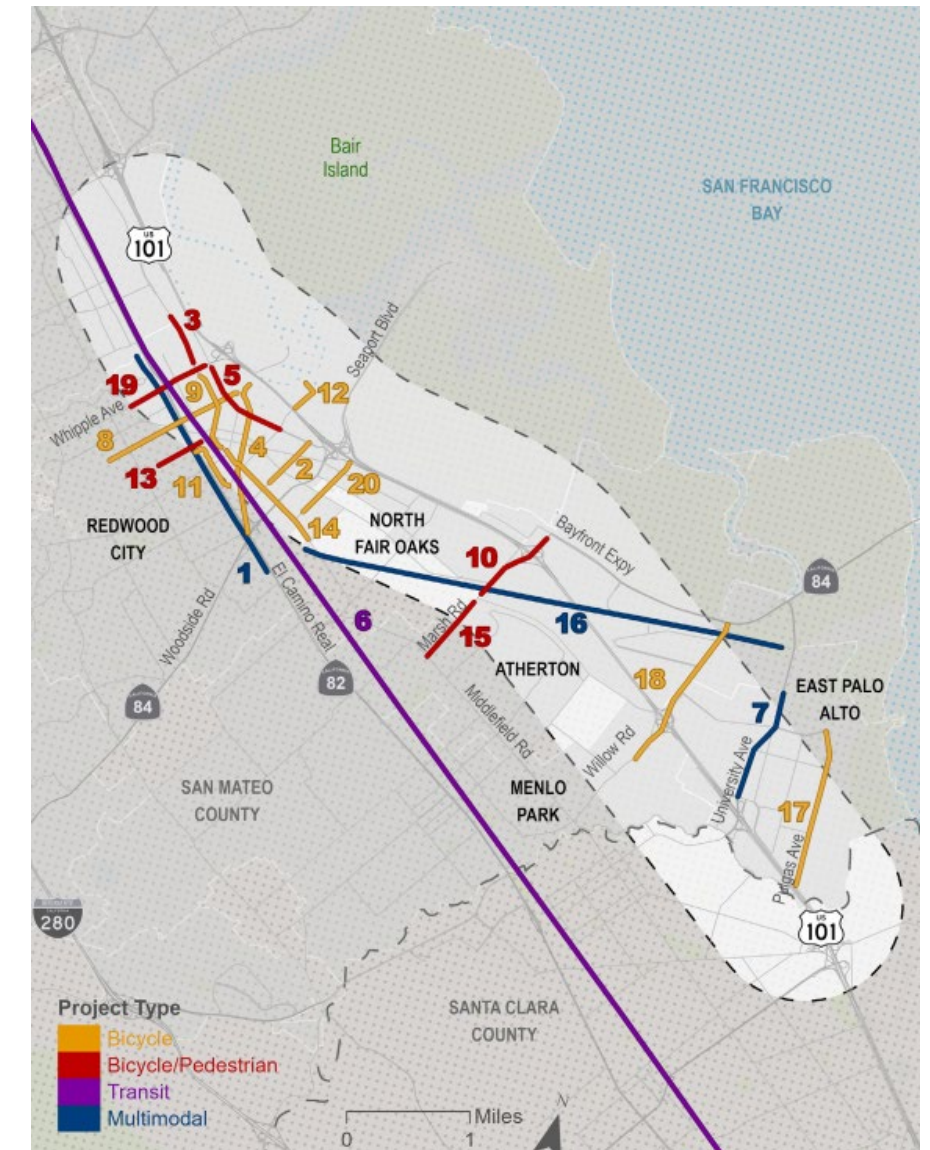
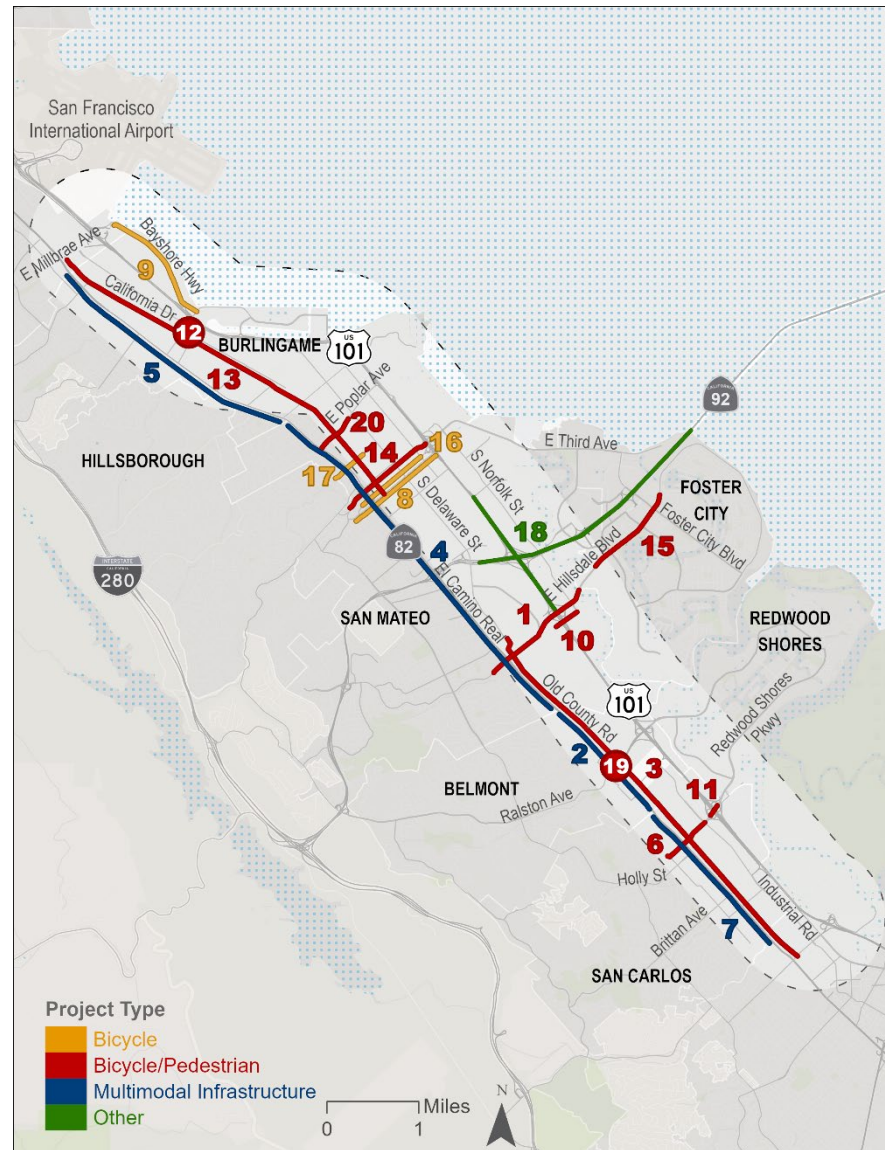
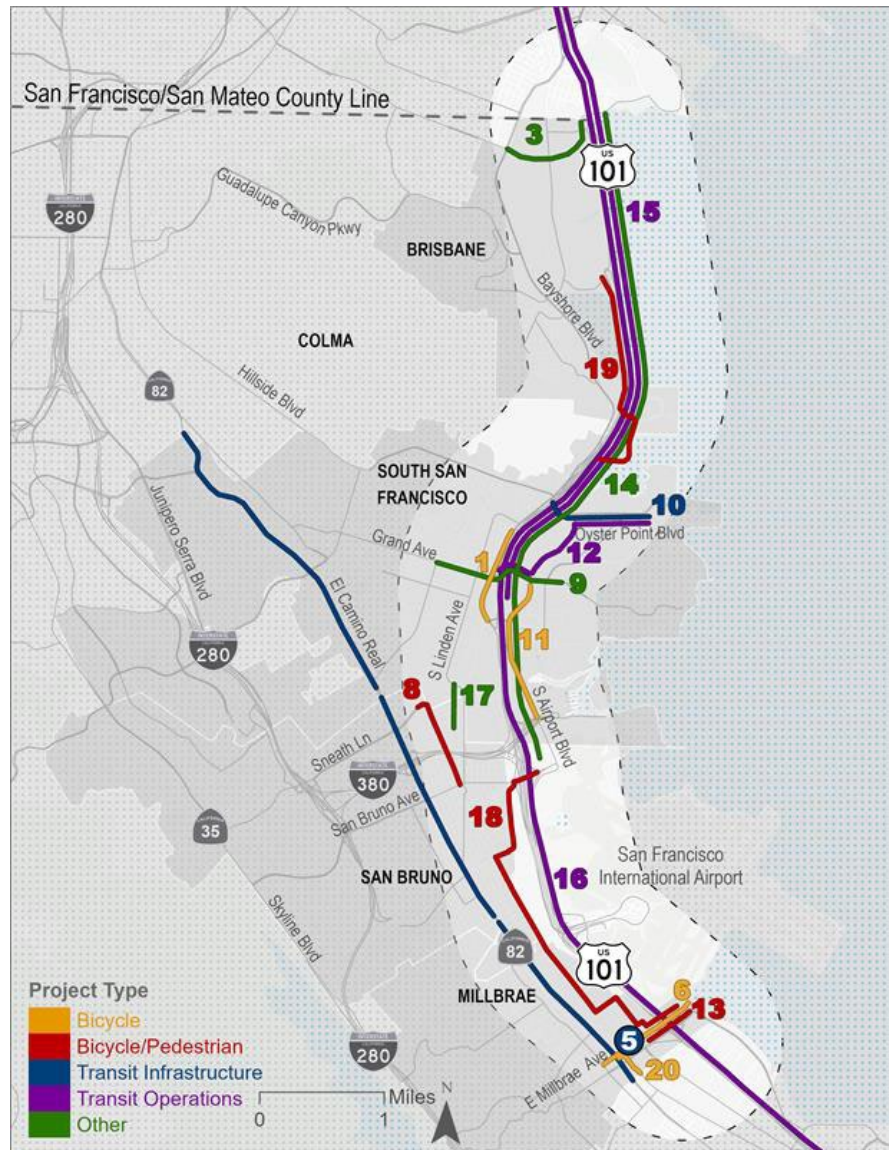
Projects include highway, active transportation, transit, other types of improvements.

