

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

BOARD MEETING NOTICE

Meeting No. 247

- DATE:** Thursday, June 14, 2012
- TIME:** **6:30 P.M. Board Meeting**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans Bus: Lines 261, 295, 297, 390, 391, 397, PX, KX.
CalTrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

1.0 CALL TO ORDER/ ROLL CALL

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 PG&E presentation on pipeline safety enhancement projects. INFORMATION

5.0 CONSENT AGENDA

Consent Agenda items are considered to be routine and will be enacted by one motion. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

5.1 Approval of the Minutes of Regular Business Meeting No. 246 dated May 10, 2012.

ACTION p. 1

- 5.2 Review and approval of Resolution 12-27 authorizing the C/CAG Chair to execute Amendment No. 3 to the Cooperative Agreement with Caltrans for the design of the San Mateo County Smart Corridors project. ACTION p. 7
- 5.3 Review and Approval of the Reallocation of \$136,000 in Transportation Development Act Article 3 Funds for the City of Burlingame's Broadway Pedestrian/Bicycle Bridge Connection Project. ACTION p. 15
- 5.4 Review and Approval of the Reallocation of \$42,792 in Transportation Development Act Article 3 Funds for the City of Redwood City's North-South Bike Route Signage project. ACTION p. 19
- 5.5 Review and approval of Resolution 12-28 authorizing the C/CAG Chair to execute an agreement with Coffman Associates to provide professional consulting services to prepare an Update of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport in an amount not to exceed \$190,000 and further authorize the Executive Director to negotiate said agreement prior to final execution. ACTION p. 23
- 5.6 Review and approval of Resolution 12-29 authorizing the C/CAG Chair to execute the Interagency Agreement between Metropolitan Transportation Commission (MTC) and C/CAG for Transportation Planning, Programming, And Transportation/Land Use Coordination for FY 2012/13, FY 2013/14, FY 2014/15 and FY 2015/16, in the Amount of \$2,673,000. ACTION p. 27
- 5.7 Review and approval of Resolution 12-31 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Department of Public Works for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for FY 2012-13. ACTION p. 31
- 5.8 Review and approval of Resolution 12-32 authorizing the C/CAG Chair to execute a one-year extension to the technical consultant contract with Eisenberg, Olivieri, and Associates, Inc., for an additional cost not to exceed \$1,686,360 for support of the Countywide Water Pollution Prevention Program in Fiscal Year 2012-13. ACTION p. 35
- 5.9 Review and approval of Resolution 12-42 authorizing the Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$73,600 for FY 12-13. ACTION p. 43
- 5.10 Review and approval of Resolution 12-43 - Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b). ACTION p. 47
- 5.11 Review and approval of Resolution 12-36 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2012/2013 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,037,781.01. ACTION p. 57

- 5.12 Review and approval of Resolution 12-37 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$435,600 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program. ACTION p. 61
- 5.13 Review and approval of Resolution 12-38 authorizing the C/CAG Chair to execute the Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$554,400 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. ACTION p. 65
- 5.14 Review and approval of Resolution 12-17 authorizing the C/CAG Chair to execute Amendment No 3 to Funding Agreement between Metropolitan Transportation Commission (MTC) and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of 511 Regional Ridesharing and Bicycling Program. ACTION p. 69
- 5.15 Review and approval of Resolution 12-33 authorizing the C/CAG Chair to execute the Amendment 2 to the Agreement between City/County Association of Governments and the Peninsula Traffic Congestion Relief Alliance in an amount not to exceed \$280,000 for performance of the Regional Ridesharing and Bicycling Program activities. ACTION p. 73
- 5.16 Review and approval of Resolution 12-34 authorizing the C/CAG Chair to execute an agreement between the City/County Association of Governments (C/CAG) of San Mateo County and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2012/2013 ACTION p. 79
- 5.17 Review and approval of resolution 12-40 authorizing the C/CAG Chair to execute agreements with CSG Consultants, Inc. and Advance Project Delivery Inc. for on-call Project Coordination services to be shared in the aggregate amount not to exceed \$200,000 for a two (2) year term among the two firms, and further authorizing the Executive Director to execute task orders against the agreements. ACTION p. 83
- 5.18 Review and approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract with Ricondo and Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan update for a total not to exceed \$45,000. ACTION p. 89

NOTE: All items on the Consent Agenda are approved/accepted by a majority vote. A request must be made at the beginning of the meeting to move any item from the Consent Agenda to the Regular Agenda.

6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative policies, priorities, positions, and legislative update.
(A position may be taken on any legislation, including legislation not previously identified.)
ACTION p. 93
- 6.2 Review and approval of Resolution 12-30 for Amendment No. 1 of the Congestion Relief Plan.
(Requires special voting procedures) ACTION p. 113
- 6.3 Review and approval of Resolution 12-26 approving the C/CAG 2012-13 Program Budget and Fees. (Special voting procedures apply.) ACTION p. 123
- 6.4 Review and approval of the project list for funding under the C/CAG and SMCTA Shuttle Program for FY 2012/2013 and FY 2013/2014 and Resolution 12-35 authorizing the C/CAG Chair to execute funding agreements with the City of Menlo Park and the County of San Mateo for an amount not to exceed \$787,871. ACTION p. 177
- 6.5 Review and approval of a support letter to the California High Speed Rail Authority for the revised California High Speed Rail Business Plan ACTION p. 183

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report
- 7.3 Boardmembers Report

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Bob Grassilli, C/CAG Chair, to Honorable Mark DeSaulnier, California State Senate District 7, dated 5/16/12. Re: SB 1149 Regional Governance Accountability Measure.
p. 187

10.0 ADJOURN

Next scheduled meeting: June 14, 2012 Regular Board Meeting.

PUBLIC NOTICING: All notices of C/CAG Board and Committee meetings will be posted at San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the 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 those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:

*Executive Director: Richard Napier 650 599-1420 Administrative Assistant:
Nancy Blair 650 599-1406*

FUTURE MEETINGS

June 14, 2012	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
June 14, 2012	C/CAG Board - SamTrans 2 nd Floor Auditorium - 6:30 p.m.
June 18, 2012	NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
June 8, 2012	Resource Management and Climate Protection Committee (RMCP)
June 21, 2012	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 3:00 p.m. Conference Room C - 7:00 p.m.
June 25, 2012	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.

C/CAG

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Meeting No. 246
May 10, 2012

1.0 CALL TO ORDER/ROLL CALL

Chair Grassilli called the meeting to order at 6:30 p.m. Roll Call was taken.

Jerry Carlson - Atherton
Christine Wozniak – Belmont (6:35)
Clarke Conway - Brisbane
Terry Nagel – Burlingame, San Mateo County Transportation Authority
Joseph Silva - Colma
David Canepa -Daly City (6:34)
Carlos Romero - East Palo Alto
Art Kiesel - Foster City
Naomi Patridge - Half Moon Bay
Tom Kasten - Hillsborough
Peter Ohtaki - Menlo Park
Marge Colapietro - Millbrae
Maryann Moise DeRwin - Portola Valley
Alicia Aguirre - Redwood City (6:33)
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo
Karyl Matsumoto - South San Francisco, San Mateo County Transit District

Absent,
Pacifica
San Bruno
San Mateo County
Woodside

Others:

Richard Napier, Executive Director, C/CAG
Nancy Blair, C/CAG
Inga Lintvedt, C/CAG Legal Counsel
Matt Fabry, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Tom Madalena, C/CAG Staff
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Sepi Richardson, Brisbane
Jim Cogan, PG&E

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3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker.

Jim Cogan, PG&E, gave an update. PG&E has been doing work on improving reliabilities on underground equipment, which may result in PG&E having a planned outage. Notices of planned outages are sent out to the Public up to 15 to 20 days in advance.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Certificate of Appreciation to Sepi Richardson, C/CAG Board Member, for her years of dedicated service and contributions to C/CAG INFORMATION

Board Member Romero announced that he would like to have a discussion about the dissolution of Redevelopment Agencies (RDAs) throughout the state. For those cities that are interested, please contact Board Member Romero.

5.0 CONSENT AGENDA

Board Member Canepa MOVED approval Items 5.1, 5.2, 5.4, 5.5, 5.7, and 5.8. Board Member Colapietro SECONDED. **MOTION CARRIED** 17-0.

- 5.1 Approval of the Minutes of Regular Business Meeting No. 244 dated March 8, 2012. APPROVED
- 5.2 Review and approval of the appointment of Gerry Beaudin of South San Francisco to fill a vacant seat on the Congestion Management Program Technical Advisory Committee (CMP TAC). APPROVED
- 5.4 Review and approval of Resolution 12-25 approving the list of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 3 Lifeline Transportation Program for a total amount of \$3,000,198. APPROVED
- 5.5 Review and approval of Resolution 12-19 requesting the San Mateo County Transportation Authority (SMCTA) to allow C/CAG as sponsors of highway projects. APPROVED
- 5.7 Review and approval of Resolution 12-23 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and Joint Venture Silicon Valley for C/CAG to support Joint Venture's Index of Silicon Valley and for Joint Venture Silicon Valley to provide support to the Cities and County in meeting their sustainability goals; for an amount not to exceed \$75,000. APPROVED
- 5.8 Review and approval of Resolution 12-24 approving the population data to be used by C/CAG. APPROVED

Items 5.3 and 5.6 were removed from the Consent Calendar.

- 5.3 Review and approval of Resolution 12-16 to adopt the San Mateo County Comprehensive Bicycle and Pedestrian Plan. APPROVED

Board Member Kasten MOVED approval of Item 5.3. Board Member Kiesel SECONDED.
MOTION CARRIED 17-0.

- 5.6 Review and approval of Resolution 12-20 authorizing the C/CAG Chair to execute an agreement with the County of San Mateo for the provision of staff services. APPROVED

Board Member Kasten MOVED approval of Item 5.6. Board Member Aguirre SECONDED.
MOTION CARRIED 17-0.

6.0 REGULAR AGENDA

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

The Legislative Committee recommended a position on the following bills:

AB 1780 – Support.

Board Member Canepa MOVED to support AB 1780. Board Member Aguirre SECONDED.
MOTION CARRIED 17-0.

SB 1339 – Support.

Board Member Kasten MOVED to support SB 1339. Board Member Carlson SECONDED.
MOTION CARRIED 15-0-2. Board Members Colapietro and Nagel abstained.

ACA 23 – Support

Board Member Nagel MOVED to support SB ACA 23. Board Member Conway SECONDED.
MOTION CARRIED 17-0.

SB 1149 – Oppose.

Board Member Grotte MOVED to oppose SB 1149. Board Member Romero SECONDED.
MOTION CARRIED 16-0-1. Board Member Matsumoto abstained.

6.2 Status Report on Measure M

- 6.2.1 Review and approval of the Measure M Annual Performance Report. APPROVED

Board Member Carlson MOVED approval of Item 6.2.1. Board Member Conway SECONDED. **MOTION CARRIED 17-0.**

- 6.2.2 Review and approval of amended Measure M Implementation Plan. APPROVED

Board Member Conway MOVED approval of Item 6.2.2. Board Member Carlson SECONDED. **MOTION CARRIED 17-0.**

- 6.2.3 Review and approval of Resolution 12-21 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the allocation of Measure M funding in the amount of \$1,400,000 annually for Fiscal Year 2011-12 and Fiscal Year 2012-13.

APPROVED

Board Member Conway MOVED approval of Item 6.2.2. Board Member Colapietro SECONDED. **MOTION CARRIED 17-0**

- 6.3 Initial draft, assumptions, and input on the C/CAG 2012-13 Program Budget and Fees.

ACTION

No action was taken.

- 6.4 Review and approval of a support letter to the California High Speed Rail Authority for the revised California High Speed Rail Business Plan APPROVED

Board Member Aguirre MOVED to approve the letter as is. Board Member Colapietro SECONDED.

Board Member Kasten put forth an amended motion to amend the letter with the following changes:

Subject line to read: "Support for Caltrain Electrification"

Delete the last sentence in the first paragraph which reads "In its 2012 Legislative Policies C/CAG has a support position for Caltrain and High Speed Rail."

The third paragraph is amended to read "C/CAG supports the blended (2 track system) California High Speed Rail/ Caltrain Project with electrification, positive train control, and early investment for Caltrain. Therefore, it is requested that the Legislature authorize the \$700 million of early investment of state funds."

Carlos Romero SECONDED. A roll call vote was taken. **MOTION CARRIED 9-8.** Board Members Carlson, Wozniak, Conway, Canepa, Patridge, Ohtaki, Grassilli, and Matsumoto Opposed.

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports).

None.

7.2 Chairperson's Report

None.

7.3 Board Members Report

Board Member Grotte invited everyone to attend the events in the City of San Mateo, and surrounding areas, to welcome back Company A. San Mateo, Burlingame, and Hillsborough are partnering for a celebration to honor Company A before their next deployment to Afghanistan. The celebration will take place over Memorial Weekend, May 25 through May 28, 2012.

8.0 EXECUTIVE DIRECTOR'S REPORT

Staff has provided the Board with a copy of the Annual Report.

9.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 599-1406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

10.0 ADJOURN

The meeting adjourned at 8.33 p.m. in memory of John Lee.

C/CAG AGENDA REPORT

Date: June 14, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 12-27 authorizing the C/CAG Chair to execute Amendment No. 3 to the Cooperative Agreement with Caltrans for the design of the San Mateo County Smart Corridors project.

(For further information or questions contact John Hoang at 363-4105)

RECOMMENDATION

Review and approval of Resolution 12-27 authorizing the C/CAG Chair to execute Amendment No. 3 to the Cooperative Agreement with Caltrans for the design of the San Mateo County Smart Corridors project.

FISCAL IMPACT

\$4,067,000 (Total for Design Coop Agreement Only)

SOURCE OF FUNDS

- \$3,000,000 Regional Transportation Improvement Program (STIP)
- \$ 367,000 Federal CMAQ funds
- \$ 700,000 AB 1546 \$4 Vehicle Registration Fee (VRF)
- \$4,067,000 Total

BACKGROUND/DISCUSSION

The San Mateo County Smart Corridors project will implement inter-jurisdictional traffic management strategies by deploying integrated Intelligent Transportation Systems (ITS) elements and providing local jurisdictions the tools to manage recurring/non-recurring traffic congestion by improving traffic operations and mobility, optimizing existing roadway facilities, and addressing system efficiency and safety. The project shall implementation communication infrastructure, traffic signal improvements, signal system interconnect, trailblazer and changeable message signs, closed circuit television cameras, and vehicle detection system.

The project, located along portions of the US 101 corridor and SR 82 (El Camino Real) including local arterial streets, was originally planned to be from I-380 to Whipple Avenue in Redwood City. In June 2011, with Board approval, the project limits was extended to the Santa Clara County line in

ITEM 5.2

part due to the potential of additional construction funds made available by the State through cost savings accumulated statewide from the Traffic Light Synchronization Program (TLSP) Transportation Bond program.

Cooperative Agreement

On May 19, 2009, C/CAG executed the Cooperative Agreement with Caltrans in the amount of \$2,000,000 for design of the Smart Corridors Project, in which Caltrans was entitled to \$1,000,000 for design work (including right-of-way components as needed) performed on the state highway system (streets located within the State right-of-way). The original Agreement included project limits extending from I-380 to Whipple Avenue with a completion date of April 1, 2012.

On January 14, 2010, C/CAG executed Amendment No. 1 to the Cooperative Agreement with Caltrans, adding \$1,417,000 for a total Agreement amount of \$3,417,000. Caltrans was entitled to \$1,917,000 for design and associated right-of-way on the state highway system.

On January 12, 2012, C/CAG executed Amendment No. 2 with Caltrans to add \$650,000 in local funds to pay for Caltrans to complete the design (including right-of-way work) for the extended segment from Whipple Ave. to the Santa Clara County line (Segment 3). The new total amount for design covered under the Cooperative Agreement is \$4,067,000, with Caltrans entitled to \$2,567,000.

This Amendment No. 3 does not add funds but rather splits the Smart Corridor project into six (6) contracts and clarifies funding commitments enabling Caltrans to invoice C/CAG for the design work performed by Caltrans for the of the portion of the project located within the State right-of-way.

ATTACHMENTS

- Resolution 12-27
- Cooperative Agreement – Amendment No. 3

RESOLUTION 12-27

* * * * *

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO
EXECUTE AMENDMENT NO. 3 TO THE COOPERATIVE AGREEMENT
WITH CALTRANS FOR THE DESIGN PHASE OF THE SAN MATEO
COUNTY SMART CORRIDORS PROJECT**

* * * * *

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 for San Mateo County; and

WHEREAS, C/CAG has developed the San Mateo County Smart Corridors Project (PROJECT) to implement traffic management strategies with the deployment of Intelligent Transportation Systems (ITS); and

WHEREAS, C/CAG and the California Department of Transportation (Caltrans) are partners in the PROJECT and executed a Cooperative Agreement for the Project design phase on May 19, 2009, Amendment No. 1 on January 14, 2010, and Amendment No. 2 on January 12, 2012; and

WHEREAS, Amendment No. 3 will enable Caltrans to invoice C/CAG for the design of the State portion of the project; and

WHEREAS, C/CAG and Caltrans will continue the partnership in the design phase; and

WHEREAS, the Cooperative Agreement term is set to expire on April 1, 2013.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 3 to the Cooperative Agreement between C/CAG and Caltrans for the design phase of the Smart Corridors, and that the C/CAG Executive Director is authorized to negotiate the final terms of said Cooperative Agreement prior to its execution by the C/CAG Chair, subject to approval as to form by the C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

AMENDMENT NO. 3 TO AGREEMENT 04-2238

This Amendment No. 3 TO AGREEMENT 04-2238 entered into, and effective on, _____, 2012, is between the State of California, acting by and through its Department of Transportation, referred to as CALTRANS, and

City/County Association of Governments of San Mateo County, a political subdivision of the State of California, referred to as C/CAG.