Community/ Stakeholder Engagement Components

- Project webpage
- Multilingual factsheet and Frequently Asked Questions document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Pop-up activities at local events
- Small group meetings with community-based organizations
- Temporary signs at bus stops

Multimodal Strategies Engagement Statistics





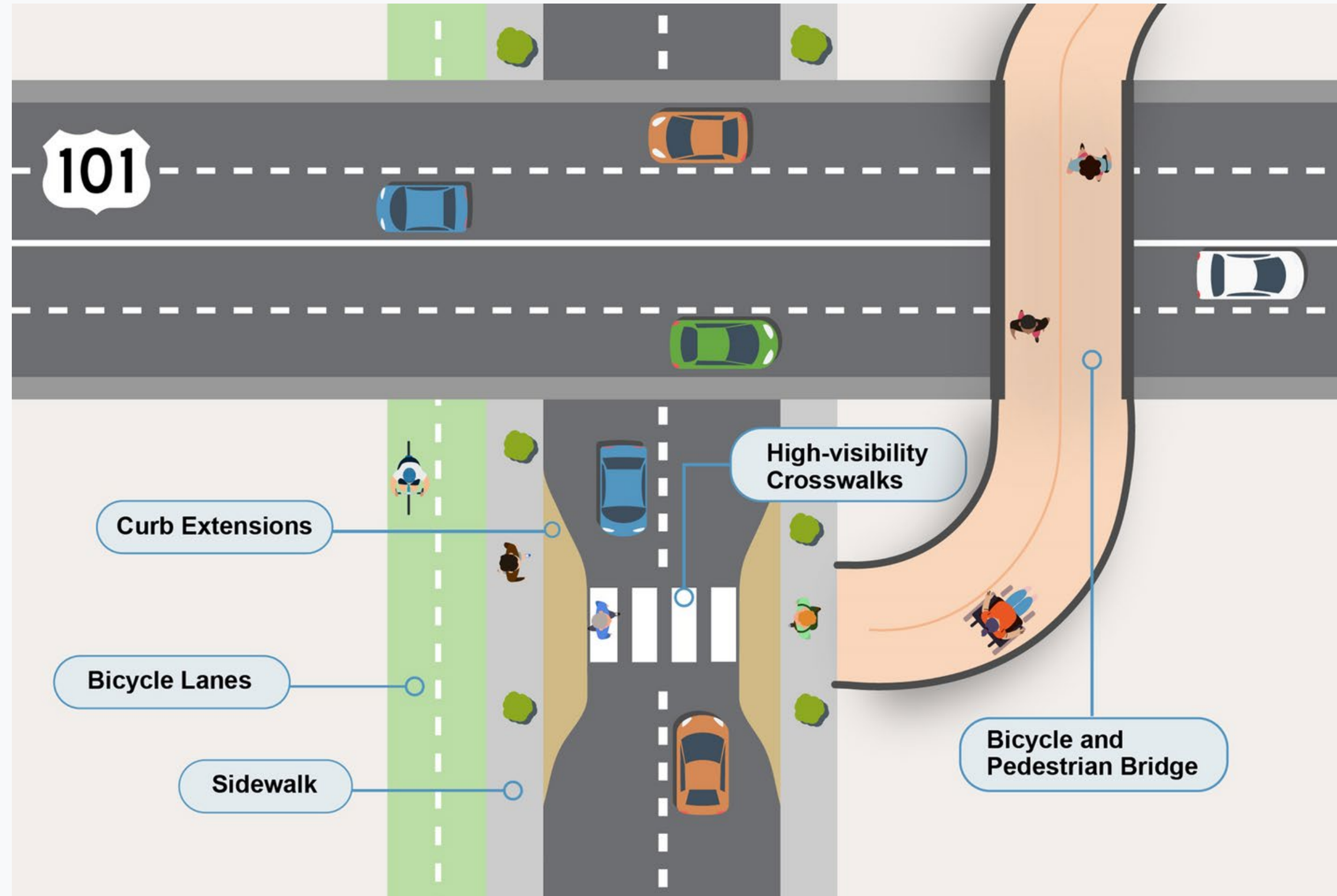
Priority Projects

After the scoring and weighting, projects were ranked with the **top 20 highest scoring projects.**



ACTIVE 101: US 101 SAN MATEO COUNTY CROSSINGS IMPROVEMENT PLAN

WHAT IS ACTIVE 101?



FALL 2024 COMMUNITY ENGAGEMENT



6

Multilingual
Pop Up Events



26

Presentations To
Stakeholders



270+

Responses To The
Online “Fund It”
Activity

Active 101 Priority Network: Key Benefits at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
 - Approximately **7.5 miles** of critical east-west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure

Safety
Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.

Connectivity
16 US 101 crossings will be improved or constructed for people walking, biking, and rolling.

Sustainability
Vehicle miles traveled (VMT) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO₂e.

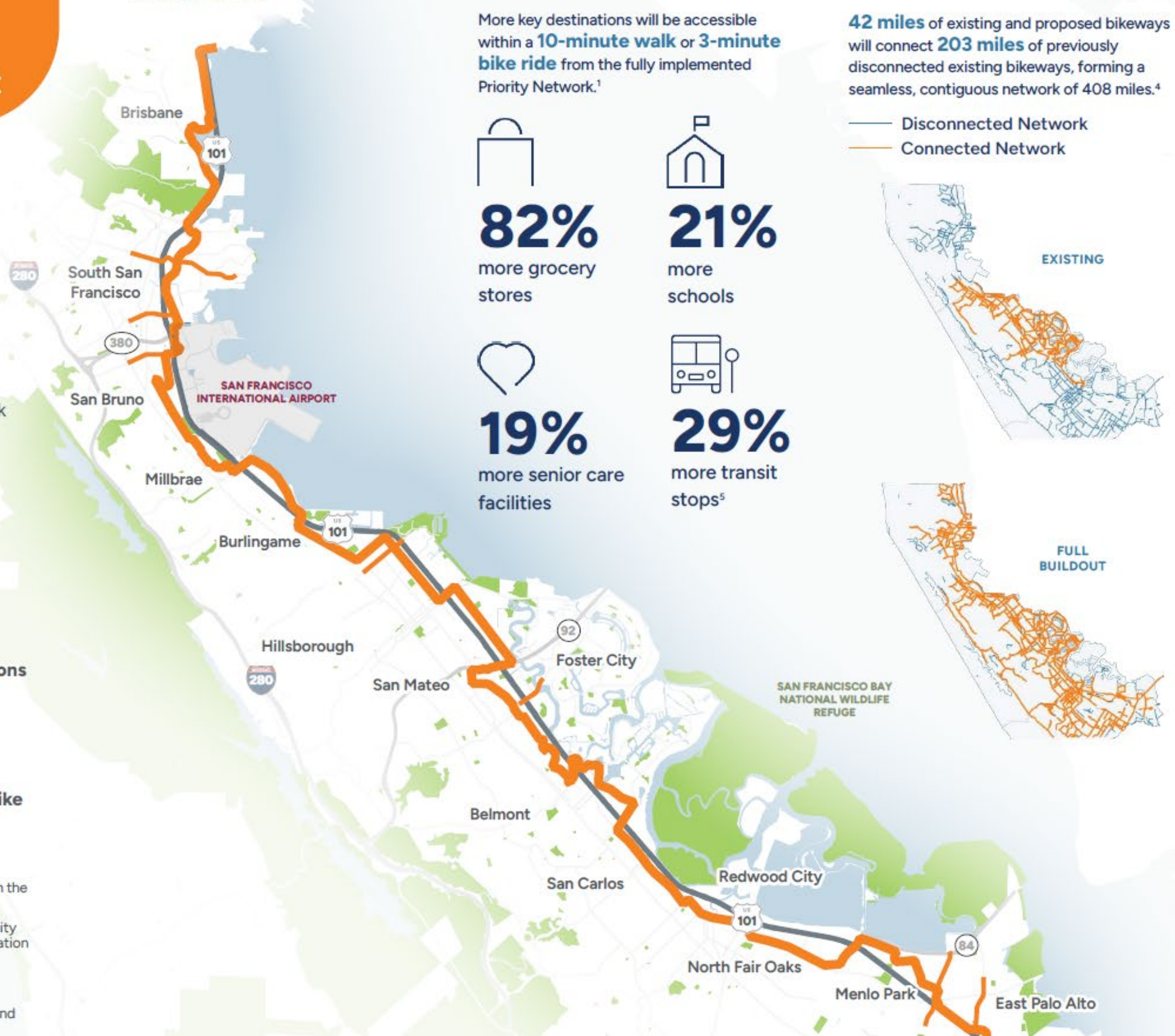
Inclusivity
>138k more people,¹ including **>50k** living in **disadvantaged communities**,² will be within a **10-minute walk** or a **3-minute bike ride** to a high-quality bike facility³ along the Priority Network.

¹ Calculated using a 1/2-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

² Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.

³ For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

Active 101
Priority Network



More key destinations will be accessible within a **10-minute walk** or **3-minute bike ride** from the fully implemented Priority Network.¹

82%
more grocery stores

21%
more schools

19%
more senior care facilities

29%
more transit stops⁵

42 miles of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.⁴



101 Corridor Connect Program Next Steps

Priority Multimodal Safety and Congestion Relief Projects San Bruno

- **Multimodal Strategy**
 - El Camino Real Multimodal Improvements
 - Huntington Bicycle and Pedestrian Improvements Phase 2
 - Linden/Scott Grade Separation
 - SFO Bay Trail Gap Closure Project
 - San Bruno Ave/Railroad Trail/Millbrae Ave

- **Active 101**
 - San Bruno Avenue
 - SFO Bay Trail Gap Closure



San Bruno Avenue
San Bruno, San Mateo County

Location
Huntington Ave to McDonnell Rd along San Bruno Avenue and across U.S. 101

Project Description
Class I shared use path or Class IV separated bikeway, traffic signal enhancements, and raised pedestrian crossings at U.S. 101 ramp.

Key Connections
San Bruno Caltrain Station, San Francisco International Airport, San Bruno BART Station, shops and businesses along San Bruno Avenue, and recreational access.

Estimated Cost

Option 1	Option 2
Estimated Total Project Cost: \$23,928,819	Estimated Total Project Cost: \$30,156,817
Planning Cost: \$1,638,539	Planning Cost: \$2,080,458
Design Cost: \$1,454,809	Design Cost: \$3,103,685
Construction Cost: \$20,835,471	Construction Cost: \$24,972,674

Project Goals

- Improve safety and comfort for vulnerable users along San Bruno Avenue and across U.S. 101
- Close a key trail gap by providing new connections to regional trails
- Support multimodal travel by linking to regional transit

Next Steps
Additional alternatives analysis and preliminary design, with additional community engagement.

Preliminary Design Options
This project has two design options. Each meets the project's goal of providing designated spaces for pedestrians and bicyclists along the corridor.

Option 1
Propose a two-way Class IV bikeway west of U.S. 101, a Class I shared use path on the overcrossing, one-way Class II and Class IV bikeways east of U.S. 101, and new traffic and bike signals.

Option 2
Propose a Class I shared use path with landscaping on the north side of San Bruno Ave.