RECITALS

1. CALTRANS and C/CAG, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2238 (ORIGINAL AGREEMENT) on May 19, 2009, defining the terms and conditions for the PS&E and R/W phase of a project (PROJECT) that contributes toward the deployment of Intelligent Transportation System (ITS) elements along State routes and local streets in San Mateo County.
2. CALTRANS and C/CAG also entered into an Agreement 04-2138-A1 (Amendment No. 1) effective January 14, 2010 to adjust commitments to the PROJECT funding.
3. CALTRANS and C/CAG also entered into an Agreement 04-2138-A2 (Amendment No. 2) effective January 30, 2012 to increase the PROJECT limits, adjust commitments to the PROJECT funding and extend the estimated date of COMPLETION OF WORK by one year.
4. PROJECT was split into six (6) contracts per approval at the November 4, 2010; March 28, 2012; and May 23, 2012 California Transportation Commission meetings. The six contracts are described as follows:
 - Contract 1: Demonstration Project (4A9211; PPNO 2140P)
 - Contract 2: Local Project (4A9221; PPNO 2140F)
 - Contract 3: State Project (4A9231; PPNO 2140Q)
 - Contract 4: Systems Integration (4A9241; PPNO 2140R)
 - Contract 5: State Project-Segment 3 Extension (4A9251; PPNO 2140T)
 - Contract 6: Local Project-Segment 3 Extension (4A9261; PPNO 2140V)
5. PARTNERS now seek to amend ORIGINAL AGREEMENT, as amended under Amendment No. 1 and No. 2, to further clarify the funding commitments of the PARTNERS.

IT IS THEREFORE MUTUALLY AGREED

6. Article 80a is hereby added to the ORIGINAL AGREEMENT to read as follows:

80a. The following partners will submit invoices for R/W Support:

- *CALTRANS will invoice C/CAG for a lump sum (single payment) of \$20,000 from Local funds.*

7. Article 80b is hereby deleted in its entirety.

8. Article 80c is hereby revised in its entirety to read as follows:

80c. The following partners will submit invoices for R/W Capital:

- *CALTRANS will invoice C/CAG a lump sum (single payment) of n amount not to exceed \$10,000 from Local funds.*

9. Article 80d is hereby deleted in its entirety.

10. The attached FUNDING SUMMARY A-3 will replace the FUNDING SUMMARY of the ORIGINAL AGREEMENT, as amended under Amendment No. 1 and No. 2, in its entirety. Any reference to FUNDING SUMMARY in ORIGINAL AGREEMENT, as amended under Amendment No. 1 and No. 2, will be deemed a reference to FUNDING SUMMARY A-3.

11. All other terms and conditions of ORIGINAL AGREEMENT, as amended under Amendment No. 1 and No. 2, shall remain in full force and effect.

12. AMENDMENT No. 3 is deemed to be included and made a part of ORIGINAL AGREEMENT, as amended under Amendment No. 1 and No. 2.

SIGNATURES

PARTNERS declare that:

- 1. Each PARTNER is an authorized legal entity under California state law.
- 2. Each PARTNER has the authority to enter into AMENDMENT.
- 3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director - Design

By: _____
Bob Grassilli
Chair

CERTIFIED AS TO FUNDS:

Attest: _____
Richard Napier
Executive Director

By: _____
Kevin M. Strough
District Budget Manager

APPROVED AS TO FORM AND
PROCEDURE

By: _____
C/CAG Legal Counsel

FUNDING SUMMARY A-3

Funding Source	Funding Partner	Fund Type	PS&E	R/W Capital	R/W Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
FEDERAL	C/CAG	CMAQ	\$367,000	\$0	\$0	\$367,000	\$0	\$367,000
STATE	C/CAG	STIP/RIP (Match)	\$48,000	\$0	\$0	\$48,000	\$0	\$48,000
STATE	C/CAG	STIP/RIP	\$2,952,000	\$0	\$0	\$2,952,000	\$0	\$2,952,000
LOCAL	C/CAG	Local*	\$670,000	\$10,000	\$20,000	\$690,000	\$10,000	\$700,000
		Subtotals by Component	\$4,037,000	\$10,000	\$20,000	\$4,057,000	\$10,000	\$4,067,000

* Additional Local funds is for reimbursable work performed by CALTRANS under Contract No. 4A9251.

C/CAG AGENDA REPORT

Date: June 14, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and Approval of the Reallocation of \$136,000 in Transportation Development Act Article 3 Funds for the City of Burlingame's Broadway Pedestrian/Bicycle Bridge Connection Project

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

RECOMMENDATION

That the C/CAG Board review and approves the reallocation of \$136,000 in Transportation Development Act Article 3 Funds for the City of Burlingame's Broadway Pedestrian/Bicycle Bridge Connection project

FISCAL IMPACT

\$136,000 (funds allocated in FY 2009/10)

SOURCE OF FUNDS

Transportation Development Act Article 3 (TDA Article 3)

BACKGROUND/DISCUSSION

The City of Burlingame was allocated \$136,000 in TDA Article 3 funds in FY 2009/10 for a project to improve connection and access to the Broadway Pedestrian/Bicycle Bridge. Per the TDA Article 3 guidelines, the funds would need to be expended within three years, by June 30, 2012, or be rescinded.

The design of the pedestrian/bike bridge connection project has been completed but due to unanticipated delays, construction of the project will not begin, and more importantly, completed by the June 30, 2012, deadline. The City would not be able to receive full reimbursement for cost incurred after June 30, 2012, unless TDA funds are reallocated to a future year.

A separate and more significant project, the US 101/Broadway Interchange project, located adjacent to the pedestrian/bike bridge, however, has progressed considerably over the past couple of years. The design of the Broadway Interchange is anticipated to be completed in May 2013 with construction beginning as early as 2014.

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To better coordinate the two projects and preserve the TDA funds already allocated, the City of Burlingame proposes that the Broadway pedestrian/bicycle bridge connection project be constructed in conjunction with the new Broadway Interchange project. With the Broadway Interchange project anticipated to begin construction by 2014, reallocating the TDA funds to the FY2013/14 will enable the City an additional three years to utilize the funds.

Staff recommends approval to reallocate \$136,000 to the FY 2013/14 TDA Article 3 program, which will enable the City to retain the funds. With approval, staff will coordinate with the Metropolitan Transportation Commission for the reallocation of funds.

ATTACHMENTS

- Letter from the City of Burlingame



The City of Burlingame

PUBLIC WORKS DEPARTMENT
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BURLINGAME, CALIFORNIA 94010-3997
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May 3, 2012

Steve Heminger, MTC Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, Ca 94607-4700

Re: City of Burlingame - Transportation Development Act (TDA) Capital Allocations

Dear Steve,

Thank you for the MTC letter dated April 23, 2012 regarding the City of Burlingame Pedestrian / Bike Connection project and the Bike Route Signs project. I'm pleased to report to you that the City has just completed the Carolan Avenue Bike Route Signs and will be seeking reimbursement in the amount of \$7,500 over the next few weeks under the Allocation #10001067.

Regarding the Bike/Pedestrian Connection project for \$136,000 which was to install sidewalks and improve pedestrian/bicycle access to both sides of the US 101/ Broadway interchange and specifically at the Broadway pedestrian overcrossing, this project has been delayed. First, the design and engineering for the project was completed about nine months ago but we have experienced many delays related to Caltrans review and permitting. This has severely impacted the original construction schedule.

Second and more importantly the US Highway 101/Broadway Interchange project has made significant progress in the last several months with the completion of environmental certification and the PSE (Plans, Specifications and Estimate) scheduled to be complete by May 2013. It is anticipated that the construction funding would be secured in the coming year through the call for projects by the San Mateo County Transportation Authority. This will allow the project to begin construction by 2014.

In 2009 when we submitted the application for the Bike/Pedestrian Connection Project, the Broadway Interchange construction funding and timing were uncertain. Because of this reason, the City applied for grant funds to complete the pedestrian/bicycle connections to the new overcrossing to address bicycle and pedestrian safety concerns. If the proposed improvements under the current grant for the Bike/Pedestrian Connection are undertaken now, the improvements would have to be removed and reconstructed with the new Broadway Interchange project.

In order to prevent this waste of public funds, the City proposes that the Bike/Pedestrian improvements be constructed as part of the new Broadway Interchange.

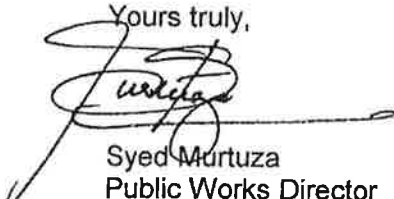
As our City is working diligently with the SMCTA (San Mateo County Transportation Authority) and C/CAG (City County Association of Government) as well as MTC to secure the construction funding for the Broadway Interchange project, it makes sense to transfer the previously awarded Bike/Pedestrian grant funds of \$136,000 to the Broadway Interchange project. With the new Interchange project underway, the City believes that expenditure of public funds for the Bike/Pedestrian Connection project would more efficiently be spent as part of the new interchange project. This project is anticipated to be built in the next two to four years. As a result, the City kindly requests MTC to transfer the previously awarded \$136,000 Bike/Pedestrian Connection project funds, to the Broadway Interchange project.

I greatly appreciate MTC's leadership and cooperation to find a way to complete the needed bike/pedestrian safety improvements connecting the Broadway Interchange, without losing the grant funds for this important project.

Please feel free to contact me or Jane Gomery, Program Manager at (650)558-7240 if you have any questions regarding the grant or project.

Thank you for your consideration.

Yours truly,



Syed Murtuza
Public Works Director
City of Burlingame

Attachment: MTC Letter regarding City of Burlingame TDA Capital Allocations

c: Suzanne Bode, MTC Accounting Supervisor
Richard Napier, C/CAG Executive Director
Joe Hurley, Director San Mateo County Transportation Authority
John Hoang, C/CAG
Jim Nantell, City Manager

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C/CAG AGENDA REPORT

Date: June 14, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and Approval of the Reallocation of \$42,792 in Transportation Development Act Article 3 Funds for the City of Redwood City's North-South Bike Route Signage Project

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

RECOMMENDATION

That the C/CAG Board review and approves the reallocation of \$42,792 in Transportation Development Act Article 3 Funds for the City of Redwood City's North-South Bike Route Signage Project.

FISCAL IMPACT

\$42,792 (funds allocated in FY 2009/10)

SOURCE OF FUNDS

Transportation Development Act Article 3 (TDA Article 3)

BACKGROUND/DISCUSSION

The City of Redwood City was allocated \$42,792 in TDA Article 3 funds in FY 2009/10 for a project to install bike route signage, pavement markings, and bike detectors on the North-South bicycle route. Per the TDA Article 3 guidelines, the funds would need to be expended within three years, by June 30, 2012, or be rescinded.

The City of Redwood City intended to complete the project by the deadline but due to high bids received in April 2012, the City has decided to repackage the project and rebid the project in July 2012. The City would not be able to receive full reimbursement for cost incurred after June 30, 2012, unless the TDA Article 3 funds are reallocated to the next program year.

Staff recommends approval to reallocate \$42,792 to the FY 2012/13 TDA Article 3 program, which will enable the City of Redwood City to retain the funds. With approval, staff will coordinate with the Metropolitan Transportation Commission for the reallocation of funds.

ATTACHMENTS

- Letter from the City of Redwood City

ITEM 5.4

COMMUNITY DEVELOPMENT
DEPARTMENT



1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064
Telephone: 650.780.7380
Facsimile: 650.780.7309
www.redwoodcity.org

May 29, 2012

Mr. Richard Napier
Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, California 94063

Subject: Request for reallocation of TDA Article 3 funds

Dear Mr. Napier,

The City of Redwood City was granted a Transportation Development Act Article 3 grant for improvements to the North/South bike route in the amount of \$42,792. The funding is for signage, pavement markings, and bike detectors along the bike route which includes sections of Middlefield Road, Winslow Street, Broadway, Arguello Street, D Street, and Stafford Way.

The grant called for the project to be completed by June 30, 2012. The project design was completed and the city solicited bids for the project in April 2012. The bids received for the project were much higher than estimated and exceeded the project budget. The City plans to repackage the project, removing a portion of work which will be completed in a separate roadway resurfacing project.

We plan to rebid the project in July 2012 with construction expected to begin in September 2012. The city intends to implement the TDA project at the same time as the improvements being installed with the separate resurfacing project.

Unfortunately, the City will not be able to rebid the project and complete the improvements by June 30, 2012. For this reason, the City requests that the TDA Article 3 funds in the amount of \$42,792 be reallocated to next year.

Respectfully,

A handwritten signature in black ink, appearing to read "Christian Hammack".

Christian Hammack
Assistant Engineer II

cc: John Hoang, C/CAG
Jessica Manzi, P.E., Senior Transportation Coordinator
Peter Delgado, P.E., Associate Engineer

C/CAG AGENDA REPORT

Date: June 14, 2012
To: C/CAG Board of Directors
From: Richard Napier
Subject: Review and approval of Resolution 12-28 authorizing the C/CAG Chair to execute an agreement with Coffman Associates to provide professional consulting services to prepare an Update of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport in an amount not to exceed \$190,000 and further authorize the Executive Director to negotiate said agreement prior to final execution

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

RECOMMENDATION

That C/CAG Board review and approve Resolution 12-28 authorizing the C/CAG Chair to execute an agreement with Coffman Associates to provide professional consulting services to prepare an Update of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport in an amount not to exceed \$190,000 and further authorize the Executive Director to negotiate said agreement prior to final execution.

FISCAL IMPACT

The cost of this project is estimated at \$190,000 in consulting services plus necessary staff time. It is anticipated the expenditure for this project will be in fiscal years 2012/13 and 2013/14. Funding for this project will come from State of California Department of Transportation Division of Aeronautics, the County of San Mateo, and C/CAG member fee.

FUND SOURCE

The State of California has allocated \$135,000 for this project. C/CAG is requesting \$50,000 from the County of San Mateo. C/CAG member fee will be used primary as in-kind match.

BACKGROUND/DISCUSSION

The San Mateo County Comprehensive Airport Land Use Plan (Half Moon Bay Airport Land Use Plan) was adopted by the C/CAG Board in 1996. It is recommended to bring this plan up to date and to better address future development and reflect new policies and regulations. A Comprehensive Airport Land Use Compatibility Plan (ALUCP) includes policies and criteria to achieve airport/land use compatibility for future development within a defined Airport Influence Area (AIA) boundary. The content of an ALUCP update will be guided by the relevant provisions in the most recent *California Airport Land Use Planning Handbook* and by all relevant federal policies and regulations.

ITEM 5.5

C/CAG requested for a grant from the California Department of Transportation Division of Aeronautics for the update of the Half Moon Bay ALUCP. On August 10, 2011, the State allocated \$135,000 to this project, subject to compliance with all the corresponding requirements. C/CAG is also in the process of requesting \$50,000 from the County of San Mateo for this project.

On January 31, 2012, C/CAG issued a Request for Proposal (RFP) to solicit consulting services to prepare an update of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport. By the deadline of February 24, 2012, a total of four proposal submittals were received. They were: Coffman Associates, ESA Airports, Mead & Hunt Inc., and Ricondo & Associates. A selection panel consisted of representatives from the C/CAG Airport/Land Use Committee (ALUC), County of San Mateo, City of Half Moon Bay, and C/CAG staff reviewed all four proposals submitted and determined they all met the qualification. The consultant selection panel interviewed all four candidate teams. Based on consensus, the selection panel recommended Coffman Associates for this project.

Upon approval by the C/CAG Board of the consultant selection and approval of Resolution 12-28, C/CAG Executive Director will conduct final negotiation with Coffman Associates on the final contract agreement, including the Scope of Services, in consultation with the ALUC.

ATTACHMENT

- Resolution 12-28

RESOLUTION 12-28

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH COFFMAN ASSOCIATES TO PROVIDE PROFESSIONAL CONSULTING SERVICES TO PREPARE AN UPDATE OF THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) FOR THE ENVIRONS OF HALF MOON BAY AIRPORT IN AN AMOUNT NOT TO EXCEED \$190,000 AND FURTHER AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE SAID AGREEMENT PRIOR TO FINAL EXECUTION

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) serves as the designated Airport Land Use Commission for San Mateo County, and;

WHEREAS, in its role as the Airport Land Use Commission, C/CAG is responsible for preparing, updating, adopting, and implementing a comprehensive airport land use compatibility plan (ALUCP) for the environs of each of the three airports located in San Mateo County (Half Moon Bay, San Carlos, and San Francisco International Airport), and;

WHEREAS, C/CAG received a State grant to prepare a comprehensive airport land use compatibility plan (ALUCP) for the environs of the Half Moon Bay Airport, and;

WHEREAS, a consultant selection panel reviewed and recommended Coffman Associates to provide professional consulting services for this effort, and;

WHEREAS, upon C/CAG approval of the consultant selection, C/CAG Executive Director will conduct final negotiation with Coffman Associates, in consultation with C/CAG Airport Land Use Committee (ALUC), for the final contract agreement, scope, and term.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute an agreement with Coffman Associates to provide professional consulting services to prepare an update of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport in an amount not to exceed \$190,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate said agreement with Coffman Associates prior to final execution by the C/CAG Chair, subject to approval by Legal Counsel as to form.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012
To: C/CAG Board of Directors
From: Richard Napier
Subject: Review and approval of Resolution 12-29 authorizing the C/CAG Chair to execute the Interagency Agreement between Metropolitan Transportation Commission (MTC) and C/CAG for Transportation Planning, Programming, And Transportation/Land Use Coordination for FY 2012/13, FY 2013/14, FY 2014/15 and FY 2015/16, in the Amount of \$2,673,000

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

RECOMMENDATION

That C/CAG Board review and approve Resolution 12-29 authorizing the C/CAG Chair to execute the Interagency Agreement between the Metropolitan Transportation Commission (MTC) and C/CAG for Transportation Planning, Programming, And Transportation/Land Use Coordination for FY 2012/13, FY 2013/14, FY 2014/15 and FY 2015/16 in an amount of \$2,673,000.

FISCAL IMPACT

Execution of the interagency agreement between MTC and C/CAG will allow C/CAG to receive up to \$2,673,000 for congestion management planning and programming and transportation-land use coordination for Fiscal Years the four fiscal years, 2012/13 through 2015/16.

FUND SOURCE

Funding source for Transportation Planning, Programming, and Transportation/Land Use Coordination comes from Federal Surface Transportation Program (STP).

BACKGROUND/DISCUSSION

The Transportation Planning and Programming fund is allocated to C/CAG to provide MTC with assistance in implementing federal and state transportation planning and programming by representing the local transportation interests within the county and coordinating with regional, state and federal interests. The Transportation-Land Use Coordination fund is for support of the regional and county transportation for Livable Communities/Housing Incentive Program (TLC/HIP) programs.

The final Interagency Agreement is being developed by MTC. Final terms in the agreement will be reviewed and approved by C/CAG Executive Director and Legal Counsel prior to execution by the Chair.

ATTACHMENT

- Resolution 12-29

ITEM 5.6

RESOLUTION 12-29

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE INTERAGENCY AGREEMENT BETWEEN METROPOLITAN TRANSPORTATION COMMISSION AND CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY for TRANSPORTATION PLANNING, PROGRAMMING, AND TRANSPORTATION/LAND USE COORDINATION FOR FICAL YEARS 2012/13, 2013/14, 2014/15, and 2015/16 IN THE AMOUNT of \$2,673,000.

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

WHEREAS, the Metropolitan Transportation Commission (MTC) has been designated as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Region; and,

WHEREAS, the Surface Transportation Program (STP) funds may be allocated for planning and programming activities; and,

WHEREAS, MTC may allocate federal planning funds to C/CAG to assist local transportation planning projects which are necessary components of the urban transportation planning process; and

WHEREAS, C/CAG and MTC wish to set forth the terms and conditions, funding, and scope of work for implementing the joint transportation planning program for the period of fiscal years 2012/13, 2013/14, 2014/15, and 2015/16.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute the Interagency Agreement between MTC and C/CAG for transportation planning, programming, and transportation/land use coordination in an amount not to exceed \$2,673,000. Be it further resolved that the final Interagency Agreement be approved by C/CAG Executive Director and Legal Counsel prior to its execution by the Chair

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 12-31 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Department of Public Works for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for FY 2012-13.

For further information contact Richard Napier at (650)599-1420 or Kim Springer at (650)599-1412.

RECOMMENDATION

Adopt Resolution 12-31 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Department of Public Works for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection (RMCP) Committee and the Local Task Force for FY 2012-13.

FISCAL IMPACT

\$50,000 (budgeted for FY 2012-13)

SOURCE OF FUNDS

The Congestion Relief Fund is the source of funds for the staffing of the RMCP Committee and the Local Task Force.

BACKGROUND/DISCUSSION

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water and climate action efforts in San Mateo County. The RMCP also reports on the San Mateo County Energy Watch (SMCEW) and updates, supports and promotes the goals and data outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership and economic opportunities related to the RMCP committee's efforts.

Through the third quarter of FY 2011-12, the County invoiced C/CAG for \$27,873.30 for staff support to the RMCP Committee and its projects. No funding has been used for solid waste planning in FY 2011-12 as there have been no changes in solid waste facility permitting and no solid waste planning requiring review by the Local Task Force. However, funding for these staff services have been maintained in the proposed 2012-13 agreement for \$50,000.

ITEM 5.7

Staff has prepared a new FY 2012-13 agreement for staff services provided to the Resource Management and Climate Protection Committee and the Local Task Force.

Resolution 12-31 and the agreement are provided as attachments to this staff report.

ATTACHMENTS

- Resolution #12-31
- C/CAG County Agreement for the RMCP and Local Task Force (available for review and download at www.ccag.ca.gov/ccag.html).

RESOLUTION NO. 12-31

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND THE COUNTY OF SAN MATEO, DEPARTMENT OF PUBLIC WORKS FOR AN AMOUNT NOT TO EXCEED \$50,000 FOR STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND CLIMATE PROTECTION COMMITTEE AND THE LOCAL TASK FORCE FOR FISCAL YEAR 2012-13.

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with the County of San Mateo, Department of Public Works for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for fiscal year 2012-13.

The C/CAG Board also authorizes the following:

- 1- Authorize the C/CAG Executive Director and Legal Counsel to negotiate the final agreement.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 12-32 authorizing the C/CAG Chair to execute a one-year extension to the technical consultant contract with Eisenberg, Olivieri, and Associates, Inc., for an additional cost not to exceed \$1,686,360 for support of the Countywide Water Pollution Prevention Program in Fiscal Year 2012-13.

(For further information or questions, contact Matt Fabry at 650-599-1419)

RECOMMENDATION

The C/CAG Board review and approve Resolution 12-32 authorizing the C/CAG Chair to execute an amendment to the technical consultant contract with Eisenberg, Olivieri, and Associates, Inc. (EOA), extending the term of the contract through fiscal 2012-13 for an additional cost not to exceed \$1,686,360.

FISCAL IMPACT

The cost for EOA's services in 2012-13 is \$1,686,360. Contract costs are included in the proposed C/CAG budget for the Countywide Water Pollution Prevention Program (Countywide Program).

SOURCE OF FUNDS

The Program is funded through annual property tax assessments (or member agency contributions if so elected) and vehicle license fee revenue. The Countywide Program's 2012-13 consultant costs are included in the proposed 2012-13 C/CAG budget and sufficient revenue exists between property tax and vehicle license revenue to fund the proposed costs.

BACKGROUND/DISCUSSION

C/CAG, through a Request for Proposals process, previously approved Resolution 07-19 awarding a technical consultant contract to EOA. EOA provides technical support to the Countywide Program in assisting municipalities with meeting the requirements of the Municipal Regional Permit (MRP), which went into effect in December 2009. The original contract was for three years and included a provision for up to three one-year extensions. The proposed contract amendment (Amendment #7) would be the third one-year extension. The original contract was awarded during the time period when the Municipal Regional Permit (MRP) was under negotiation; as such, although it was a three year contract, the scopes of work and budgets were to be approved annually by C/CAG due to uncertainty with the timing and content of the MRP. Therefore, there have been four annual contract amendments to authorize the scope of work and budget for each subsequent fiscal year and two contract amendments for specific additional support tasks, as shown below:

ITEM 5.8

Date	Type	Amount	Reason
7/14/07	Original Agreement	\$651,500	Technical Support for Fiscal Year 2007-08
8/9/07	Amendment #1	\$62,000	Additional Support Task (Green Streets Program)
6/12/08	Amendment #2	\$632,000	Technical Support for Fiscal Year 2008-09
5/14/09	Amendment #3	\$632,000	Technical Support for Fiscal Year 2009-10
2/11/10	Amendment #4	\$109,500	Additional Support Tasks (High priority MRP tasks)
6/10/10	Amendment #5	\$731,994	Technical Support for Fiscal Year 2010-11
6/9/11	Amendment #6	\$1,130,148	Technical Support for Fiscal Year 2011-12
6/14/12	Amendment #7 (Proposed)	\$1,686,360	Technical Support for Fiscal Year 2012-13
TOTAL		\$5,635,502	

To date, the total amount awarded to EOA under the existing funding agreement and subsequent amendments is \$3,949,142. If approved, the current amendment would bring the total funding amount to \$5,635,502. Technical support costs for Fiscal Year 2012-13 are roughly \$550,000 more than for 2011-12, primarily due to phasing-in of costly monitoring and pollutants of concern (mercury, PCBs, and trash) requirements over the term of the MRP.

ATTACHMENTS

- Resolution 12-32
- Proposed Contract Amendment #7 (also at <http://www.ccag.ca.gov/ccag.html>)
- Attachment A - EOA's Proposed 2012-13 Scope of Work and Budget (only at <http://www.ccag.ca.gov/ccag.html>)

RESOLUTION NO. 12-32

AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 7 TO THE TECHNICAL CONSULTANT CONTRACT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AND EISENBERG, OLIVIERI, & ASSOCIATES, INC. (EOA, INC.), EXTENDING THE TERM OF THE CONTRACT THROUGH FISCAL YEAR 2012-13 FOR AN ADDITIONAL COST NOT TO EXCEED \$1,686,360

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 agency responsible for the development and implementation of the Water Pollution Prevention Program for San Mateo County; and

WHEREAS, C/CAG determined outside consulting services are needed to assist during Years 2012-13; and

WHEREAS, C/CAG previously approved Resolution 07-19 authorizing a three-year contract with the option for up to three one-year extensions with EOA, Inc., for technical consulting services to the Countywide Water Pollution Prevention Program; and

WHEREAS, EOA has prepared a scope of work and budget for providing technical support during Fiscal Year 2012-13;

NOW, THEREFORE, BE IT RESOLVED that C/CAG hereby authorizes the C/CAG Chair to execute a one-year extension to the existing technical consultant contract with Eisenberg, Olivieri, and Associates, Inc., at an additional cost not to exceed of \$1,686,360 to support the Countywide Water Pollution Prevention Program in Fiscal year 2012-13.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE, 2012.

Bob Grassilli, Chair

**AMENDMENT (No. 7) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND EISENBERG,
OLIVIERI, ASSOCIATES, INC.**

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG) and Eisenberg, Olivieri, and Associates, Inc. (hereinafter referred to as Consultant) are parties to an agreement for consulting services dated June 14, 2007, with subsequent amendments dated August 9, 2007, June 12, 2008, May 14, 2009, February 11, 2010, June 10, 2010, and June 9, 2011 (the "Existing Agreement"); and

WHEREAS, C/CAG desires ongoing consulting services to meet requirements in the Municipal Regional Permit; and

WHEREAS, Consultant submitted a scope of work and budget of \$1,686,360 for services it will provide under an extension and amendment of the Existing Agreement during Fiscal Year 2012-13; and

WHEREAS, Consultant has reviewed and accepted this amendment to the Existing Agreement;

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

1. Consultant will provide the consulting services described in Attachment A (the "Extended Scope of Work") under the terms and conditions of the Existing Agreement, as amended hereby.
2. The funding provided to Consultant by C/CAG for the Extended Scope of Work will be no more than one-million six-hundred eighty-six thousand three-hundred sixty dollars (\$1,686,360 .00) for Fiscal Year 2012-13.
3. The term of the Existing Agreement is extended to September 30, 2013.
4. Payment for services for the Extended Scope of Work shall be on a time and materials basis, based upon the receipt of invoices for the actual costs, in accordance with the Extended Scope of Work, and with contingency services to be performed only upon the request of C/CAG staff after review of specific work plans for individual tasks.
5. All other provisions of the Existing Agreement shall remain in full force and effect.
6. The terms hereof amending the Existing Agreement shall take effect upon signature by both parties.

For C/CAG:

For Consultant:

Bob Grassilli, Chair

Signature

Date: June 14, 2012

By: _____

Approved as to form:

Date: _____

C/CAG Legal Counsel

ATTACHMENT A

**EOA Inc.'s Extended Scope of Work
FY 2012/13**

**Technical Assistance to the
San Mateo Countywide Water Pollution Prevention Program**

(Available at www.ccag.ca.gov/ccag.html)

C/CAG AGENDA REPORT

Date: June 14, 2012

TO: C/CAG Board of Directors

From: Richard Napier - C/CAG

Subject: Review and approval of Resolution 12-42 authorizing the C/CAG Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$73,600 for FY 12-13.
(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of Resolution 12-42 authorizing the C/CAG Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$73,600 for FY 12-13 in accordance with the staff recommendation.

Fiscal Impact:

A total of \$73,600 for FY 12-13.

Revenue Source:

Member assessments, parcel fee, motor vehicle fee (AVA/ TFCA/ AB1546), and State/ Federal Transportation Funds.

Background/ Discussion:

The City of San Carlos is the Financial Agent for C/CAG. C/CAG annually negotiates a fee for these services. The City of San Carlos has prepared an agreement to reflect the scope of services and the agreed upon fee for these services for FY 12-13 - \$73,600. The cost for bank fees, storage, postage, and audit are billed separately. The projected cost for the audit is \$16,600.00. This cost is included in the adopted C/CAG Budget.

A high level of service has been achieved by the City of San Carlos. All reports were provided on a timely basis. Additionally, the City of San Carlos staff have been very responsive to requests from C/CAG staff.

C/CAG staff recommends that the Board approve this agreement between C/CAG and the City of San Carlos.

Attachment:

- Resolution 12-42
- City of San Carlos Financial Services Agreement for Professional Services (available for review and download at www.ccag.ca.gov/ccag.html)

ITEM 5.9

Alternatives:

- 1- Review and approval of Resolution 12-42 authorizing the C/CAG Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$73,600 for FY 12-13 in accordance with the staff recommendation.
- 2- Review and approval of Resolution 12-42 authorizing the C/CAG Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$73,600 for FY 12-13 in accordance with the staff recommendation with modifications.
- 3- No Action.

RESOLUTION 12-42

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE AGREEMENT BETWEEN C/CAG AND THE CITY OF SAN CARLOS TO PROVIDE FINANCIAL SERVICES TO C/CAG FOR A TOTAL OF \$73,600 FOR FY 12-13

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

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

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

WHEREAS, the City of San Carlos has proposed a cost for the financial services; and,

WHEREAS, C/CAG and the City of San Carlos wish to set forth the terms and conditions, funding, and scope of work for the financial services.

THEREFORE BE IT RESOLVED NOW, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute the Financial Service Agreement between the City of San Carlos and C/CAG in an amount not to exceed **\$73,600**.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, C/CAG Chair

C/CAG AGENDA REPORT

Date: June 14, 2012

TO: C/CAG Board of Directors

From: Inga B. Lintvedt, General Counsel
By: Richard Napier, Executive Director

Subject: Review and approval of Resolution 12-43 - Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b).

(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of Resolution 12-43 - Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b).

Fiscal Impact:

None - Does not change benefit level.

Source of Revenue:

All C/CAG revenue sources.

Background/ Discussion:

As this Board is aware because it has discussed the issue a few times previously, C/CAG is contractually obligated to provide its Executive Director and Administrative Assistant with benefit levels equal to those provided by the City of Redwood City. At the request of the California Public Employees Retirement System (CALPERS), C/CAG agreed to provide those benefits directly through CALPERS instead of indirectly contracting with the City of Redwood City. C/CAG therefore entered into an agreement with CALPERS by which CALPERS will provide the same retirement benefits to the Executive Director and Administrative Assistant as the benefits provided to employees of the City of Redwood City. That agreement -- which affected an administrative change only with no change in benefits -- took effect 3/12/2012.

CALPERS now requests a similar direct contractual relationship with C/CAG regarding retiree medical benefits. The boilerplate resolution required by CALPERS requires C/CAG to comply with Government Code Section 7507. That Section requires that where changes are made to retiree medical benefits, an actuarial analysis must be performed and provided to the Board at

ITEM 5.10

least two weeks before the Board adopts the CALPERS resolution.

Staff requested that the C/CAG General Counsel review Government Code 7507 requirements to determine the appropriate way to proceed. The C/CAG General Counsel determined the following: "Because the substance of C/CAG's current retirement benefits is not changing, and therefore nothing in C/CAG's future financial obligations is changing, C/CAG may adopt the CAPERS resolution without the actuarial procedures or time restrictions contained within Section 7507." (See attached C/CAG General Counsel Correspondence dated 6/06/12 - Actuarial Review of Retiree Medical.)

Summary:

CALPERS requires that retiree medical benefits be provided by the same agency that provides general retirement benefits. Because C/CAG now contracts directly with CALPERS for its employees' retirement benefits, it must also contract directly with CALPERS for its retiree medical benefits. C/CAG therefore needs to adopt Resolution 12-43. This is an administrative action only required to retain the current retiree medical benefits with no changes in benefit levels or impact on C/CAG finances.

Recommendation:

Staff recommends adoption of City/ County Association of Governments of San Mateo County Resolution 12-43 - Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b).

Attachment:

C/CAG General Counsel Correspondence dated 6/06/12 - Actuarial Review of Retiree Medical Benefits

Resolution 12-43

Alternatives:

- 1- Review and approval of Resolution 12-43 - Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b).
- 2- No action.

City/ County Association of Governments of San Mateo County Resolution 12-43

Resolution Electing to be subject to Public Employees Medical and Hospital Care Act and fixing the employers contribution at any amount equal to or greater than that prescribed by Government Code Section 22892(b)

**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AND
FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR
GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE
SECTION 22892(b)**

- WHEREAS, (1) Government Code Section 22922(a) provides the benefits of the Public Employees' Medical and Hospital Care Act to employees and annuitants of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and
- WHEREAS, (2) Section 22892(a) of the Act provides that a local contracting agency shall fix the amount of the employer's contribution; and
- WHEREAS, (3) City/ County Association of Governments of San Mateo County, hereinafter referred to as Public Agency, is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for its employees and annuitants the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elect, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a Monthly maximum of minimum employer contribution (b)(1) dollars per month plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (c) That the City/ County Association of Governments of San Mateo County has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (d) That the executive body appoint and direct, and it does hereby appoint and direct, the Executive Director to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further
- RESOLVED, (e) That coverage under the Act be effective on August 1, 2012

Adopted at a regular/special meeting of the City/ County Association of Governments Board of Directors at San Carlos this 14th day of June 2012.

Signed:

(Bob Grassilli, C/CAG Chair.)