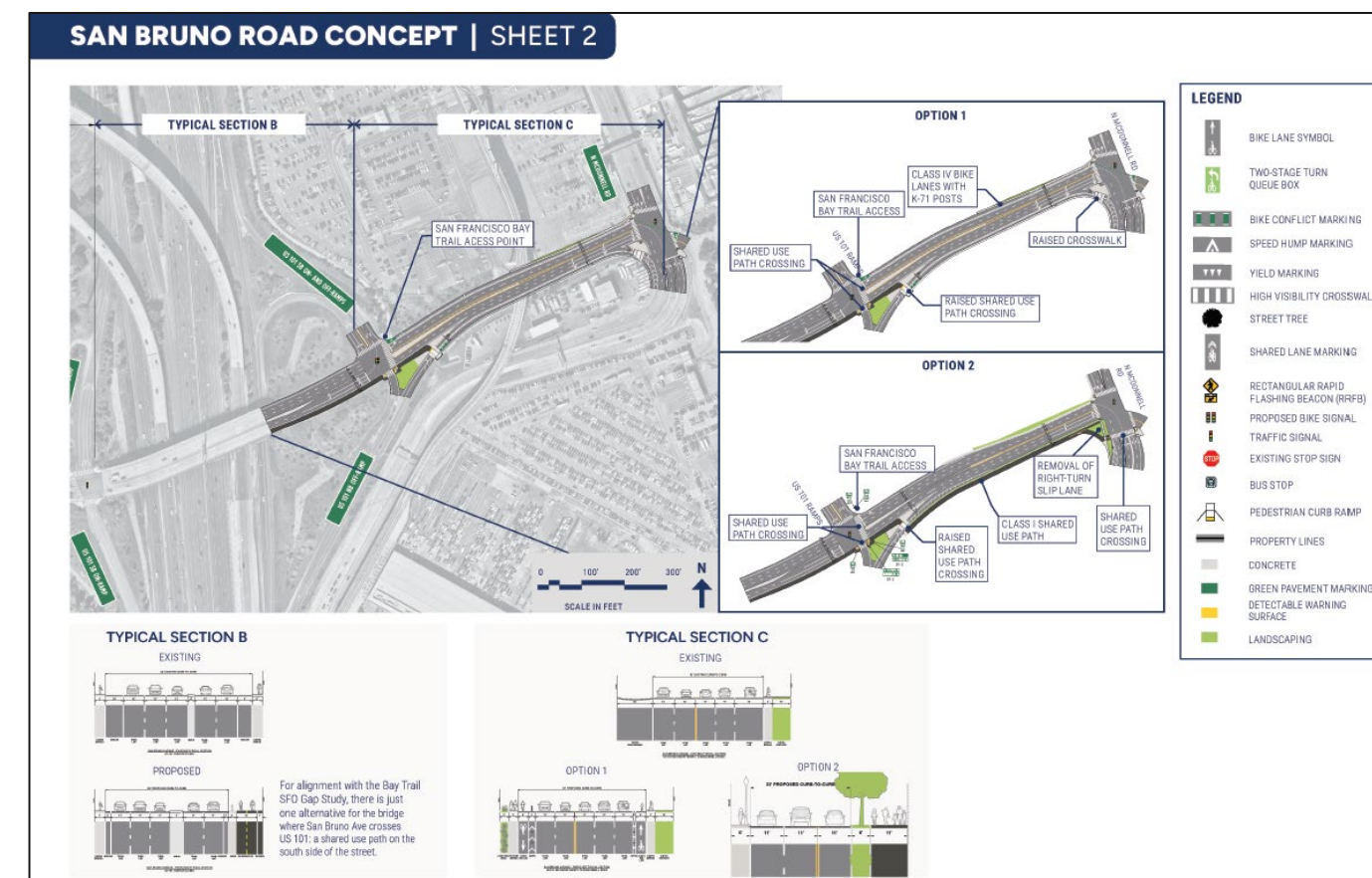
Benefits

- Continues shared use path experience on Bay Trail
- Lower cost and shorter implementation timeline
- Requires constrained bus stops
- Requires nearly new traffic signals

Constraints

- Lower perceived safety
- May require more long-term maintenance
- Limited improvements to pedestrian width
- Higher cost and longer implementation timeline

Active 101: US 101 San Mateo County Crossings Improvement Implementation Plan 77



101 Corridor Connect Mini-Grants (\$4 million available)



Funding for priority projects

Multimodal corridor study
Conceptual design alternatives
Community engagement



Available Funding

\$750,000 per project
Up to \$1M for multi-jurisdictional projects
No local match required



Streamlined Application Due in July

Letter of Interest including confirmation of staff availability or technical assistance request
Site Walk (if selected, must include at least one City Council member)

Key Actions & Considerations

SMCTA granted \$300k early technical assistance for San Bruno Ave

Apply to mini-grant program for additional funding for SFO Bay Trail

Participate in site walk if selected

SMCTA CBO Bench for engagement



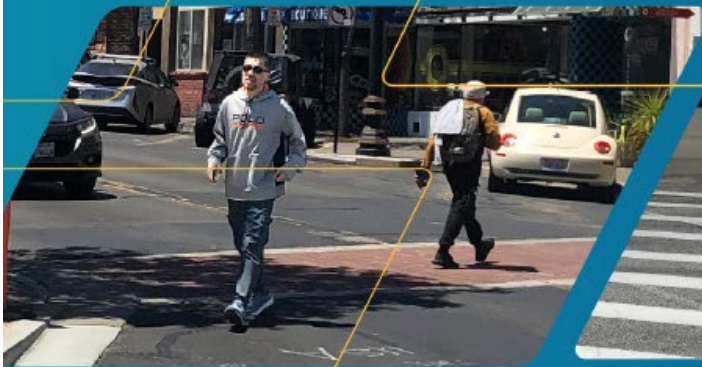
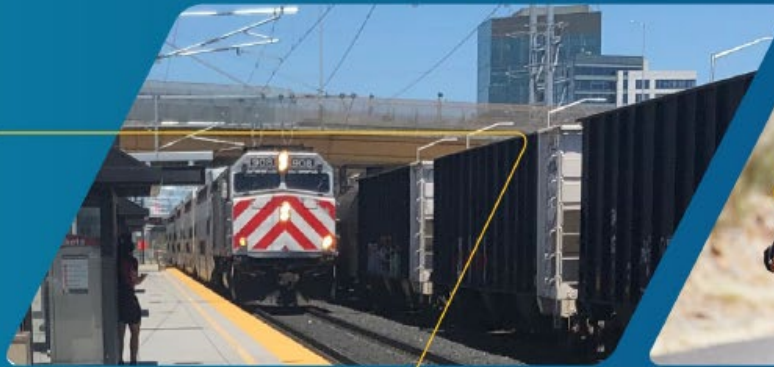
Questions?

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

San Bruno/South San Francisco Community-Based Transportation Plan



2026
City/County Association
of Governments
of San Mateo County
C/CAG

The Community-Based Transportation Plan (CBTP) for San Bruno and South San Francisco

- Funded by the Metropolitan Transportation Commission (MTC) of the Bay Area
- MTC targets Equity Priority Communities (EPCs) throughout the Bay Area
- EPCs: Census Tracts with many low-income residents, residents of color and other key demographics

Key goal: Improve transportation options and mobility for residents living in the EPCs

Equity Priority Communities: Census tracts with many potentially transit dependent residents or those in need of alternative mobility options. Communities with some or most of these demographic factors:



People of Color
(70% threshold)



Low-Income
Residents (28%)



Limited English
Proficiency (12%)



Zero-Vehicle
Households (15%)



Older Adults 75 Years of
Age and Over (8%)



People with a
Disability (12%)



Single Parent
Families (18%)