Attest:

(Secretary or appropriate officer)

**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AND
FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR
GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE
SECTION 22892(b)**

- WHEREAS, (1) Government Code Section 22922(a) provides the benefits of the Public Employees' Medical and Hospital Care Act to employees and annuitants of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and
- WHEREAS, (2) Section 22892(a) of the Act provides that a local contracting agency shall fix the amount of the employer's contribution; and
- WHEREAS, (3) City/ County Association of Governments of San Mateo County, hereinafter referred to as Public Agency, is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for its employees and annuitants the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elect, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of \$112 dollars per month plus administrative fees and Contingency Reserve Fund assessments; and be it further
- RESOLVED, (c) That the City/ County Association of Governments of San Mateo County has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (d) That the executive body appoint and direct, and it does hereby appoint and direct, the Executive Director to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further
- RESOLVED, (e) That coverage under the Act be effective on August 6, 2012

Adopted at a regular/special meeting of the City/ County Association of Governments Board of Directors at San Carlos this 14th day of June 2012.

Signed:

(Bob Grassilli, C/CAG Chair.)

Attest:

(Secretary or appropriate officer)



COUNTY OF SAN MATEO

INTERDEPARTMENTAL CORRESPONDENCE

To: Rich Napier, C/CAG Executive Director
From: Inga B. Lintvedt, C/CAG General Counsel
Subject: Actuarial Review of Retiree Medical Benefits
Date: June 6, 2012

The City and County Association of Governments (C/CAG) is shifting administration of its retirement benefits from the City of Redwood City to the California Public Employee Retirement System (CalPERS). The substance of the benefits will continue to track those provided by the City of Redwood City. As part of this process, CalPERS recently asked C/CAG to adopt CalPERS' boilerplate resolution regarding the switch in retiree medical benefits from Redwood City to CalPERS. The resolution provides, among other things, that C/CAG has fully complied with any and all provisions of Government Code Section 7507 in electing the retiree medical benefits.

Questions Presented

You asked whether Government Code Section 7507, requires (i) an actuarial report analyzing the costs of retiree medical benefits, and/or (ii) presentation of such report two weeks before the C/CAG Board of Directors approves the CalPERS resolution.

Short Answers

The answer to both questions is no.

Legal Analysis

Government Code Section 7507, provides that "when considering changes in retirement benefits or other postemployment benefits, [the local legislative body] shall secure the services of an actuary to provide a statement of the actuarial impact upon future annual costs, including normal cost and any additional accrued liability, before authorizing changes in public retirement plan benefits or other postemployment benefits." (Section 7507(b)(1).) It also provides that the actuarial analyzes the "future costs of changes." (Section 7507(c)(1)(A).) There are no interpretive cases or other materials, and therefore the plain language of the statute controls.

Rich Napier, C/CAG Executive Director
June 6, 2012
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It appears that actuarial analysis is only required when the underlying substance of retirement benefits changes in a way that increases the future cost to the public agency. The public notice and review is required to provide the public with opportunity to discover and understand the increased financial burdens on the agency.

Because the substance of C/CAG's current retirement benefits is not changing, and therefore nothing in C/CAG's future financial obligations is changing, C/CAG may adopt the CalPERS resolution without the actuarial procedures or time restrictions contained within Section 7507.

Conclusion

Government Code Section 7507 does not require C/CAG to either (i) coordinate and present an actuarial report analyzing the costs of the retiree medical benefits, and/or (ii) present such a report two weeks before the C/CAG Board of Directors approves the CalPERS resolution.

If you have questions, please do not hesitate to contact me at 650-363-4762.

JBC/IBL :jb

C/CAG AGENDA REPORT

DATE: June 14, 2012

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 12-36 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2012/2013 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,037,781.01.

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-36 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2012/2013 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,037,781.01.

FISCAL IMPACT

This agreement provides up to \$1,037,781.01 in TFCA funding for FY 2012/2013. Included in this amount is \$47,781 to cover the administrative costs of the program.

SOURCE OF FUNDS

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

BACKGROUND/ DISCUSSION

C/CAG acts as the Program Manager for the Transportation Fund for Clean Air (TFCA) Program in San Mateo County. This program distributes Transportation Fund for Clean Air funds to qualifying projects that reduce emissions in the air. At the March 8, 2012 C/CAG Board meeting the Board approved the projects to be funded as part of the TFCA Program. The projects that were approved include:

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C/CAG	Administration	\$47,781
SamTrans	Shuttle Bus Program	\$554,400
Peninsula Traffic Congestion Relief Alliance	Countywide Voluntary Trip Reduction Program	\$435,600
TOTAL		\$1,037,781

The funding agreement between C/CAG and the Bay Area Air Quality Management District is for the receipt of the FY 12/13 TFCA County Program Manager funds. The agreement is available for review and download on the C/CAG website at www.ccag.ca.gov/ccag.html. The funding agreement shall be in a form approved by C/CAG legal counsel before it will be executed.

ATTACHMENTS

- Resolution 12-36
- Funding Agreement between the Bay Area Air Quality Management District and City/County Association of Governments (available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 12-36

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE PROGRAM MANAGER FUNDING AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) FOR THE 2012/2013 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) (40%) PROGRAM FOR SAN MATEO COUNTY FOR AN AMOUNT UP TO \$1,037,781.01.

WHEREAS, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and,

WHEREAS, the Board of Directors of the City/County Association of Governments at its March 8, 2012 meeting approved certain projects and programs for funding through San Mateo County's 40 percent local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the City/County Association of Governments will act as the Program Manager for \$1,037,781.01 of TFCA funded projects; and,

WHEREAS, it is necessary to enter into a Program Manager Agreement with the Bay Area Air Quality Management District setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into an agreement with the Bay Area Air Quality Management District for the 2012/2013 Transportation Fund for Clean Air (TFCA) Program for San Mateo County for an amount up to \$1,037,781.01. This agreement shall be in a form approved by C/CAG legal counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

DATE: June 14, 2012

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 12-37 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$435,600 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program.

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 12-37 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$435,600 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Under the TFCA Program there is a total allocation of \$1,037,781 of which \$435,600 is designated for the Alliance in FY 2012/2013.

SOURCE OF FUNDS

TFCA funds are derived from a Vehicle Registration Fee surcharge provided to C/CAG by the Bay Area Air Quality Management District (BAAQMD).

BACKGROUND/ DISCUSSION

C/CAG acts as the Program Manager for the Transportation Fund for Clean Air (TFCA) Program in San Mateo County. This program distributes TFCA monies to projects whose primary objective is to reduce emissions in the air. At the March 8, 2012 C/CAG Board meeting the Board approved the Expenditure Plan for projects to be funded with the 2012/2013 allocation. The agreement is with the Peninsula Traffic Congestion Relief Alliance to operate the Countywide Voluntary Trip Reduction Program to assist private and public sectors to connect their employees and customers with transportation systems that provide an alternative to driving single occupant vehicles. The Countywide Voluntary Trip Reduction Program is funded by

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various sources through C/CAG, including the Countywide Congestion Relief Plan as well as the San Mateo County share of the Regional Ridesharing and Bicycling Program funds made available through the Metropolitan Transportation Commission (MTC).

C/CAG received the TFCA Program Manager funding agreement from the Bay Area Air Quality Management District (BAAQMD) on 5/30/12. Staff needs additional time to prepare the funding agreement for the Alliance and as a result no funding agreement is included as part of this report or on the C/CAG website. The funding agreement shall be in a form to be approved by C/CAG Legal Counsel.

ATTACHMENTS

- Resolution 12-37

RESOLUTION 12-37

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A FUNDING AGREEMENT WITH THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE IN THE AMOUNT OF \$435,600 UNDER THE 2012/2013 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM

WHEREAS, the Board of Directors of the City/County Association of Governments at its March 8, 2012 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of Transportation Fund for Clean Air (TFCA) funding, have been identified and approved by the Board of Directors; and,

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving Transportation Fund for Clean Air (TFCA) project funding, setting forth the responsibilities of each party; and,

WHEREAS, one of these programs is to provide a Countywide Voluntary Trip Reduction Program and is sponsored by the Peninsula Traffic Congestion Relief Alliance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance for \$435,600 under the Transportation Fund for Clean Air (TFCA) Program. 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 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

DATE: June 14, 2012

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 12-38 authorizing the C/CAG Chair to execute the Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$554,400 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services.

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 12-38 authorizing the C/CAG Chair to execute the Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of 554,400 under the 2012/2013 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services.

FISCAL IMPACT

Under the TFCA Program there is a total allocation of \$1,037,781 of which \$554,400 is designated for the SamTrans Shuttle Bus Program in FY 2012/2013.

SOURCE OF FUNDS

TFCA funds are derived from a Vehicle Registration Fee surcharge provided to C/CAG by the Bay Area Air Quality Management District (BAAQMD).

BACKGROUND/ DISCUSSION

C/CAG acts as the Program Manager for the Transportation Fund for Clean Air (TFCA) Program in San Mateo County. This program distributes TFCA monies to projects whose primary objective is to reduce emissions in the air. At the March 8, 2012 C/CAG Board meeting the Board approved the projects to be funded with the 2012/2013 allocation. The agreement is with SamTrans to operate nine employer based shuttle bus programs that will connect major employment centers in San Mateo, Daly City, South San Francisco, Brisbane, Millbrae and San Bruno with BART stations.

C/CAG received the TFCA Program Manager funding agreement from the Bay Area Air Quality Management District (BAAQMD) on 5/30/12. Staff needs additional time to prepare the funding agreement for SamTrans and as a result no funding agreement is included as part of this report or on the C/CAG website.

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The funding agreement shall be in a form to be approved by C/CAG Legal Counsel.

ATTACHMENTS

- Resolution 12-38

RESOLUTION 12-38

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE FUNDING AGREEMENT BETWEEN C/CAG AND THE SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) IN THE AMOUNT OF \$554,400 UNDER THE 2012/2013 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE SHUTTLE SERVICES.

WHEREAS, the Board of Directors of the City/County Association of Governments at its March 8, 2012 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of Transportation Fund for Clean Air (TFCA) funding, have been identified and approved by the Board of Directors; and,

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving Transportation Fund for Clean Air (TFCA) project funding, setting forth the responsibilities of each party; and,

WHEREAS, one of these programs is to provide nine shuttles between various employment centers and BART stations and is sponsored by the San Mateo County Transit District.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into an agreement with the San Mateo County Transit District for \$554,400 under the Transportation Fund for Clean Air (TFCA) Program. 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 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 12-17 authorizing the C/CAG Chair to execute Amendment No 3 to Funding Agreement between Metropolitan Transportation Commission (MTC) and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of 511 Regional Ridesharing and Bicycling Program.

(For further information contact Tom Madalena at 599-1460)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 12-17 authorizing the C/CAG Chair to execute Amendment No 3 to Funding Agreement between Metropolitan Transportation Commission and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of Regional Ridesharing and Bicycling Program Activities.

FISCAL IMPACT

No fiscal impact. These funds are passed through to the Peninsula Traffic Congestion Relief Alliance for the performance of the Regional Ridesharing and Bicycling Program.

SOURCE OF FUNDS

The source of the Regional Ridesharing and Bicycling Program funds is from the Metropolitan Transportation Commission under the Federal Congestion Mitigation and Air Quality program. The funding provided under this Amendment No. 3 is an amount up to \$280,000 for the period of July 1, 2012 through June 30, 2016.

BACKGROUND/DISCUSSION

MTC sponsors the Regional Ridesharing and Bicycling Program (RRBP) for the nine Bay Area counties utilizing an outside contractor. In addition to maintaining a central database for helping commuters to join car and van pools, MTC's contractor also works with local employers to establish trip reduction programs for workers and conducts a wide array of marketing efforts promoting alternatives to commuting in single occupant vehicles.

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In three Bay Area counties, San Mateo, Contra Costa and Solano, funding is delegated to the Congestion Management Agencies. C/CAG entered into a funding agreement with MTC in June 2005 to receive funding in an amount up to \$420,000 over six fiscal years for the performance of Regional Rideshare Program activities in San Mateo County. C/CAG contracts with the Peninsula Traffic Congestion Relief Alliance to perform the Transportation Demand Management (TDM) activities for the RRBP in San Mateo County.

C/CAG executed an Amendment No. 1 back in December of 2006 to remove specific annual targets from the agreement so that the agreement would not have to be amended each year if the targets changed. In 2011 MTC decided to extend the program with Amendment No. 2 which provided C/CAG with up to \$70,000 to operate the program through fiscal year 2011/2012. At that time MTC decided to change the name of the program to the Regional Ridesharing and Bicycling Program and incorporated bicycling activities into a revised scope of work.

MTC now has decided to provide multi-year funding for the RRBP. This additional funding is for the next four fiscal years (FY) which include FY 12/13, FY 13/14, FY 14/15, and FY 15/16. The amendment provides up to \$70,000 per year for a maximum amount of \$280,000. This funding is being made available through the attached Amendment No. 3 to the original funding agreement dated June 30, 2005. This funding that C/CAG receives is passed through to the Alliance for the performance of the RRBP activities and the funding for the Alliance is discussed in item number 5.14 of the June 14th Board packet.

ATTACHMENTS

- Resolution 12-17
- Amendment No. 3 to Funding Agreement between Metropolitan Transportation Commission (MTC) and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of 511 Regional Ridesharing and Bicycling Program Activities (available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 12-17

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO 3 TO FUNDING AGREEMENT BETWEEN METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) FOR PERFORMANCE OF 511 REGIONAL RIDESHARING AND BICYCLING PROGRAM ACTIVITIES.

WHEREAS, the City/County Association of Governments has entered into a funding agreement with the Metropolitan Transportation Commission for the Regional Rideshare Program (RRP) activities in San Mateo County; and,

WHEREAS, the City/County Association of Governments has contracted with the Peninsula Traffic Congestion Relief Alliance to perform duties related to the Regional Rideshare Program; and,

WHEREAS, the Metropolitan Transportation Commission has changed the name of the Regional Rideshare Program to the Regional Ridesharing and Bicycling Program and has developed a new scope of work that includes the performance of bicycling activities; and,

WHEREAS, the Metropolitan Transportation Commission has extended the agreement with C/CAG for four additional years under a revised scope of work for the Regional Ridesharing and Bicycling Program; and,

WHEREAS, it is necessary to execute Amendment No. 3 to Funding Agreement Between Metropolitan Transportation Commission (MTC) and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of 511 Regional Ridesharing and Bicycling Program Activities to extend the period of performance to June 30, 2016 and to incorporate the revised scope of work.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 3 to Funding Agreement Between Metropolitan Transportation Commission (MTC) and City/ County Association of Governments of San Mateo County (C/CAG) for Performance of 511 Regional Ridesharing and Bicycling Program Activities.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

DATE: June 14, 2012

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 12-33 authorizing the C/CAG Chair to execute the Amendment 2 to the Agreement between City/County Association of Governments and the Peninsula Traffic Congestion Relief Alliance in an amount not to exceed \$280,000 for performance of the Regional Ridesharing and Bicycling Program activities.

(Please contact Tom Madalena at 599-1460 with questions or for further information)

RECOMMENDATION

That the Board of Directors review and approve Resolution 12-33 authorizing the C/CAG Chair to execute the Amendment 2 to the Agreement Between City/County Association of Governments and the Peninsula Traffic Congestion Relief Alliance in an amount not to exceed \$280,000 for performance of the Regional Ridesharing and Bicycling Program activities.

FISCAL IMPACT

The \$280,000 for the Regional Ridesharing and Bicycling Program in San Mateo County is made available through the Metropolitan Transportation Commission (MTC).

SOURCE OF FUNDS

There is up to \$70,000 available per fiscal year through FY 15/16 via the funding agreement between C/CAG and MTC for the Regional Ridesharing and Bicycling Program for a total amount of \$280,000.

BACKGROUND/ DISCUSSION

MTC, through an outside contractor, is the sponsor of a Regional Ridesharing and Bicycling Program covering the nine Bay Area counties. In addition to maintaining a central database for helping commuters to join car and van pools, MTC's contractor also works with local employers to establish trip reduction programs for workers and conducts a wide array of marketing efforts promoting alternatives to commuting in single occupant vehicles.

MTC recognized that some of the Bay Area counties also sponsor similar employer outreach and marketing programs. In order to avoid duplication of effort, MTC allows those counties that

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Fiscal Year 2010/2011			
	# of Active Employers	Total Database size	# of Meetings/Events
Q1 (Jul - Sept)	282	4490	58
Q2 (Oct - Dec)	291	4526	65
Q3 (Jan - Mar)	300	4597	97
Q4 (Apr - Jun)	306	4565	109

Fiscal Year 2011/2012			
	# of Active Employers	Total Database size	# of Meetings/Events
Q1 (Jul - Sept)	305	4592	45
Q2 (Oct - Dec)	299	4555	54
Q3 (Jan - Mar)	295	4593	66
Q4 (Apr - Jun)	TBD	TBD	TBD

ATTACHMENTS

- Resolution 12-33
- Amendment 2 to Agreement between City/County Association of Governments and the Peninsula Traffic Congestion Relief Alliance for Performance of Regional Ridesharing and Bicycling Program Activities (available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 12-33

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE AMENDMENT 2 TO THE AGREEMENT BETWEEN CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE IN AN AMOUNT NOT TO EXCEED \$280,000 FOR PERFORMANCE OF THE REGIONAL RIDESHARING AND BICYCLING PROGRAM ACTIVITIES.

WHEREAS, C/CAG has been designated the Congestion Management Agency (CMA) for San Mateo County; and

WHEREAS, MTC desires to provide Federal TEA-21 funding to CMAs to provide rideshare activities in their respective counties; and

WHEREAS, the Federal TEA-21 administered by MTC provides that Congestion Mitigation and Air Quality Program funds may be allocated for ridesharing activities; and

WHEREAS, C/CAG has accepted the responsibility to provide these activities in San Mateo County; and

WHEREAS, C/CAG has determined that the Peninsula Traffic Congestion Relief Alliance shall provide these activities in San Mateo County; and

WHEREAS, C/CAG entered into an agreement dated November 8, 2007 with the Peninsula Traffic Congestion Relief Alliance to provide these activities in San Mateo County; and

WHEREAS, it is necessary to execute an Amendment 2 to the agreement with the Alliance to extend the performance of the program through June 30, 2016 and to incorporate a new scope of work into the agreement.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an Amendment 2 to the agreement between City/County Association of Governments and the Peninsula Traffic Congestion Relief Alliance in an amount not to exceed \$280,000 for performance of the Regional Ridesharing and Bicycling Program activities.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

DATE: June 14, 2012

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 12-34 authorizing the C/CAG Chair to execute an agreement between the City/County Association of Governments (C/CAG) of San Mateo County and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2012/2013.

(Please contact Tom Madalena at 599-1460 with questions or for further information)

RECOMMENDATION

That the Board review and approve Resolution 12-34 authorizing the C/CAG Chair to execute an agreement between the City/County Association of Governments (C/CAG) of San Mateo County and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2012/2013.

FISCAL IMPACT

There is up to \$510,000 budgeted for the Countywide Voluntary Trip Reduction Program under the Congestion Relief Plan.

SOURCE OF FUNDS

The funds under the Congestion Relief Plan are derived from C/CAG Member Agency assessments.

BACKGROUND/ DISCUSSION

At the March 8, 2012 C/CAG Board meeting the Board approved the Congestion Relief Plan funding for the Alliance in the amount of \$510,000 for FY 2012/2013 for the Countywide Voluntary Trip Reduction Program. The Peninsula Traffic Congestion Relief Alliance (Alliance) operates the Countywide Voluntary Trip Reduction Program to assist private and public sectors with connecting their employees and customers with transportation systems that provide an alternative to driving single occupant vehicles. This program is being jointly funded with revenues under the Transportation Fund for Clean Air Program, Countywide Congestion Relief Plan and the San Mateo County share of the Regional Ridesharing and Bicycling Program funds made available through the Metropolitan Transportation Commission (MTC).

ITEM 5.16

The funding agreement shall be in a form to be approved by C/CAG Legal Counsel and is available for review at www.ccag.ca.gov/ccag.html.

ATTACHMENTS

- Resolution 12-34
- Agreement between City/County Association of Governments and Peninsula Traffic Congestion Relief Alliance for the Countywide Voluntary Trip Reduction Program (available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 12-34

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) OF SAN MATEO COUNTY AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE IN THE AMOUNT OF \$510,000 FROM THE CONGESTION RELIEF PLAN TO PROVIDE THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM FOR FY 2012/2013.

WHEREAS, the Board of Directors of the City/County Association of Governments at its March 8, 2012 meeting approved programs for funding including the Countywide Voluntary Trip Reduction Program under the Congestion Relief Plan; and

WHEREAS, the Countywide Voluntary Trip Reduction Program is sponsored by the Peninsula Traffic Congestion Relief Alliance; and

WHEREAS, it is necessary for C/CAG to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance for Congestion Relief Plan funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan. This agreement shall be in a form approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012
To: C/CAG Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Review and approval of resolution 12-40 authorizing the C/CAG Chair to execute agreements with CSG Consultants, Inc. and Advance Project Delivery Inc. for on-call Project Coordination services to be shared in the aggregate amount not to exceed \$200,000 for a two (2) year term among the two firms, and further authorizing the Executive Director to execute task orders against the agreements.

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

RECOMMENDATION

That the C/CAG Board:

1. Approve Resolution 12-40 authorizing the C/CAG Chair to execute agreements with CSG Consultants, Inc. and Advance Project Delivery Inc. for on-call Project Coordination services to be shared in the aggregate amount not to exceed \$200,000 for a two (2) year term among the two firms.
2. Authorize the C/CAG Executive Director to execute future task orders with CSG Consultants, Inc. and Advance Project Delivery Inc. in full conformity with the terms and conditions of the on-call service agreement.
3. Further authorize the Executive Director to make minor changes to said agreement upon consultation with CSG Consultants, Inc. and Advance Project Delivery Inc. The final two agreements will be reviewed and approved by C/CAG Legal Counsel as to form.

FISCAL IMPACT

Execution of this agreement will authorize the expenditure of up to \$200,000 over a two-year term among two firms. Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director. Authorization to proceed will be issued to consultants only after approval to execute a specific task order has been given.

SOURCE OF FUNDS

Funding will come from C/CAGs allocated share of the Metropolitan Transportation Commission (MTC) planning and programming funds, from State Transportation Improvement Program Planning Programming and Monitoring (STIP PPM) funds, and C/CAG member contributions.

ITEM 5.17

BACKGROUND/DISCUSSION

C/CAG, acting as the county congestion management agency (CMAs) is responsible for the project selection, programming, and monitoring of the County's share of federal and state funding coming from the Region (MTC).

Programming policies adopted by MTC, under the OneBayArea Plan, tasks the CMA with a whole host of requirements for the programming of federal funds, which involves ensuring that federal outreach requirements are met, that project sponsors meet minimum eligibility requirement, and that proposed projects are consistent with federal and regional program requirements.

C/CAG is responsible for the overall delivery of this county's OBAG program as well as the local safety program (a Caltrans administered program) and must take corrective action when and where projects are at risk of delivering within the regional and state deadlines.

C/CAG is also responsible for programming and facilitating the delivery of projects associated with the State Transportation Improvement Program (STIP). This involves working with Caltrans and stakeholders on developing and delivering major state highway improvement projects.

The purpose of retaining on-call consultants is to pre-qualify firms to assist staff with the performance of CMA delegated responsibilities. The pre-qualification process expedites the selection and contracting process and introduces an additional degree of competitive pressure to ensure responsiveness and timely performance. If one firm is not available to perform needed work according to schedule and budgetary requirements, another firm on the on-call list that can do so is selected to perform the work. On call firms are aware of the option that an agency has to turn to another firm, so has an incentive to commit to performing the work within required schedule and budget constraints. Many Bay Area transportation agencies have established on-call list of consulting firms, including Samtrans, BART, the San Francisco Municipal Transportation Agency, and AC Transit.

Competitive Procurement Process:

C/CAG posted a request for qualifications in April and solicited qualifications for the purpose of establishing pre-qualified on-call firms. Two firms submitted qualifications, which were interviewed and evaluated by a panel of C/CAG staff members. Both firms were recommended for on-call contracts by the panel.

C/CAG staff is requesting that on-call contracts be executed with CSG Consultants, Inc. and Advance Project Delivery Inc. Both firms were selected through the competitive procurement process, consistent with the C/CAG Procurement Policy.

The general work scope identified under the contract will be detailed on a task order basis, under the approval of the Executive Director. Specific work scope and payments shall be negotiated and approved before execution of a task order and before expenditures take place.

Per the adopted C/CAG packet guidelines, a draft of the agreement is available at <http://www.ccag.ca.gov/ccag.html> and will be approved as to form by C/CAG legal counsel prior to execution.

ATTACHMENT

- Resolution 12-40
- Draft agreements between C/CAG and CSG Consultants, Inc. and Advance Project Delivery Inc. are available at <http://www.ccag.ca.gov/ccag.html>.

RESOLUTION 12-40

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AGREEMENTS WITH CSG CONSULTANTS, INC. AND ADVANCE PROJECT DELIVERY INC. FOR ON-CALL PROJECT COORDINATION SERVICES TO BE SHARED IN THE AGGREGATE AMOUNT NOT TO EXCEED \$200,000 FOR A TWO (2) YEAR TERM AMONG THE TWO FIRMS, AND FURTHER AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE TASK ORDERS AGAINST THE AGREEMENTS.

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

WHEREAS, C/CAG is a joint powers agency designated by the Metropolitan Transportation Commission (MTC) as the Congestion Management Agency (CMA) for San Mateo County; and,

WHEREAS, C/CAG, acting as the CMA is responsible for project selection, programming, and overall program delivery of federal aid and state funds received by the County; and

WHEREAS, C/CAG has determined that on call consultant services are needed to assist staff with the performance of CMA delegated responsibilities; and

WHEREAS, C/CAG has determined that CSG Consultants, Inc. and Advance Project Delivery Inc. both have the requisite qualifications to perform this work.

WHEREAS, C/CAG staff will negotiate and execute individual task orders for specific services on an as-needed basis.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board:

1. Authorize the C/CAG Chair to execute agreements with CSG Consultants, Inc. and Advance Project Delivery Inc. for on-call Project Coordination services to be shared in the aggregate amount not to exceed \$200,000 for a two (2) year term among the two firms.
2. Authorize the C/CAG Executive Director to execute future task orders with CSG Consultants, Inc. and Advance Project Delivery Inc. in full conformity with the terms and conditions of the on-call service agreement.

In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 14H DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Review and approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract with Ricondo and Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan update for a total not to exceed \$45,000.

(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract with Ricondo and Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan update for a total not to exceed \$45,000 in accordance with the staff recommendation.

Fiscal Impact:

\$45,000

Source of Revenue:

General Fund

Background/ Discussion:

C/CAG as the Airport Land Use Commission is in the final approval process of a new Airport Land Use Compatibility Plan (ALUCP) for San Francisco International Airport. Ricondo and Associates are under contract to develop the plan and do the CEQA document. The review process and iterations necessary is greater than original planned. The following additional tasks need to be done: additional revisions to the ALUCP and CEQA document, additional meetings to attend, and perform on-call project consistency reviews to the Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport.

Ricondo and Associates has the contract to develop the SFO ALUCP which provides unique expertise. Therefore, staff recommends approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract between C/CAG and Ricondo and Associates for Airport Land Use Compatibility Planning professional services for San Francisco International Airport for a not to exceed \$45,000.

ITEM 5.18

Procurement Policy:

The staff recommendation is consistent with the procurement because the policy allows a waiver of the RFP Process (Section 9). The justification for the waiver of the RFP process is as follows:

- 1- Ricondo is uniquely qualified and knowledgeable since they developed the SFO ALUCP.
- 2- Given the contract is \$45,000 and that other vendors would have a learning curve, it is unlikely there would be significant savings.
- 3- The additional staff time required would further reduce any potential savings.

Attachment:

Resolution 12-41

Ricondo Contract - See www.ccag.ca.gov

Alternatives:

- 1- Review and approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract with Ricondo and Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan update for a total not to exceed \$45,000 in accordance with the staff recommendation.
- 2- Review and approval of Resolution 12-41 authorizing the C/CAG Chair to execute a contract with Ricondo and Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan update for a total not to exceed \$45,000 in accordance with the staff recommendation with modifications.
- 3- No action.

RESOLUTION 12-41

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A CONTRACT WITH RICONDO AND ASSOCIATES FOR AIRPORT LAND USE COMPATIBILITY PLANNING PROFESSIONAL SERVICES IN SUPPORT OF THE SAN FRANCISCO INTERNATIONAL AIRPORT COMPREHENSIVE LAND USE PLAN UPDATE FOR A TOTAL NOT TO EXCEED \$45,000

WHEREAS, C/CAG has been designated the Airport Land Use Commission (ALUC) for San Mateo County; and

WHEREAS, the Airport Land Use Commission is responsible for developing Airport Land Use Compatibility Plans (ALUCP) for San Francisco International Airport, San Carlos Airport, and Half Moon Bay Airport; and

WHEREAS, C/CAG has contracted with Jacobs Consulting/ Ricondo Associates to update the San Francisco International Airport Land Use Compatibility Plan; and

WHEREAS, Upon completion of the Draft Comprehensive Land Use Plan for San Francisco International Airport it is necessary to have a public review process, develop CEQA documentation, and perform on-call project consistency reviews; and

WHEREAS, Ricondo is uniquely qualified as the developer of the Airport Land Use Compatibility Plan for San Francisco International Airport; and

WHEREAS, C/CAG would like to contract with Ricondo and Associates;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to:

- 1- Execute a contract with Ricondo Associates for Airport Land Use Compatibility Planning professional services in support of the San Francisco International Airport Comprehensive Land Use Plan Update for a total not to exceed \$45,000.
- 2- In accordance with the adopted Procurement Policy the C/CAG Chair shall also have the authority to execute up to a total of \$49,000 for this contract including future amendments.

This contract shall be in a form approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: June 14, 2012

To: C/CAG Legislative Committee

From: Richard Napier, Executive Director

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

(For further information or questions contact Richard Napier at 599-1420 or Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Legislative Committee consider taking positions on AB 1456 (Hill), and AB 478 (Hill/Leno).

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

AB 1456, introduced by Assembly Member Hill, would require the PUC to perform an analysis of benchmark data and adopt safety performance standards for pipeline safety and reliability. The bill would require the commission to evaluate a gas corporation's safety performance based on those standards and would authorize the commission to implement a rate incentive program that could contain penalties based on safety performance.

Staff recommendation - "Support".

AB 478, introduced by Assembly Member Hill, coauthor by Senator Leno, would authorize the commission to order fine or penalty levied against a gas corporation be held in a separate account by the gas corporation to offset investments for pipeline replacement to be undertaken within the service territory that would otherwise be recovered from the corporation's ratepayers. This bill would require that moneys ordered by the commission to be held in a separate account be used only for the purpose of offsetting investments by the gas corporation for pipeline safety replacement to be undertaken within the service territory of the corporation, and only if the expenses would otherwise be recovered in rates from the utility's ratepayers. This bill would require that any moneys not used for these purposes be paid to the General Fund 5 years after the date of their deposit into the trust account.

Staff recommendation - "Support".

ATTACHMENTS

- AB 1456 (Hill)
- AB 478 (Hill/Leno)

ITEM 6.1

AMENDED IN ASSEMBLY MAY 25, 2012

AMENDED IN ASSEMBLY APRIL 17, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1456

Introduced by Assembly Member Hill

January 9, 2012

An act to add Section 960 to the Public Utilities Code, relating to gas corporations.

LEGISLATIVE COUNSEL'S DIGEST

AB 1456, as amended, Hill. Gas corporations: ~~rate of return~~: safety performance ~~standards~~: *standards: rate incentive program*.

Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including gas corporations, as defined. Existing law authorizes the commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Existing law, the Natural Gas Pipeline Safety Act of 2011, among other things, prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission.

This bill would require the commission; to perform an analysis of benchmark data and adopt safety performance standards for pipeline safety and reliability ~~and~~. *The bill would require the commission to evaluate a gas corporation's safety performance based on those standards. The bill and would authorize the commission to implement a rate incentive program, as specified that could contain penalties based on safety performance.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares ~~as follows~~ *all*
2 *of the following:*

3 (a) On September 9, 2010, a 30-inch natural gas transmission
4 pipeline ruptured in San Bruno, California, killing eight people,
5 hospitalizing more than 50 people, and destroying 38 homes.

6 (b) On September 23, 2010, the Public Utilities Commission
7 created an independent review panel of experts to investigate both
8 the practices of the pipeline operator and of the commission to
9 ensure that such an accident would not be repeated elsewhere in
10 the state.

11 (c) On June 9, 2011, the panel presented its findings and found
12 that the financial focus of the pipeline operator's management had
13 been detrimental to system safety.

14 (d) The panel suggested that, upon thorough analysis of
15 benchmark data, rate incentives and penalties be applied to gas
16 corporations based on the achievement of specified levels of
17 performance.

18 SEC. 2. Section 960 is added to the Public Utilities Code, to
19 read:

20 960. (a) The commission shall perform an analysis of
21 benchmark data and adopt safety performance standards for
22 pipeline safety and reliability.

23 (b) The commission shall evaluate a gas corporation's safety
24 performance based on the safety performance standards adopted
25 pursuant to subdivision (a) and may implement a rate incentive
26 program. The rate incentive program may contain penalties based
27 on ~~its~~ *safety* performance.

O

AMENDED IN SENATE MAY 30, 2012
AMENDED IN ASSEMBLY APRIL 7, 2011
CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 478

Introduced by Assembly Member Roger Hernández Hill
(Principal coauthor: Senator Leno)

February 15, 2011

An act to amend ~~Section 84750.5 of the Education Code, relating to community colleges~~ *Sections 2104 and 2104.5 of the Public Utilities Code, relating to gas corporations, and declaring the urgency thereof, to take effect immediately.*

LEGISLATIVE COUNSEL'S DIGEST

AB 478, as amended, ~~Roger Hernández Hill. Community colleges: funding.~~ *Gas Corporations: fines and penalties.*

Under existing law, the Public Utilities Commission has regulatory authority over public utilities, as defined. The Public Utilities Act requires the commission to investigate the cause of all accidents occurring upon the property of any public utility or directly or indirectly arising from or connected with its maintenance or operation, resulting in loss of life or injury to person or property and requiring, in the judgment of the commission, investigation by it, and authorizes the commission to make any order or recommendation with respect to the investigation that it determines to be just and reasonable. The act provides that any public utility that violates any provision of the California Constitution or the act, or that fails or neglects to comply with any order, decision, decree, rule, direction, demand, or requirement of the commission, where a penalty has not otherwise been provided,

is subject to a penalty of not less than \$500 and not more than \$50,000 for each offense. Existing law requires that any fine or penalty imposed by the commission and collected from a public utility be paid to the State Treasury to the credit of the General Fund. The act includes provisions that are specific to gas corporations that involve safety standards for pipeline facilities or the transportation of gas in the state.

This bill would revise the provisions that are specific to gas corporations that involve safety standards for pipeline facilities or the transportation of gas in the state, to authorize the commission to order that all or a portion of a fine or penalty levied against a gas corporation in three specified proceedings be held in a separate account by the gas corporation to offset investments for pipeline replacement to be undertaken within the service territory of the corporation that would otherwise be recovered from the corporation's ratepayers. The bill would require that moneys ordered by the commission to be held in a separate account be used only for the purpose of offsetting investments by the gas corporation for pipeline safety replacement to be undertaken within the service territory of the corporation, and only if the expenses would otherwise be recovered in rates from the utility's ratepayers. The bill would require that any moneys not used for these purposes be paid to the General Fund 5 years after the date of their deposit into the trust account.

This bill would declare that it is to take effect immediately as an urgency statute.