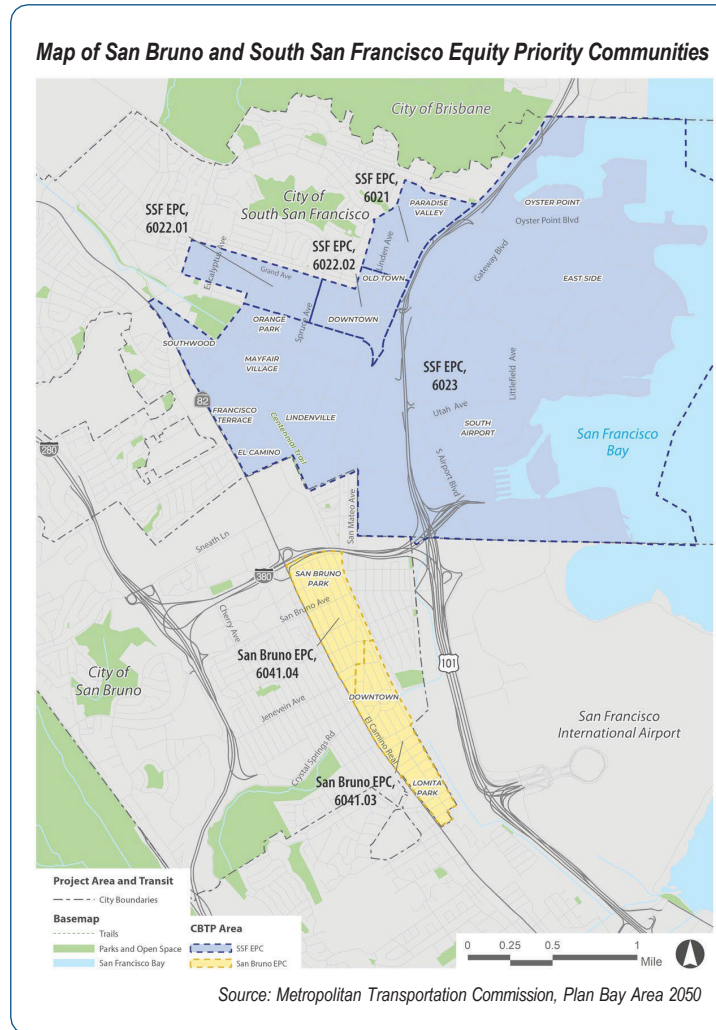


Severely Rent-Burdened
Households (14%)

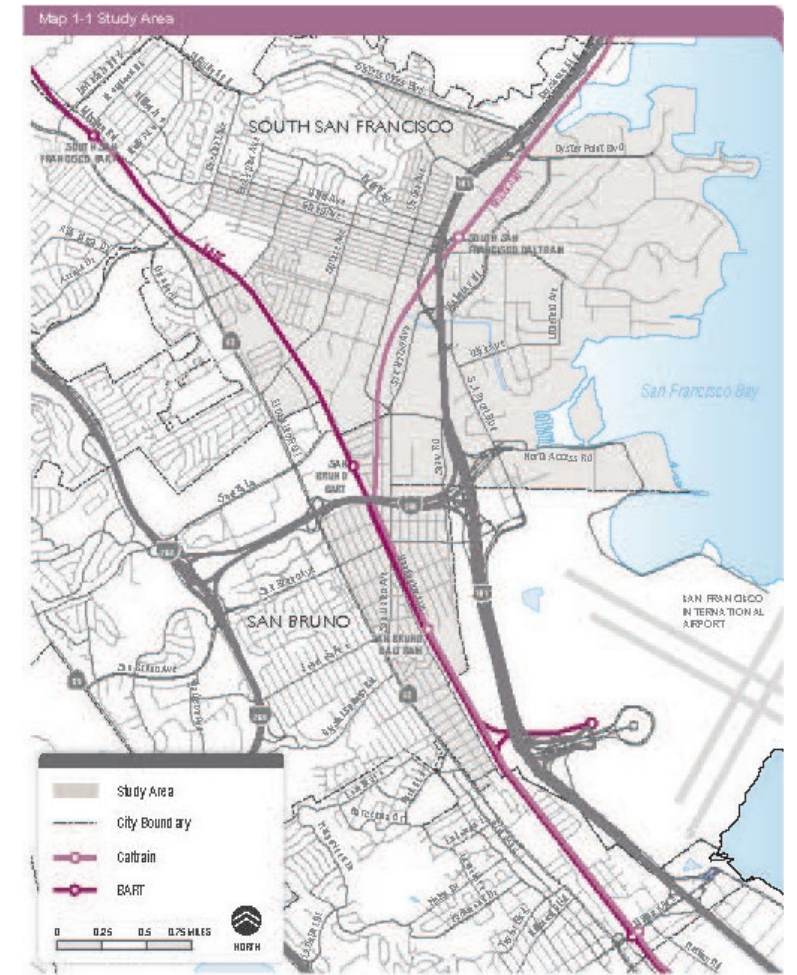


CBTP 2012 and 2026 Plan Areas Comparison

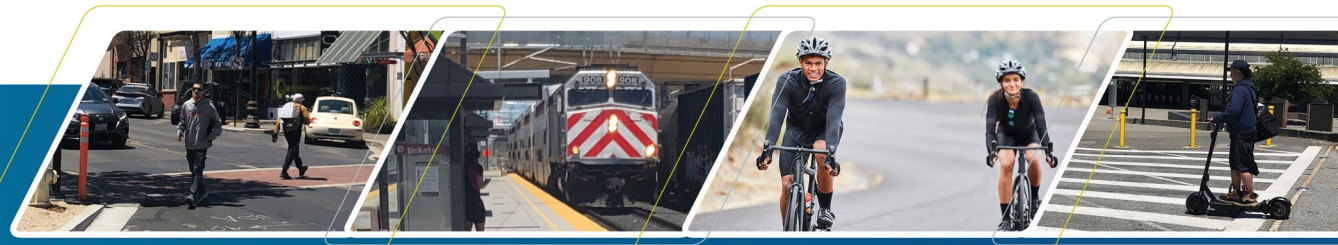
San Bruno census tract east of San Bruno BART and Huntington Avenue was not included in 2026 as an Equity Priority Community by MTC



2026 CBTP Study Area



2012 CBTP Study Area



CBTP Elements

- **Advisory Committee** of local city and agency staff
- **Outreach Strategy** with community advocates
- **Community Needs Assessment** to determine transportation connectivity, safety, and reliability challenges
- **Community-sourced geographic locations** for suggested improvements
- **Strategies, projects, and programs**
- **Implementation plan** and funding suggestions
- **Monitoring and reporting metrics**



Community Engagement Activities

- **Advisory Group**

- Staff from City of San Bruno, City of South San Francisco, C/CAG

- **Five (5) Key Stakeholder Interviews**

- Friends of Old Town -Rise South City -San Bruno Healthy Homes
- Silicon Valley Bike Coalition -YMCA Resource Center

- **Four (4) Focus Groups organized in collaboration with**

- Friends of Old Town -San Bruno Healthy Homes
- YMCA Resource Center -Resilient San Bruno

- **Four (4) Pop-Up Events at**

- All Souls Catholic Church -La Hacienda Market
- La Mexicana Produce Market -Rico Pan Latin Pastries