~~Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state.~~

~~Existing law requires the board of governors to develop criteria and standards, in accordance with specified statewide minimum requirements, for the purposes of making the annual budget request for the California Community Colleges to the Governor and the Legislature and allocating state general apportionment revenues. Those statewide minimum requirements include, among other things, a requirement that the calculations of each community college district's revenue level for each fiscal year be based on specified criteria, with revenue adjustments being made for increases or decreases in full-time equivalent students (FTES) for specified purposes. These requirements also include a~~

~~requirement that the statewide requested increase in budgeted workload FTES be based on the sum of specified computations, computed on the basis of fiscal years, including the positive difference between the California unemployment rate and a rate of 5%. For purposes of this computation, existing law prohibits that positive difference from exceeding 2%.~~

~~This bill would change the basis of the computation to calendar years; and delete that prohibition.~~

Vote: ~~majority~~^{2/3}. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. *The Legislature finds and declares all of the*
- 2 *following:*
- 3 (a) *On September 9, 2010, a natural gas transmission pipeline*
- 4 *owned and operated by Pacific Gas and Electric Company*
- 5 *exploded under the intersection of Earl Avenue and Glenview*
- 6 *Drive in the Crestmoor neighborhood of San Bruno, killing eight*
- 7 *people, injuring more than 50, and destroying 38 homes.*
- 8 (b) *The explosion was in a section of pipeline thought by Pacific*
- 9 *Gas and Electric Company to be seamless. Inspection by the*
- 10 *National Transportation Safety Board (NTSB) determined that the*
- 11 *pipe in fact had a double-submerged arc weld.*
- 12 (c) *The revelation that the utility did not know such basic and*
- 13 *vital information as seam type for this pipeline led the NTSB to*
- 14 *issue an urgent recommendation that Pacific Gas and Electric*
- 15 *Company find traceable, verifiable, and complete records for all*
- 16 *pipe in class 3 and 4 locations, and in class 1 and 2 high*
- 17 *consequence areas, that had not had their maximum allowable*
- 18 *operating pressures established through prior hydrostatic testing.*
- 19 *The NTSB recommended that, should the utility not be able to*
- 20 *comply with this recommendation, it establish a maximum*
- 21 *allowable operating pressure through hydrostatic pressure testing.*
- 22 (d) *The Public Utilities Commission (PUC), in Decision*
- 23 *11-06-017, ordered all California gas corporations to develop a*
- 24 *plan to implement these NTSB recommendations for all*
- 25 *transmission pipelines. Pacific Gas and Electric Company's plan*
- 26 *for Phase 1, which addressed pipelines in high-consequence areas,*
- 27 *proposed to incur expenses of seven hundred fifty million five*

1 hundred thousand dollars (\$750,500,000) and to make capital
2 expenditures of one million four hundred thirty-three thousand
3 dollars (\$1,433,000) between 2011 and 2013. Pacific Gas and
4 Electric Company officials have stated that Phase 2 could cost
5 between six billion eight hundred million dollars (\$6,800,000,000)
6 and nine billion dollars (\$9,000,000,000).

7 (e) This investment will greatly exceed the total net investment
8 that Pacific Gas and Electric Company has placed in its pipeline
9 system over the past several decades. The vast majority of this cost
10 is proposed to be borne by the utility's ratepayers.

11 (f) Given Pacific Gas and Electric Company's current 11.35
12 percent authorized return on equity, each dollar of capital
13 investment in pipeline replacement will cost ratepayers more than
14 three dollars and fifty cents (\$3.50) in repayment of principal, debt
15 service, return on shareholder equity, and taxes on the return on
16 shareholder equity over the 45-year amortization of the investment.

17 (g) Pacific Gas and Electric Company is currently under
18 investigation in three PUC penalty proceedings related to the
19 pipeline accident: Investigation 11-02-016, Investigation
20 11-11-009, and Investigation 12-01-007. The utility projects that
21 fines in these penalty proceedings will likely exceed two hundred
22 million dollars (\$200,000,000).

23 (h) Currently, all fines in PUC penalty proceedings are required
24 by statute to be deposited into the state's General Fund.

25 (i) Prior to the current investigations involving the San Bruno
26 pipeline explosion, the largest safety-related fine the PUC had
27 levied was a thirty-eight-million-dollar (\$38,000,000) fine for a
28 fatal natural gas distribution pipeline explosion on Christmas Eve
29 of 2008 in Rancho Cordova.

30 (j) Given the unprecedented amount of pipeline investment that
31 Pacific Gas and Electric Company is proposing to make in the
32 aftermath of the San Bruno explosion and the unprecedented size
33 of the likely fine that the utility faces as a result of the explosion,
34 any fines assessed to the utility as a result of the explosion should
35 go toward offsetting the costs that the utility's ratepayers would
36 otherwise bear for safety upgrades to the utility's pipeline system.

37 SEC. 2. Section 2104 of the Public Utilities Code, as amended
38 by Section 7 of Chapter 552 of the Statutes of 2008, is amended
39 to read:

1 2104. (a) Except as provided by Sections 2100 and 2107.5,
2 and in addition to the remedies provided in Sections 688.020 and
3 688.030 of the Code of Civil Procedure, actions to recover penalties
4 under this part may be brought in the name of the people of the
5 State of California, in the superior court in and for the county, or
6 city and county, in which the cause or some part thereof arose, or
7 in which the corporation complained of has its principal place of
8 business, or in which the person complained of resides. The action,
9 if brought pursuant to this section, shall be commenced and
10 prosecuted to final judgment by the attorney or agent of the
11 commission. All fines and penalties may be sued for and recovered.
12 The commission may enjoin the sale of a public utility's or
13 common carrier's assets to satisfy unpaid fines and penalties. The
14 commission may use any of the remedies afforded to a creditor
15 under the Uniform Fraudulent Transfer Act (Chapter 1
16 (commencing with Section 3439) of Title 2 of Part 2 of Division
17 4 of the Civil Code). Respondents who fraudulently transfer assets
18 to avoid paying commission-imposed fines or penalties are subject
19 to prosecution under Sections 154, 531, and 531a of the Penal
20 Code. In all of these actions, the procedure and rules of evidence
21 shall be the same as in ordinary civil actions, except for
22 prosecutions under the Penal Code or as otherwise herein provided.
23 ~~All~~ Except as provided in Section 2104.5, all fines and penalties
24 recovered by the state in any action, together with the costs thereof,
25 shall be paid into the State Treasury to the credit of the General
26 Fund. Any action may be compromised or discontinued on
27 application of the commission upon the terms the court approves
28 and orders.

29 (b) This section shall remain in effect only until January 1, 2014,
30 and as of that date is repealed, unless a later enacted statute, that
31 is enacted before January 1, 2014, deletes or extends that date.

32 *SEC. 3. Section 2104 of the Public Utilities Code, as added by*
33 *Section 8 of Chapter 552 of the Statutes of 2008, is amended to*
34 *read:*

35 2104. (a) Except as provided by Sections 2100 and 2107.5,
36 actions to recover penalties under this part shall be brought in the
37 name of the people of the State of California, in the superior court
38 in and for the county, or city and county, in which the cause or
39 some part thereof arose, or in which the corporation complained
40 of has its principal place of business, or in which the person

1 complained of resides. The action shall be commenced and
2 prosecuted to final judgment by the attorney or agent of the
3 commission. All fines and penalties may be sued for and recovered.
4 The commission may enjoin the sale of a public utility's or
5 common carrier's assets to satisfy unpaid fines and penalties. The
6 commission may use any of the remedies afforded to a creditor
7 under the Uniform Fraudulent Transfer Act (Chapter 1
8 (commencing with Section 3439) of Title 2 of Part 2 of Division
9 4 of the Civil Code). Respondents who fraudulently transfer assets
10 to avoid paying commission-imposed fines or penalties are subject
11 to prosecution under Sections 154, 531, and 531a of the Penal
12 Code. In all of these actions, the procedure and rules of evidence
13 shall be the same as in ordinary civil actions, except for
14 prosecutions under the Penal Code or as otherwise herein provided.
15 ~~AH~~ *Except as provided in Section 2104.5, all fines and penalties*
16 *recovered by the state in any action, together with the costs thereof,*
17 *shall be paid into the State Treasury to the credit of the General*
18 *Fund. Any action may be compromised or discontinued on*
19 *application of the commission upon the terms the court approves*
20 *and orders.*

21 (b) This section shall become operative on January 1, 2014.

22 *SEC. 4. Section 2104.5 of the Public Utilities Code is amended*
23 *to read:*

24 2104.5. (a) Any penalty for violation of any provision of this
25 act, or of any rule, regulation, general order, or order of the
26 commission, involving safety standards for pipeline facilities or
27 the transportation of gas in the State of California may be
28 compromised by the commission. In determining the amount of
29 ~~such~~ *the* penalty, or the amount agreed upon in compromise, the
30 appropriateness of ~~such~~ *the* penalty to the size of the business of
31 the person charged, the gravity of the violation, and the good faith
32 of the person charged in attempting to achieve compliance, after
33 notification of a violation, shall be considered. The amount of any
34 ~~such~~ penalty, when finally determined, or the amount agreed upon
35 in compromise, may be recovered in a civil action in the name of
36 ~~the People~~ *people* of the State of California in the superior court
37 in and for the county, or city and county in which the cause or
38 some part thereof arose, or in which the corporation complained
39 of has its principal place of business or the person complained of
40 resides. In any such action, all penalties incurred, or amounts

1 agreed upon in compromise for violations committed up to the
2 time of commencing the action may be sued for and recovered. In
3 all-~~such~~ those actions, the procedure and rules of evidence shall
4 be the same as in ordinary civil actions, except as otherwise herein
5 provided. All fines and penalties recovered by the state in any-~~such~~
6 action, together with the costs thereof, shall be paid into the State
7 Treasury to the credit of the General Fund, *except upon order of*
8 *the commission pursuant to subdivision (b).*

9 *(b) The commission shall order that any fine or penalty levied*
10 *against a gas corporation in Investigation 11-02-016, Investigation*
11 *11-11-009, or Investigation 12-01-007, be held in a separate*
12 *account by the gas corporation to offset investments for pipeline*
13 *replacement to be undertaken within the service territory of the*
14 *corporation and that would otherwise be recovered from the*
15 *corporation's ratepayers.*

16 *(c) The commission shall set a rate of interest for an account*
17 *established pursuant to subdivision (b).*

18 *(d) (1) Any moneys ordered by the commission to be held in a*
19 *separate account pursuant to subdivision (b) shall be used,*
20 *consistent with the intent of the Legislature as stated in paragraph*
21 *(2), only for the purpose of offsetting investments by the gas*
22 *corporation for pipeline replacement to be undertaken within the*
23 *service territory of the corporation, and only if the investments*
24 *would otherwise be recovered in rates from the utility's ratepayers.*
25 *Any moneys not used for these purposes shall, five years after the*
26 *date of their deposit into the trust account, be paid to the General*
27 *Fund.*

28 *(2) It is the intent of the Legislature that moneys ordered by the*
29 *commission to be held in a separate account pursuant to*
30 *subdivision (b) be used to offset investments that are to be made*
31 *by a gas corporation during the first phase of the utility's*
32 *implementation plan filed in response to Decision 11-06-017,*
33 *Decision Determining Maximum Allowable Operating Pressure*
34 *Methodology and Requiring Filing of Natural Gas Transmission*
35 *Pipeline Replacement or Testing Implementation Plans (filed June*
36 *9, 2011), if the commission determines that the investments would*
37 *otherwise be recovered in rates from the utility's ratepayers.*

38 *SEC. 5. This act is an urgency statute necessary for the*
39 *immediate preservation of the public peace, health, or safety within*

1 *the meaning of Article IV of the Constitution and shall go into*
2 *immediate effect. The facts constituting the necessity are:*

3 *In order to address and resolve significant financial issues*
4 *presented by ongoing proceedings before the Public Utilities*
5 *Commission, it is necessary for this act to take effect immediately.*

6 ~~SECTION 1. Section 84750.5 of the Education Code is~~
7 ~~amended to read:~~

8 ~~84750.5.—(a) The board of governors, in accordance with the~~
9 ~~statewide requirements contained in paragraphs (1) to (11),~~
10 ~~inclusive, of subdivision (d), and in consultation with institutional~~
11 ~~representatives of the California Community Colleges and~~
12 ~~statewide faculty and staff organizations, so as to ensure their~~
13 ~~participation in the development and review of policy proposals,~~
14 ~~shall develop criteria and standards for the purposes of making the~~
15 ~~annual budget request for the California Community Colleges to~~
16 ~~the Governor and the Legislature, and for the purpose of allocating~~
17 ~~the state general apportionment revenues.~~

18 ~~(b) In developing the criteria and standards, the board of~~
19 ~~governors shall utilize and strongly consider the recommendations~~
20 ~~and work product of the “System Office Recommendations Based~~
21 ~~on the Report of the Work Group on Community College Finance”~~
22 ~~that was adopted by the board at its meeting of March 7, 2005.~~
23 ~~The board shall complete the development of these criteria and~~
24 ~~standards, accompanied by the necessary procedures, processes,~~
25 ~~and formulas for utilizing its criteria and standards, by March 1,~~
26 ~~2007, and shall submit on or before that date a report on these~~
27 ~~items to the Legislature and the Governor.~~

28 ~~(c) (1) It is the intent of the Legislature in enacting this section~~
29 ~~to improve the equity and predictability of general apportionment~~
30 ~~and growth funding for community college districts in order that~~
31 ~~the districts may more readily plan and implement instruction and~~
32 ~~related programs, more readily serve students according to the~~
33 ~~policies of the state’s master plan for higher education, and enhance~~
34 ~~the quality of instruction and related services for students.~~

35 ~~(2) It is the intent of the Legislature to determine the amounts~~
36 ~~to be appropriated for the purposes of this section through the~~
37 ~~annual Budget Act. Nothing in this section shall be construed as~~
38 ~~limiting the authority either of the Governor to propose, or the~~
39 ~~Legislature to approve, appropriations for California Community~~
40 ~~Colleges programs or purposes.~~



ADVOCATION



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

June 4, 2012

TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Advocation, Inc. – Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- MAY

On May 14, Governor Brown released his May Revision to the 2012-13 State Budget and stated that the budget deficit has increased from \$9.2 billion in January, to \$15.7 billion, with a structural deficit of \$8.2 billion (\$4.4 billion was anticipated in January).

In order to address the shortfall, the Governor proposes \$16.7 billion in solutions (including a \$1 billion reserve) as follows:

- **50% (\$8.3 billion)** from making various cuts to education and health and human services, scoring savings from the elimination of redevelopment agencies, and reduced compensation for state employees, and;
- **35% (\$5.9 billion)** from the imposition of temporary taxes which includes increasing the personal income tax for seven years on income earners making over \$250,000 and a ¼ percent sales tax for four years. The taxes would be placed on this November's ballot, and;
- **15% (\$2.5 billion)** from loan repayment extensions, transfers and loans from special funds, and additional weight fee revenue, among other things.

The tax proposals will include trigger cuts of \$6.1 billion that would go into effect in January 1, 2013 if the measures fail. This includes a reduction of \$5.5 billion for schools and community colleges, \$250 million each to the University of California and California State University, and a variety of reductions for public safety programs.

Overall, the May Revision does not make any significant changes to funding for transportation or public transit from the January budget. Funding for the State Transit assistance program has increased from \$420 million in January to \$486 million.

Due to Proposition 25, the legislature is expected to vote on a budget by the June 15th Constitutional deadline.

High-Speed Rail

On April 2, the High-Speed Rail Authority released its revised Business Plan. The latest edition makes several major revisions from the original plan which was released on November 5th and calls for a \$98.5 billion investment to build the high-speed train network. The following is a brief summary of the revisions:

- A commitment to new high-speed infrastructure development between the state's metropolitan regions while using, to the maximum extent possible, existing regional

and commuter rail systems in urban areas. Electrification of the Caltrain system is specifically called out as is the need to improve service on the “bookends” and utilize funding from the Proposition 1A connectivity pot, of which Caltrain is a recipient.

- Begin building the Initial Operating Segment (IOS) in the Central Valley.

As a result, Caltrain is in position to receive as much as \$1 billion in Proposition 1A funding to use with local match dollars (\$1.428 billion total) to electrify its system along its existing right-of-way, implement positive train control, and purchase new rail cars. The improvements would be completed by 2019, a full 12 years before high-speed rail service is being contemplated in the area. Electrification will allow for member agencies to reduce their operating costs in half while increasing service from 45,000 to 70,000 riders per day.

The Governor has also proposed to fund high-speed rail through his Cap and Trade program, although details are scant at this point.

While the Department of Finance has recommended that the \$816 million in remaining Proposition 1A connectivity funding be appropriated for the first time (for non-positive train control projects), they have conditioned that the revenue will only be available if funding for the Central Valley is appropriated concurrently.

Both budget subcommittees on transportation have left the items relating to funding high-speed rail open until at least the May Revision is released on May 14th. Senate Budget subcommittee #2 Chair Joe Simitian expressed concern over the need to spend the \$3.3 billion in federal funding in the Central Valley along with a \$2.7 billion commitment from the state, and whether the construction of the initial operating will result in a usable segment (meaning will ridership justify its existence). In addition, Simitian expressed concern over not currently having sufficient resources to build the entire \$68.5 billion system. Assembly Budget subcommittee #3 Chair Rich Gordon, also expressed a desire to ensure that funding be provided to the bookends, namely Caltrain, in order to allow for the requisite funds to electrify the system.

The Legislative Analyst's Office (LAO) has voiced serious concerns over the legality of using Cap and Trade revenue for high-speed rail, given that in their estimation, it would not reduce greenhouse gas emissions. Furthermore, the LAO has reservations that additional funding will be made available to build the system and therefore advises that funds should only be used to purchase right-of-way and complete environmental impact reports should full funding be realized one day.

High Speed Rail Authority (HSRA) Chair Dan Richard stated that the federal grant must be spent in the Central Valley since that provision was included in the proposal submitted to the Federal Rail Administration or else we would have to “re-compete” for the funding and stand a great chance of losing it to another state. He also stated that existing revenues would be sufficient to build usable segments and improve service along the bookends. Finally, Richard argued that Cap and Trade revenue is a legitimate use for high-speed rail given that it is reference in the AB 32 Scoping Plan.

We are working with various transportation stakeholders to acquire the necessary appropriation authority from the legislature to being work along the Peninsula. In fact, we hosted a meeting in our office on May 10 with the Department of Finance (DOF), California Transportation Commission (CTC), and High Speed Rail Authority (HSRA) in order to ensure that all parties were communicating and driving at attaining a consensus on the list that the CTC is expected to adopt at it June 28-29 meeting. We believe that the meeting was productive as DOF has gained a better understanding of how the proposed projects are consistent with the revised Business Plan. Business Transportation & Housing Agency Brian

Kelly, and Assembly Members Rich Gordon and Jerry Hill have also been consulted as they are working on the necessary budget trailer bill language to help ensure the appropriation for the Peninsula.

SB 1189 Hancock, which was introduced to provoke the appropriation of the connectivity funding, was recently held on the Senate Appropriations Suspense File, meaning that the bill is dead. The bill was deemed unnecessary given the progress that is being made through the budget process on the issue.

On June 1, the HSRA will hold a meeting to allow the CTC to present its list of projects that are recommended for funding from the connectivity pot. The CTC plans to adopt the final list at its meeting on June 27-28.

Cap-and-Trade

In October 2010 the California Air Resources Board (CARB) adopted the Cap and Trade regulation, which is expected to help California achieve the goals of AB 32, the Global Warming Solutions Act of 2006, which seek for the state to reach the equivalent of the 1990-level of greenhouse emissions by 2020. The Cap and Trade program will set a limit on the total greenhouse gas (GHG) emissions that can be emitted by specific sources within the state; those emitters that plan to emit more than they hold "allowances" for must purchase more allowances through this market-based system.

CARB reports that the regulation will cover 360 businesses representing 600 facilities and is divided into two phases: the first, beginning in 2013, will include all major industrial sources along with electricity utilities; the second, starting in 2015, brings in distributors of transportation fuels, natural gas and other fuels.

CARB will provide the majority of allowances to all industrial sources during the initial period (2013-2014), using a calculation that rewards the most efficient companies. Those that need additional allowances to cover their emissions can purchase them at regular quarterly auctions ARB will conduct, or buy them on the market. The first auctions of allowances (for 2013 allowances) are slated for August and November 2012. As the emissions cap declines each year, the total number of allowances issued in the state drops, requiring companies to find the most cost-effective and efficient approaches to reducing their emissions. The first compliance year when covered sources will have to turn in allowances is 2013.

According to the Legislative Analyst's Office (LAO), the revenues expected from the Cap and Trade system may range anywhere from \$650 million to \$3 billion for 2012-13. The Governor's January budget request \$1 billion in Cap and Trade revenues for 2012-13, although recent estimates suggest that \$700 million is more likely. A trial auction will be conducted in August in preparation for an actual auction in November.

We are working with transportation stakeholders to develop recommendations for legislative leadership and the Department of Finance in regards to the use of the revenue – particularly that as much as possible go to transit and transportation purposes.

The AB 32 Scoping plan states that nearly 40% of GHG emissions in the state come from the transportation sector. Transportation stakeholders believe that this is a good place to start. Another idea contemplates that when fuel distributors become covered by the program in 2015, Cap and Trade revenue received from that source should be entirely dedicated to transit/transportation purposes.

The Governor's budget proposes that \$500 million of the 2012-13 Cap and Trade revenue will go toward the General Fund. The other \$500 million is directed to projects that further the goals of AB 32. The Governor's budget lists "efficient public transportation" as a proposed

investment of the revenues. We would suggest that the amount that the Governor is proposing to go to the General Fund can be set aside to retire transportation bond debt service.

Below is an example of a proposal of how Cap and Trade revenues can be potentially distributed:

General Fund's share of total revenue allocation amount

- Any funds temporarily diverted to the General Fund should be considered for use in paying down bond debt service on transportation and transit bonds, including Proposition 1A (High-Speed Rail and regional rail connectivity) and Proposition 1B (Transportation and Transit Infrastructure)

Transportation's share of total revenue allocation amount

- The AB 32 Scoping Plan states that almost 40% of the State's GHG emissions come from the transportation sector; therefore AT LEAST 40% of available Cap and Trade revenue should be made available to transportation and transit, and any initial allocation should be subsequently adjusted as we learn more about the revenues generated specifically by the transportation fuel sector (under which "return to source" or "payor benefits" principles could be addressed)

Eligible expenditures

1. Public transportation projects
 - a. Capital (rail line extensions, BRT, clean fuel bus purchases, facilities, etc.)
 - b. Operations (labor expenses for drivers, maintenance, power and fuel, etc.)
2. Other types of transportation projects that do not increase GHG emissions (ramp metering, ITS message boards, etc.)

Basis of revenue allocation within the transportation sector

1. 100% to MPOs*
 - a) Subject to regional guarantees – based on CARB inventory of GHG emissions per MPO jurisdiction (2020 baseline)
 - b) Competitive program administered within each MPO's jurisdiction
 - c) Transportation projects could be prioritized if bundled with other GHG-reducing projects, like mixed-use/ housing, TOD projects

*In SCAG region, funds sub-allocated to and administered by LCTCs/ RTPAs

Basis of project award

1. Based on GHG reduction
 - a) Best return on investment/ biggest bang for the buck in reducing GHGs
2. Link to Sustainable Community Strategy (pursuant to SB 375)
 - a) Interim period while all SCSs come on line
3. Must be in RTP or STP
4. Co-benefits
 - a) Cleaner air via congestion mitigation, fewer cars
 - b) Public health
 - c) Mobility

- d) Economic efficiency
- e) Social justice / environmental justice

Assembly Speaker Pérez has introduced AB 1532, which establishes procedures for collecting the revenues and a directive for using those revenues for AB 32 purposes. Similarly, Senator Pavley, one of the original authors of AB 32, has introduced a similar bill, SB 1572. Both bills are still in an early form, meaning that they do not contain substantive provisions or have language that will wind up being amended substantially. The Speaker's staff continues to seek our recommendations for getting the Cap and Trade revenue allocated.

We are working internally as well as with other transportation stakeholders to develop recommendations for legislative leadership and the Department of Finance in regards to the specific use of this revenue, and want to help position C/CAG to benefit from a proposal.

CTC Meeting

We are pleased to report that San Mateo will be hosting the California Transportation Commission for its September 26-27 meeting. Your advocacy team is working with Caltrain, SamTrans, and SMCTA staff on making the event a success.

Proposition 1B Funding for San Mateo Smart Corridor Project

The San Mateo Smart Corridor Project is located within the corridor bounded by Route 101 and State Route (SR) 82, from Whipple Avenue (Redwood City) in the south to Route 380 (San Bruno) in the north. The project scope consists of deploying various intelligent transportation system (ITS) elements along SR 82 within the state right of way and on local streets that connect to Route 101 and SR 82. Once completed, these improvements are expected to reduce both recurring and non-recurring traffic congestion within the project limits.

In February 2008, the CTC programmed \$1 million to fund Segment 1 and \$9 million to fund Segment 2. In January 2012 the CTC programmed \$7.5 million to Segment 3A.

Funds for segment 1 and 2 were allocated by the CTC at its March 2011 and October 2011 meetings respectively. In April 2012, Segment 2 was awarded with Traffic Light Synchronization Program (TLSP) savings of \$3.455 million.

The CTC approved \$3.455 million of the additional TLSP funds for Segment 3B will install ITS equipment including trailblazer signs, closed circuit television (CCTV) cameras, conduit, fiber optics, and upgrade signal controllers. ITS elements installed will be connected with other elements and integrated with Caltrans, District 4 Regional Traffic Management Center. Construction of this segment can commence by August 2012.

Transit Capital Funding

The District has obtained \$199,960 for the replacement of paratransit cutaway buses from the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). The PTMISEA program is the main source of funding for transit capital and rolling stock purchases.

Key Bills

1. AB 1780 (Bonilla) assigns responsibilities, including cost-sharing responsibilities between local transportation planning agencies and Caltrans, for completion of project study reports (PSRs), or equivalent planning documents. It also directs Caltrans to review and approve PSRs or equivalent planning documents that are prepared by other entities for projects on the State Highway System. Mandates that, for state highway projects that are in an adopted

regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program, Caltrans is to review and approve the PSR or equivalent planning document at its own expense; for other projects, Caltrans's costs for review and approval of the PSRs or equivalent planning documents are to be paid by the entity performing the work.

PSRs and equivalent planning documents (referred to collectively as project initiation documents, or PIDS) are used to document the initial stages of a project's development. They contain specific information related to a project idea such as the identification of the transportation problem that is to be addressed, an evaluation of potential alternatives to address the problem, and the justification and description of the preferred solution. Each PSR also includes the estimated cost, scope, and schedule of the project-information needed to decide if, how, and when to fund the project. Existing law requires PSRs to be completed before a project can be included in an adopted STIP and the California Transportation Commission (CTC) administratively requires PSRs for projects to be included in the State Highway Operation and Protection Program.

Caltrans' efforts related to preparing and providing oversight for PIDS, including development of PSRs, have come under scrutiny in the last couple of years, focused largely on a significant over-production of PIDs and resultant wasteful costs. Much of the scrutiny was as a result of the Legislative Analyst's Office (LAO) budget analyses that identified deficiencies in the program, including (in addition to the over-production issue) a lack of any cost-sharing arrangements with other agencies for the development of PIDs. As a result, the Legislature requested Caltrans to collaborate with external stakeholders to identify ways to improve the project initiation process, including consideration of potential cost-sharing arrangements and a streamlined PID process.

Caltrans responded to LAO's concerns and recommendations by working with local agencies and the CTC to streamline PIDs. These efforts sought to ensure that PSRs did not include more information than was prudent to collect at the beginning stages of a project's development and that PSRs were not being done for more projects than could reasonably be expected to be developed.

Budget discussions are continuing this year and continue to focus on: 1) identifying the appropriate source of funding for PSRs and other planning documents; and 2) resolving the appropriate content and scope of these documents. Previous attempts by the Legislature to ensure that Caltrans be responsible for costs for locally-sponsored state highway projects have been twice vetoed by the Governor, who directed, instead, that Caltrans' costs for the work be reimbursed by local agencies.

This bill was approved by the Assembly on May 29 by a vote of 68 to 0. The next stop is the Senate Transportation and Housing Committee.

2. ACA 23 (Perea) this bill would amend the Constitution to lower the vote threshold, from 66% to 55%, for local transportation sales tax measures.

This bill has yet to be referred to a policy committee.

3. SB 1339 (Yee) authorizes the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with an average of 50 employees per week to offer those employees certain commute benefits.

Last year, MTC and BAAQMD sponsored similar legislation (SB 582) for purposes of authorizing a metropolitan planning organization (MPO), in conjunction with the local air quality management district, to adopt a regional commute benefit requirement, for businesses of 20 or more. SB 1339 raises the threshold to apply to companies/businesses that employ 50 people. The intent of the bill is to help reduce congestion, cut air pollution, and achieve the mandated transportation-related greenhouse gas reduction targets adopted by the Air Resources Board (ARB) in 2010, consistent with Senate Bill 375 (Steinberg, 2008).

The bill is awaiting a hearing in the Assembly Transportation Committee.

C/CAG AGENDA REPORT

Date: June 14, 2012

To: C/CAG Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 12-30 for Amendment No. 1 of the Congestion Relief Plan. (Requires special voting procedures)

(For further information or questions contact Jean Higaki at 650-599-1462 or Sandy Wong at 650-599-1409)

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 12-30 for Amendment No. 1 of the Congestion Relief Plan. (Requires special voting procedures)

FISCAL IMPACT

Congestion Relief Plan receives \$1.85 million per year for four years from July 1, 2011 to June 30, 2015. Approval of this amendment has no fiscal impact.

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived from C/CAG member assessment.

BACKGROUND/DISCUSSION

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

The current Congestion Relief Plan was reauthorized by the C/CAG Board on December 9, 2010 and effective from July 1, 2011 to June 30, 2015. The reauthorization includes the programs as shown on the table below.

ITEM 6.2

2011-2015 Adopted Plan		
1	Employer-Based Shuttle and Local Transportation Services Program	\$500,000
2	Travel Demand Management	\$550,000
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies	\$200,000
4	Ramp Metering	\$100,000
5	Linking Transportation and Land Use: 5A. Major Corridors Planning Grants 5B. Transportation Improvement Strategy to Reduce Green House Gases 5C. General Climate Action Plan Activities 5D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.	\$500,000
Total		\$1,850,000

In the last few years staff has noted that there is not a large demand for the Major Corridors Planning Grants. It is proposed that the language be modified to allow for a broader range of feasibility studies and project studies to be funded by this program to accelerate project development within this county. It is proposed to modify 5A as shown in the attached track changes.

In addition, the current Congestion Relief Plan, Attachment B, also prescribes the funding amounts for Items 5A, 5B, 5C, and 5D. Due to the varied expenditure needs from year to year it is also requested that flexibility be provided to shift funds between the sub-items under Item 5 (Linking Transportation and Land Use) as long as the overall total for Item 5 does not exceed \$500,000, subject to C/CAG annual budget approval.

This item was presented to the Congestion Management and Environmental Quality Committee (CMEQ) on May 21, 2012. The CMEQ concurred with the amendment but also requested to broaden the scope of item 5A (Major Corridors Planning Grants). Amendment No. 1 proposes changes to item 5 of the Congestion Relief Plan, as shown in the “shaded” area of Attachment B, in order to align expenditures in the current budget. Further changes may be made to the CRP in the future at the direction of the board.

ATTACHMENTS

1. Resolution 12-30 amending the San Mateo County Congestion Relief Program
2. Amended Attachment B Congestion Relief Plan Program Details – See shaded areas

RESOLUTION 12-30

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FOR AMENDMENT NO. 1 OF THE SAN MATEO COUNTY CONGESTION RELIEF PROGRAM

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

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

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

WHEREAS, a Countywide Program to address these deficiencies is more effective; and

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

WHEREAS, the San Mateo County Congestion Relief Program has been demonstrated to be an effective program that included ramp metering, Intelligent Transportation System Plans, Countywide Travel Demand Management, and funded local and employer shuttles; and

WHEREAS, the San Mateo County Congestion Relief Program was reauthorized by the board on December 9, 2010 and is in effect from FY 2011/12 thru FY 2014/15; and,

WHEREAS, minor amendments are proposed to increase the flexibility of the San Mateo County Congestion Relief Program by broadening the range of studies funded by planning grants and increasing the Executive Directors ability to shift funds between the Transportation and Land Use sub-programs.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to approve Amendment No. 1 of the Congestion Relief Plan.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

**SAN MATEO COUNTY CONGESTION RELIEF PLAN
REAUTHORIZATION**

PROGRAM DETAILS FOR 7/1/2011 – 6/30/2015

Adopted on 12/9/2010

Shaded areas adopted on 6/14/2012 as Amendment No. 1

1. Employer-Based Shuttle Program and Local Transportation Services.

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

Both Employer-Based Shuttle and Local Transportation Services Program funds are awarded through a competitive process. The program requires that each project sponsor provide a match of funds and in-kind services equal to 50% of the total service cost.

For both the Employer-Based Shuttle and Local Transportation Services Program, the San Mateo County Transportation Authority reimburses C/CAG up to 50% of funds it disperses for shuttle services upon invoice.

Proposed: There is no proposed change to program implementation. The annual fund level for the two programs is currently \$500,000 (\$120K for Employer-Based and \$380K for Local Transportation). It is proposed that the new authorization remain at the same level of funding.

Proposed Goals:

- To increase shuttle usage, thereby increasing transit use, and thereby reducing congestion.
- Leverage fund sources to expand shuttle services.

2. Countywide Travel Demand Management Program.

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Alliance). Examples of TDM type projects include but are not limited to voluntary trip reduction program, work with employers to reduce peak commute trips, employer based shuttle development and management, employer alternative commuting support services, school carpool programs, alternative commute incentive programs.

The Alliance has been extremely successful in meeting the needs of the individual communities,

city and county governments, and employers throughout San Mateo County.

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

Proposed Goals:

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

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

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. It is anticipated that funding under this Program will be used for consulting assistance to design and implement individual components of the ITS Plan.

Currently Caltrans is developing a Corridor System Management Plan (CSMP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. It is anticipated that funding under this Program will be used for consulting assistance to study, design, or implement roadway and freeway operational and safety improvement strategies.

Proposed: This program is expanded to include transportation corridor study activities and traffic operational improvements within the County. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

Proposed Goals:

- Analyze the causes of congestion and identify solutions to mitigate congestion.
- Emphasize solutions that utilize technology for congestion reduction and traffic operation improvements.
- Implement and operated the San Mateo Smart Corridors
- Define ITS strategies for US 101 and I-280.

4. Ramp Metering Program.

Under the original Congestion Relief Plan a Ramp Metering Study was done for Route 101 (county line to county line) and Route 280 from Route 380 north to the county line. The program implementation is mostly complete with installation of all metering equipment. South bound Ramp meters on Route 280, and US 101 meters, north of Route 92, have yet to be turned on. Funding under the reauthorized Congestion Relief Plan will be needed for the following:

- Designing the implementation of the remaining phase of the program.

- Consultant analysis and develop timing plans for meters that are not yet turned on.
- Conducting a before and after study to document the effects of implementing ramp metering.
- On going monitoring of the program.
- Fine-tuning and adjusting the program to respond to changes in traffic patterns.
- Conducting an education and community outreach effort about the program.

Proposed: There is only a minor expansion of to this program to include the development of timing plans. The annual fund level for this program is currently \$100,000. It is proposed that the new authorization remain at the same level of funding. The San Mateo County Transportation Authority matches these funds on a reimbursement basis.

Proposed Goals:

- Implement the C/CAG approved Ramp Metering Program.