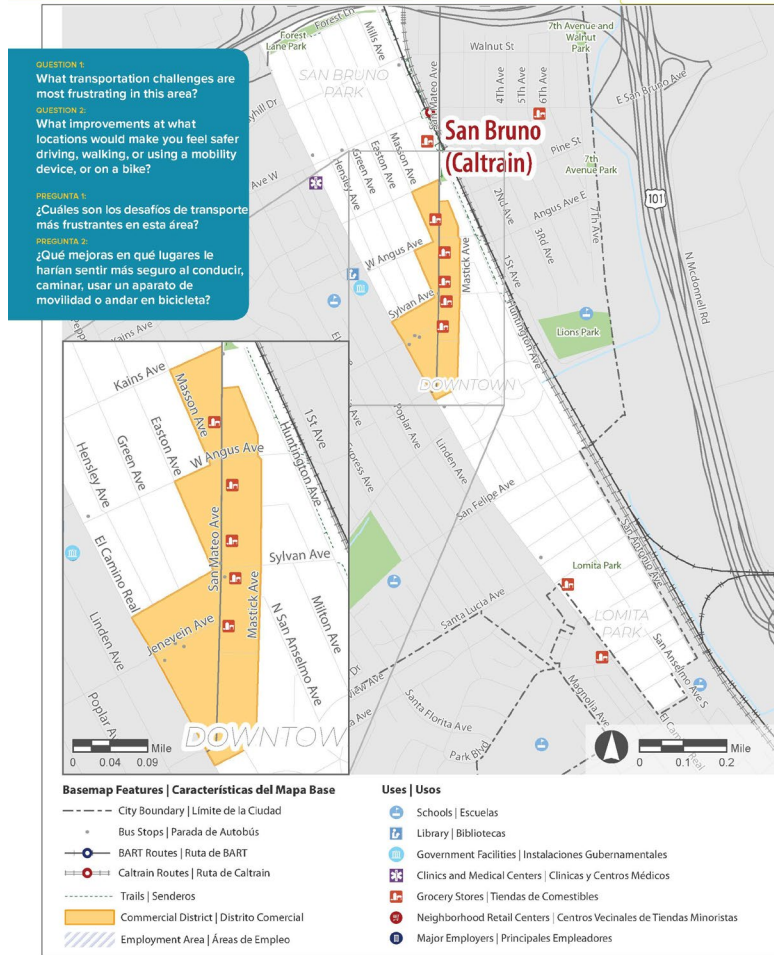
Outreach Materials

We asked:

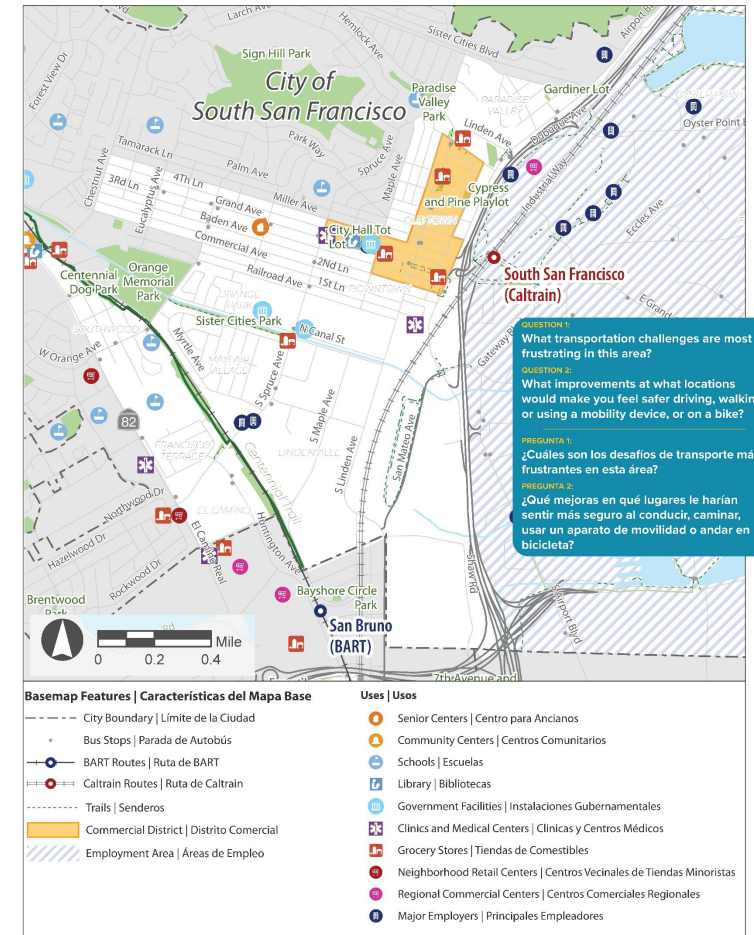
“What transportation challenges do you experience?”

“What improvements would you make?”

WHAT ARE YOUR TRANSPORTATION IDEAS?
¿CUÁLES SON SUS IDEAS DE TRANSPORTE?

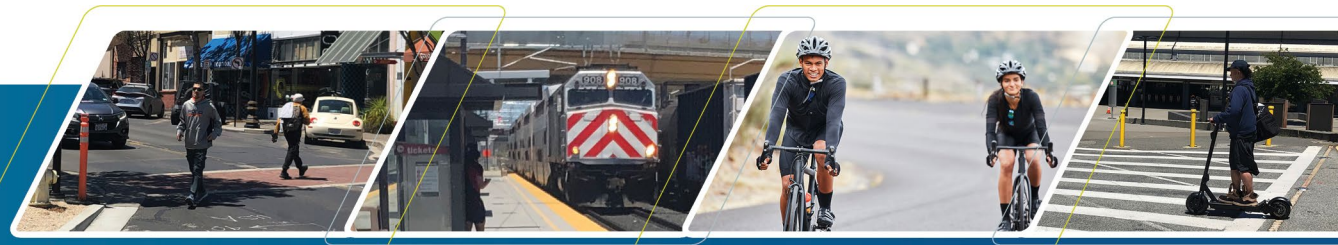


WHAT ARE YOUR TRANSPORTATION IDEAS?
¿CUÁLES SON SUS IDEAS DE TRANSPORTE?



Key Themes from the Community

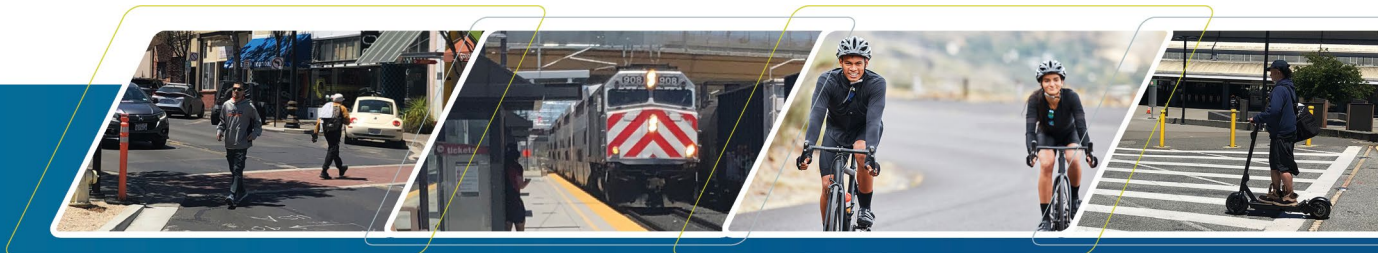
- Safety, Transportation Costs are Barriers to Mobility
- Make it Safer to Walk
- Expand the Bicycle Network and Amenities
- Improve Roadway Conditions
- Expand Transit Services on Nights and Weekends
- Consider Additional Free/Affordable Shuttle Services
- Expand Awareness about Transit and Shuttle Services and Discount Programs
- Prioritize Underserved Neighborhoods for Equitable Investments in Transportation Services Improvements



Strategies to Address Transportation Challenges

Figure 31: 2025 CBTP Transportation Strategies

Strategy	Description
Improve pedestrian safety and community access	Improve pedestrian safety and access by installing more crosswalks and safety enhancements to reduce traffic collisions, improve safety, and expand neighborhood accessibility.
Expand bicycle network connectivity, safety, and amenities	Provide bicycle connectivity to existing shared-use paths such as the Centennial Way Trail, on critical corridors such as El Camino Real and San Mateo Avenue. Create safe, comfortable bikeways on streets with high vehicle volumes and speeds. Provide repair stations and additional bike parking at transit stations.
Improve street infrastructure and safety	Repair damaged street pavement and implement traffic management strategies to facilitate safer travel for everyone.
Improve transit amenities	Maintain and expand bus stop amenities such as shelters, benches, restrooms at transit stations, and improve pedestrian and bicycle connectivity to bus stops and transit centers to enhance the rider experience and encourage new ridership.
Extend and adjust transit service routes, times, and frequencies to reflect the needs of older adults, students, and essential workers	Adjust transit and shuttle routes, timing and frequency to reflect the needs of community members who need travel options in the evenings and on the weekends.
Improve transit reliability and connectivity	Improve on-time performance of existing transit services and ensure riders in need of regional travel can make efficient connections between transit routes and regional transit systems.
Expand options for low- or no-cost transportation services	Expand programs which reduce the financial burdens of transit on low-income residents.
Expand awareness of transit and transportation services	Promote transportation services that are already available to residents through ongoing campaigns to grow awareness among potential riders and encourage mode shift.



36 Project Recommendations from Community Suggestions

San Bruno/South San Francisco Community-Based Transportation Plan



PROJECT

Enhance lighting, bicycle facilities and pedestrian-friendly walkways to the I-380 underpasses at Huntington and San Mateo Avenues, including visible pathway connections to Huntington Ave cycle track and to San Bruno BART station.

Description

Several community members and survey respondents mentioned feeling unsafe when trying to traverse the area underneath Interstate 380, and recommended enhancements to these underpasses, including lighting, walkways and bicycle lanes to make safer connections to Huntington Ave and the San Bruno BART station.

Community benefits

Providing lighting and designated pedestrian and bicycle pathways may help to improve safety outcomes for those who need to travel under I-380 to reach Huntington Ave and the BART station.

Increased mobility and access

This would provide a safe connection to and from the BART station, the cycle track and to the Tanforan Mall for San Bruno EPC residents who live south of I-380 and would expand both access and mobility options for community members who live both north and south of these underpasses.

Existing plans and projects

The City of San Bruno's Walk 'n Bike Plan includes pedestrian-scale lighting, sidewalk enhancements and a separated bikeway along Huntington Ave between the San Bruno BART and Caltrain

stations. Work on the Huntington Avenue Cycle Track, funded by San Mateo County's Measure W, has been completed south of the I-380 overpass. The second phase of the Cycle Track is funded and will be under construction this summer.

Financial feasibility

San Bruno could potentially connect some of this work to its enhancements and bikeway development along Huntington Ave south of the BART station, which should include the I-380 underpass. Other potential funding sources include the statewide Active Transportation Program (ATP), and California Climate Investments STEP Program which funds accessibility improvements in disadvantaged communities.

Ease of implementation

This project would require coordination between Caltrans and the City of San Bruno. This is potentially a complex project, with implementation subject to interagency coordination, technical review of issues and potential enhancements, and funding availability.

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San Bruno/South San Francisco Community-Based Transportation Plan



PROJECT

Provide safety and quality of life enhancements to the Centennial Way Trail, including more lighting, emergency call boxes, benches, and marking lanes for bicyclists and pedestrians.

Description

Several community members said they felt unsafe walking on the Centennial Way Trail (CWT) and requested safety and security enhancements, benches, and marked lanes to reserve separate space for pedestrians and bicyclists. Some safety enhancements have already been completed, such as trail widening and improved lighting on the segment between South Maple and Spruce Avenues.

Community benefits

The CWT is a shared-use path that provides benefits to local residents both as open space and as a connection to key locations along its route. Enhancing the trail could potentially provide improved health and safety benefits to those who live in nearby EPCs.

Increased mobility and access

Increased use among local residents could enhance their access and mobility as well.

Existing plans and projects

South San Francisco's Centennial Way Trail Master Plan, which governs improvements to the trail, indicates opportunities for additional lighting and seating, location-specific signage tied to 911 dispatch, and signage for separation between transportation types.

Centennial Trail Park South opened in Fall 2024 and included a widened trail and improved lighting on the CWT section between South Maple and Spruce Avenues.

Financial feasibility

The City of South San Francisco has recently been awarded federal funds to support upgrades and park development along the CWT. Additional enhancements suggested here could be funded by state grant funds like STEP or through San Mateo County's Measures A and W. There may be ongoing staffing and maintenance needs that will need to be budgeted for as well.

Ease of implementation

Many of these enhancements are already part of recommendations in the CWT Master Plan. Crossings or major modifications would require a case-by-case evaluation. Portions of the trail are on BART and SFPUC property with PG&E easements requiring agency approvals. Time may be needed for design, planning, procuring equipment, construction and any coordination needed with emergency services.

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Tracking Progress and Implementation

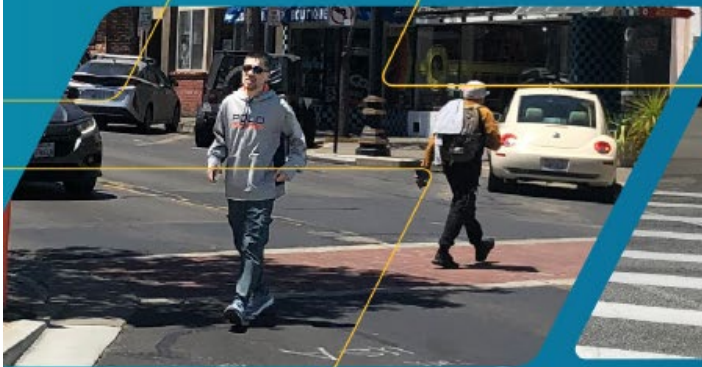
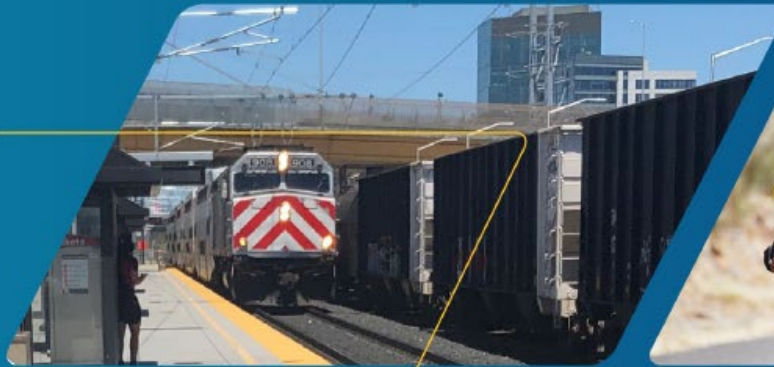
San Bruno/South San Francisco CBTP Annual Tracking Checklist				
CBTP Adoption Date:				
Number of Active Transportation Projects:		Tracking Start Date:		
Number of Transit and Paratransit Projects:				
Number of Safety Projects:		Tracking End Date:		
Total Number of Recommended Projects:				
Project Milestones				
Project Name (Projects may be repeated to accommodate multiple milestones)	Category (Check 1 for each row)			Milestone Description and Date
	Funding	Local Adoption/ Programming	Implementation	
Total Projects Currently Tracked:				

CBTP Annual Tracking Checklist

Coordinated by C/CAG, cities to submit progress on any recommended projects approved for implementation by City Council.



San Bruno/South San Francisco Community-Based Transportation Plan



2026
City/County Association
of Governments
of San Mateo County
C/CAG



Driving Under the Influence Emergency Response Cost Recovery Program Proposed Ordinance to the Municipal Code

Presentation by the San Bruno Police Department

Chief Matt Lethin

Management Analyst Joanne dela Cruz

May 12, 2026



AGENDA

- I. Objective
- II. Background
- III. Purpose of Proposed Ordinance
- IV. Review of Proposed Ordinance
- V. Recommendation
- VI. Questions, Comments, Action



OBJECTIVE

Introduce an Ordinance Adding Chapter 3.41 to the San Bruno Municipal Code to Establish a Driving Under the Influence (DUI) Emergency Response Cost Recovery Program

Amendments to the Municipal Code require introduction and adoption by the City Council.



BACKGROUND

Driving Under the Influence (DUI) is a public safety threat

- 20-30% of all traffic collisions involve impaired driving
- 1 in 3 deaths from traffic collisions involved impaired driving

Emergency response to DUI incidents routinely require significant public safety resources

- Currently, the City of San Bruno fully absorbs these costs



BACKGROUND

California Law allows for cost recovery

- California Government Code §§ 53150–53159
 - Allows recovery of emergency response costs
 - Applies when individuals negligently operate a vehicle under the influence
- Established practice across many California jurisdictions, including numerous agencies in San Mateo County



BACKGROUND

- San Bruno has an average of 39 DUI-related accidents every year
- Ongoing demand on City resources

DUI-Related Accident on 05/12/2026		
Total On-Scene Hours	On-Scene Police Personnel Cost	Maximum Allowable*
12	\$788	\$12,000

*DUI Cost Recovery Cap: \$12,000 Per Incident (California Government Code §§ 53150–53158)



PURPOSE OF PROPOSED ORDINANCE



Establish a formal DUI
Emergency Response
Cost Recovery
Program



Authorize recovery of
reasonable response
costs



Reduce financial
burden on the City and
taxpayers



Promote accountability



REVIEW OF PROPOSED ORDINANCE

1. Defines terms related to DUI incidents and emergency response
2. Calculation of emergency response costs
3. Costs not recoverable
4. Establishes cost calculation and billing processes



SBMC 3.41.020

Definitions

PROPOSED CODE LANGUAGE

- A. "Driving under the influence" or "DUI" shall have the meaning assigned to it in California Vehicle Code Section 23152.
- B. "Emergency response" shall mean the dispatch of emergency personnel, as defined in Section 3.41.020(C), and any equipment to an incident, as defined in Section 3.41.020(D), where such response requires services beyond those associated with a routine traffic stop and arrest.
- C. "Emergency personnel" shall mean any employee of the City's Police Department or Fire Department, including, but not limited to, police officers, firefighters, paramedics, and any other personnel, who are dispatched in response to an incident as defined in Section 3.41.020(D).
- D. "Incident" shall mean an event involving any person who is under the influence of an alcoholic beverage, drug, or a combination of an alcoholic beverage and any drug, whose negligent operation of a motor vehicle, vessel, or aircraft due to the influence, proximately causes an event requiring an emergency response as defined in Section 3.41.020(B).
- E. "Motor vehicle" shall have the meaning assigned to it in California Vehicle Code Section 415.
- F. "Responsible person" shall mean the person who was under the influence of an alcoholic beverage, drug, or combination of an alcoholic beverage and any drug, and who proximately caused an incident by the negligent operation of a motor vehicle, vessel, or aircraft, resulting in an appropriate emergency response.

Proposed Code Language Effects

Personnel and equipment dispatched beyond a routine traffic stop or arrest

Police and Fire staff responding to the incident

Impaired-driving event requiring an emergency response due to negligent operation of a vehicle



SBMC 3.41.040

Calculation of Emergency Response Costs

PROPOSED CODE LANGUAGE

Calculation of the amount due for an emergency response shall include all actual costs incurred by the City in responding to the incident, including but not limited to the following:

- A. The salary and benefits for emergency personnel responding to the incident, calculated by dividing each responding employee's annual salary and benefits by the employee's total actual working time, excluding paid time off for holidays, vacations, and other leave;
- B. The cost of equipment used on the scene;
- C. The cost of repairing or replacing equipment damaged at the scene;
- D. The cost of obtaining medical assistance and removing vehicles;
- E. The cost of investigating the cause of the incident, conducting field sobriety tests, and arresting and detaining the responsible person;
- F. Time spent traveling to and from the scene of the incident;
- G. The cost of transporting the responsible person from the incident scene and booking the responsible person;
- H. The cost of conducting chemical tests; and
- I. The cost of writing customary reports, including all accident and DUI-related reports that must be completed as a consequence of the incident, and any follow-up investigation necessary to complete those reports.

Proposed Code Language Effects

Recoverable costs include emergency personnel time, salary, and benefits

Equipment use, damage, transport, testing, and medical assistance costs

Investigation, reporting, booking, and travel time



SBMC 3.41.050

Costs Not Recoverable

PROPOSED CODE LANGUAGE

Time spent by responding personnel on activities that are not customarily required as a consequence of investigating and mitigating an incident is not eligible for reimbursement. Recoverable costs are restricted to those directly arising from a response to a particular incident. Unrecoverable costs include, but are not limited to: salary costs incurred after a subject is booked; an officer's time testifying against a DUI defendant; and charges assessed by an ambulance company contracted by the City.

Proposed Code Language Effects

Reimbursement limited to direct incident response and mitigation costs

Costs unrelated to necessary response activities are not recoverable

Excludes post-booking time, DUI court testimony, and contracted ambulance charges



SBMC 3.41.060

Collection of Charges

PROPOSED CODE LANGUAGE

A. The City Manager, or his or her designee, shall calculate the charges payable under this Chapter and shall cause a bill to be prepared within thirty (30) days of the incident. The bill shall be sent to the responsible person's address that is listed with the Department of Motor Vehicles and transmitted through certified mail, return receipt requested.

B. If the responsible person is a minor, then the parents or guardians of such minor shall be liable for the cost of the emergency response.

C. In the event that the bill is not paid in full within thirty (30) days of its issuance, the City Manager, or his or her designee, may pursue any and all legal and equitable remedies for the collection of unpaid amounts.

D. Any bill that remains unpaid after the thirty (30) day period specified in Section 3.41.060(C) shall accrue interest at the rate provided in California Civil Code Section 3289, beginning on the thirty-first day after issuance of the bill and continuing until the bill is paid in full.

Proposed Code Language Effects

Bills issued within 30 days and sent by certified mail

Parents or guardians responsible for costs if the responsible person is a minor

Unpaid balances after 30 days may result in collections



RECOMMENDATION

Staff recommends that the City Council introduce an Ordinance adding Chapter 3.41 to the San Bruno Municipal Code to establish a Driving Under the Influence (DUI) Emergency Response Cost Recovery Program.

QUESTIONS, COMMENTS and ACTION