5. Linking Transportation and Land Use.

5A. Major Corridors Planning and Project Study Grants.

On May 11, 2006, the C/CAG Board approved the El Camino Real Incentive Program and authorized the use of the Congestion Relief Plan as the funding source for the Program. Under this Program the jurisdictions along El Camino Real/ Mission Street will be eligible to receive up to \$50,000 as matching funds to support land use and transportation planning efforts along the corridor.

Jurisdictions will also be eligible for an additional \$50,000 in matching funds to support the implementation of these plans. Some of the other activities that will be funded as part of the El Camino Real Incentive Program include the development of a corridor study and design of transportation system improvements to complement the land use changes adopted by the local jurisdictions, and as matching funds to secure outside grants to support the overall El Camino Real Program.

As part of this reauthorization, it is proposed to expand this program to apply to other major corridors that are undefined at this time.

Proposed: It is proposed to change this program implementation to also include other major corridors and other project related feasibility studies and project study reports that are undefined at this time. The annual fund level for this program is currently \$500,000. To date C/CAG has awarded only \$200,000 in four years. It is proposed that the new authorization level be reduced to \$200,000 to help fund other program expansions (see note under Total Funding).

Proposed Goals:

- Increase the number of plans adopted by the Cities
- Provide incentives for jurisdictions to look at El Camino Real and other major corridors from a holistic approach by integrating land use and multi-modal transportation planning.

5B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to countywide or regionally significant transportation projects that reduce green house gases. Example projects include the following:

- In 2010, the Bay Area Air Quality Management District (Air District), in partnership with Association of Bay Area Governments (ABAG), cities and counties, other government agencies, industry, and local businesses and non-profits obtained a grant for a \$9.9 million Electric Vehicle (EV) Infrastructure Readiness Pilot Project (“Project”) in support of EV deployment in the Bay Area. The project intends to fund the purchase and installation of EV chargers in high-demand travel corridors and other strategic locations to addresses one of the key adoption barriers to EV -- range anxiety.

According to the ABAG proposal, C/CAG will work with local stakeholders to deploy 50 charge points. These charge points will be located on transit nodes/ stations and on the El Camino Real Corridor, in public parking facilities, near major commercial and workplace centers.

Other entities are providing most of the match however C/CAG is contributing \$100,000 from this program for a portion of the project match.

- In October 2010, Metropolitan Transportation Commission (MTC) approved a \$4.29 million grant to the Bay Area Air Quality Management District (BAAQMD) to fund a Regional Bike-sharing Pilot Program to deploy approximately 1,000 bicycles at up to 100 kiosk stations around the Bay Area. The Regional Bike Sharing Program will implement bike sharing along the peninsula transportation corridor: San Francisco, Redwood City, Mountain View, Palo Alto, and San Jose. C/CAG is contributing \$50,000 from this program for a portion the project match

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$100,000 (see note under Total Funding).

Proposed Goals:

- As this is primarily a fund matching program, leverage funds towards projects aimed at reducing GHG.

5C. General Climate Action Plan Activities.

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee and supported the development of countywide climate change related programs. Program funds would be used to staff the RMCP Committee.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water use and climate change efforts in San Mateo County. The RMCP also reports on the San Mateo County Energy Watch (SMCEW) and promotes the goals outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership and economic opportunities related to the RMCP committee's efforts. RMCP staff also seeks additional funding to expand countywide climate change and resource reduction programs.

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$50,000 (see note under Total Funding).

Proposed Goals:

- Develop a climate action plan template and model climate action plan that can be used by local jurisdictions.
- Provide support for countywide climate action planning activities.
- Update the San Mateo County Energy Strategy.

5D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments.

California Air Resources Board (CARB) sets regional greenhouse gas emission targets by September 30, 2010 and each region must incorporate its target in its Regional Transportation Plan (RTP) and Regional Housing Needs Allocation (RHNA). Both RTP and RHNA plans must be consistent with the development pattern developed in the SCS.

At this point is unclear what activities the local agencies in the County will be subjected to however, it is felt that some funding should be set aside in anticipation of activities associated with this planning effort. One potential example activity would be to fund activities needed to form a RHNA sub region.

It is expected that Program funds would be used in part to staff RHNA efforts, develop affordable housing programs, and promote best practices to stimulate infill housing in the transit corridor and along El Camino Real. It is anticipated that projects of a similar nature would also be funded under this program.

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$150,000 (see note under Total Funding).

Proposed Goals:

- Support San Mateo County RHNA/ SCS sub-region efforts.
- Develop an approved housing allocation for the County.
- Provide countywide technical support and analysis to C/CAG for countywide housing planning efforts.

Total Funding

The total funding from C/CAG Member Agencies for reauthorization of the Congestion Relief Plan is \$1,850,000. It is recommended that the C/CAG Executive Director be given the authority to shift funds between Transportation Improvement Strategies to Reduce Green House Gases (5B), General Climate Action Plan Activities (5C), and Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation (5D), which are all related activities.

Note: Flexibility will be provided to shift funds between items 5A, 5B, 5C, and 5D as long as the overall total for Item 5 does not exceed \$500,000, subject to C/CAG annual budget approval.

C/CAG AGENDA REPORT

Date: June 14, 2012
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of Resolution 12-26 approving the C/CAG 2012-13 Program Budget and Fees
(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of Resolution 12-26 approving the C/CAG 2011-12 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

In accordance with the proposed C/CAG 2012-13 Program Budget.

Revenue Sources:

Funding sources for C/CAG include member assessments, cost reimbursement from partners, local sales tax Measure A, private and public grants, regional - State - Federal transportation and other funds, Department of Motor Vehicle fees, State - Federal earmarks, and interest.

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2012-13. Refer to the following:

- Attachment A: Budget Executive Summary. The complete detailed Budget will be provided in a separate attachment for reference.
- Attachment B: Member Assessments. The Member Assessments remain the same as in FY 11-12 in recognition of the difficult budget climate for the cities and the County.
- Attachment C: A graphical presentation of the budget
- Attachment D: Resolution 12-26 adopting the C/CAG 2012-13 Program Budget and Fees
- Attachment E: A comparison of the FY 2011-12 Projection vs. FY 2011-12 Updated Budget
- Attachment F: Key Budget Definitions/ Acronyms

The C/CAG Budget was introduced at the 5/10/12 Board Meeting and is recommended for approval at the 6/14/12 Board Meeting.

C/CAG 2012-13 Program Budget Assumptions:

Revenue

- 1- General Fund/ Administrative - Member Assessments - Same as last year due to budget issues

ITEM 6.3

- with the cities and County. Updated to most recent population estimates.
- 2- Complete grant for Half Moon Bay Airport for \$135,000 with CA Department of Aeronautics and \$50,000 with County of San Mateo (Airport Operator).
 - 3- Complete grant for San Carlos Airport for \$135,000 with CA Department of Aeronautics and \$50,000 with County of San Mateo (Airport Operator).
 - 4- Congestion Management - Member Assessments - Same as last year due to financial issues with the cities and County. Updated to the most recent population estimates.
 - 5- Smart Corridor - Assume \$7,100,000 in TLSP/STIP and local funds(\$550,000) flows through C/CAG Budget. This is for the construction of the local portion of the Smart Corridor Project and the signal system.
 - 6- Included negotiated level of funding for planning from the Metropolitan Transportation Commission (MTC) and the State Transportation Improvement Program (STIP).
 - 7- Transportation Authority (TA) cost reimbursement funding is included in the FY 12-13 Budget.
 - 8- San Mateo Congestion Relief Program assumes \$200,000 in funding for climate action planning. This includes cost for climate action partnerships to assist the cities and County as was done in the 2011-2012 C/CAG budget.
 - 9- Beginning to close-out AB 1546 DMV Program since there will be no additional funds after January 1, 2013.
 - 10- Ramp up Measure M DMV Program for FY 12-13.

Expenditures

- 11- Smart Corridor - Beginning construction phase of the Smart Corridor in FY 12-13 will significantly increase expenditures.
- 12- Congestion Management - Modeling - Funding for VTA as the primary C/CAG modeler.
- 13- 2020 Gateway - Phase 2 consists of the following:
Implementation Project Match - \$100,000.
- 14- San Mateo Energy Watch - Includes \$200,000 for Climate Action Planning.
- 15- San Mateo Smart Corridor Program - Assumes construction of the Smart Corridor project (\$9,630,000).
- 16- NPDES - Programmed projected cost for the new Municipal Regional Permit for FY 12-13. Will use Measure M funds as necessary to address the \$500-750K per year ongoing funding deficit. Expenditures should significantly increase.
- 17- DMV Fee - Transfer out \$550,000 to the Smart Corridor Fund.
- 18- General Fund - Increased the General Fund services whose cost are shared by other funds. The shared cost include professional services, supplies, conferences and meetings, printing/ postage, publications, bank fee and audit services. The share is based on the proportion of the sum of the administration and professional services to the total for all the funds. The funds that share these General Fund cost are General Fund, Transportation Programs, San Mateo Congestion Relief Program (SMCRP), LGP Energy Watch, Transportation Fund for Clean Air(TFCA), National Pollutant Elimination Discharge System, NPDES, DMV Fee Program, and Measure M.
- 19- TFCA - Programmed Projects are 100% reimbursed in current and budget year. Due to lower revenues received than programmed, may have a larger commitment than revenues. Will adjust the final payments to the programmed projects such that they stay within the funds available.
- 20- For FY 11-12 and FY 12-13 it is assumed that all the allocations to each agency will be made from the DMV Fee (AB 1546 and Measure M) Program.
- 21- Beginning to close-out AB 1546 DMV Program since funds expire January 1, 2013.
- 22- Ramp up Measure M DMV Program for FY 12-13.
- 23- Abandoned Vehicle Abatement Reserve Distribution (\$300,000).

C/CAG 2012-13 Program Budget Overview:

Fund Balance:

Beginning - There is a 40.21% increase of \$4,363,667 of which \$4,568,694 is due to the DMV Fee Program.

Ending - There is a 11.09% decrease (\$1,688,172) of which \$1,750,495 is due to the change in fund balance for the Transportation Programs (\$86,364), NPDES (-\$625,384), Abandoned Vehicle Abatement (-\$338,500), and the DMV Fee Program (-\$872,975). This is due to the implementation of the Water Pollution Prevention Program, Abandoned Vehicle Abatement Reserve distribution, and Smart Corridor project implementation.

Revenues:

Total - Revenues increased 34.36%. The Revenue increase of \$6,621,741 of which \$6,804,830 is due to: \$8,099,577 increase in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project and decrease of \$1,294,747 from the DMV Fee revenue.

PPM-STIP - There is a 1451.17% increase (\$5,185,656) of which \$4,800,000 is due to the State Transportation Improvement Program (STIP) funds for the Smart Corridor.

TA Cost Share - Increased 267.05% or \$1,468,750 due to \$2,000,000 cash advance for the Smart Corridor Project to address cash flow for the project.

Interest - Assumes nominal interest rate.

Expenditures:

Total - There is a 85.53% increase (\$12,623,579) of which \$12,518,914 is due to:

- Water Pollution Prevention Program (\$537,859)
- The Smart Corridor Project (\$7,839,276)
- Abandoned Vehicle Abatement Reserve Distribution (\$300,000)
- DMV Fee Countywide Programs (\$3,841,779).

Professional Services - There is a 59.83% increase (\$1,054,871) due to Smart Corridor Construction management.

Consulting Services - There is a 204.36% increase (\$9,756,562) of which \$9,463,586 is due to:

- The NPDES Water Pollution Prevention Program (\$662,691) increased scope.
- Smart Corridor project implementation (\$7,077,120)
- DMV Fee Program (\$1,723,775) project implementation.

Distributions - There is a 31.83% increase (\$2,244,904) of which \$2,050,000 is due to the DMV Fee program.:

Reserve Balance: Increased Reserves by 38.01% (\$200,000) to \$726,112. This yields an average reserve of 20.0% of the operating cost (\$3,555,563). Not necessary to establish a reserve for LGP Energy Watch, TFCA, and AVA.

C/CAG 2012-13 Program Budget Issues:

The C/CAG FY 12-13 Budget is conservative and balanced. Staff will need to do the following:

- Continue to develop sources of revenue to fund the Airport Land Use Commission activities.
- Manage for cash flow the implementation of the Smart Corridor Project which will cause a significant increase in expenditures.

- Reduce the large ending balance (\$1,247,035) of the San Mateo Congestion Relief Program and the DMV Fee Program (\$4,527,295).
- Address the AVA balance of \$563,523 by distributing the funds or returning it to the state.

C/CAG - Member Fees Highly Leveraged and Cost Savings:

The Member Assessments for FY 12-13 remains the same as in FY 11-12. The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 12-13 Revenue is leveraged **11.36 to 1**. Including the funds that C/CAG controls, such as State and Federal Transportation funds, increases the leverage to **20.87 to 1**.

Through the C/CAG functions revenues are provided to member agencies that exceed the Member Assessments or fees. Furthermore it would be more costly for the program to be performed by individual agencies than through C/CAG. Developing cost and program efficiency through collective efforts is the whole basis for C/CAG. Funds provided by the Transportation Authority were coordinated with the TA staff and confirmed that the TA budget is consistent.

Committee Recommendations:

The Finance Committee met on 5/10/12 and provided comments on the detailed Budget. The Technical Advisory Committee (TAC) met on 5/17/12 and the Congestion Management Environmental Quality Committee (CMEQ) on 5/21/12 to overview the C/CAG Budget. All Committees recommend approval of the budget as presented.

Attachments:

- Attachment A - City/County Association of Governments 2012-13 Program Budget Executive Summary
- Attachment B - Member Assessments FY 12-13
- Attachment C - Graphical Representation of C/CAG Budget
- Attachment D - Resolution 12-26 adopting the C/CAG 2012-13 Program Budget and Fees
- Attachment E - FY 2011 - 12 Projection vs. FY 2011 - 12 Updated Budget
- Attachment F - Key Budget Definitions/ Acronymns

Alternatives:

- 1- Review and approval of Resolution 12-26 approving the C/CAG 2012-13 Program Budget and Fees in accordance with the staff recommendation.
- 2- Review and approval of Resolution 12-26 approving the C/CAG 2012-13 Program Budget and Fees in accordance with the staff recommendation with modifications.
- 3- No action.

ATTACHMENT A

City/County Association of Governments 2012-13 Program Budget Executive Summary

(Detailed Budget Provided Separately)

06/05/12	CHANGES IN C/CAG BUDGET BY FISCAL YEAR				
	Projected				
	Actual	Budgeted	Budget	Budget	
	FY 2011-12	FY 2012-13	Change	% Change	
BEGINNING BALANCE	10,852,387	15,216,054	4,363,667	40.21%	
RESERVE BALANCE	376,112	526,112	150,000	39.88%	
PROJECTED REVENUES					
Interest Earnings	61,086	88,000	26,914	44.06%	
Member Contribution	2,601,522	2,603,064	1,542	0.06%	
Cost Reimbursements-SFIA	0	0	0	0.00%	
MTC/ Federal Funding	1,101,746	1,967,163	865,417	78.55%	
Grants	559,226	390,000	(169,226)	-30.26%	
DMV Fee	11,733,500	9,658,500	(2,075,000)	-17.66%	
NPDES Fee	1,308,904	1,326,592	17,688	1.35%	
TA Cost Share	550,000	2,018,750	1,468,750	267.05%	
Miscellaneous/ SFIA	0	0	0	0.00%	
Street Repair Funding	0	0	0	0.00%	
PPM-STIP	357,344	5,543,000	5,185,656	1451.17%	
Assessment	0	0	0	0.00%	
TLSP	1,000,000	2,300,000	1,300,000	130.00%	
	0	0	0	0.00%	
Total Revenues	19,273,328	25,895,069	6,621,741	34.36%	
TOTAL SOURCES OF FUNDS	30,125,715	41,111,122	10,985,408	36.47%	
PROJECTED EXPENDITURES	Projected				
	Actual	Budgeted	Budget	Budget	
	FY 2011-12	FY 2012-13	Change	% Change	
Administration Services	360,346	352,500	(7,846)	-2.18%	
Professional Services	1,763,129	2,818,000	1,054,871	59.83%	
Consulting Services	4,774,115	14,530,677	9,756,562	204.36%	
Supplies	121,018	63,000	(58,018)	-47.94%	
Prof. Dues & Memberships	129,660	132,053	2,393	1.85%	
Conferences & Meetings	15,788	24,000	8,212	52.01%	
Printing/ Postage	35,349	36,500	1,151	3.26%	
Publications	10,222	7,000	(3,222)	-31.52%	
Distributions	7,052,096	9,297,000	2,244,904	31.83%	
Calpers - Unfunded Liability	287,323	0	(287,323)	-100.00%	
Miscellaneous	30,105	7,000	(23,105)	-76.75%	
Bank Fee	2,000	2,000	0	0.00%	
Audit Services	13,510	13,510	0	0.00%	
Project Management	165,000	100,000	(65,000)	-39.39%	
Total Expenditures	14,759,661	27,383,240	12,623,579	85.53%	
TRANSFERS					
Transfers In	1,000,000	750,000	(250,000)	-25.00%	
Transfers Out	1,000,000	750,000	(250,000)	-25.00%	
Administrative Allocation	1	0	(1)	-100.00%	
Total Transfers	1	0	(1)	-100.00%	
NET CHANGE	4,513,666	(1,488,172)	(6,001,838)	-132.97%	
TRANSFER TO RESERVES	150,000	200,000	50,000	33.33%	
TOTAL USE OF FUNDS	14,909,661	27,583,240	12,673,580	85.00%	
ENDING FUND BALANCE	15,216,054	13,527,882	(1,688,172)	-11.09%	
RESERVE FUND BALANCE	526,112	726,112	200,000	38.01%	
NET INCREASE (Decrease) IN FUND BALANCE	4,363,667	(1,688,172)	(6,051,839)	-138.69%	
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance					

06/05/12

C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

	FY 2012-13										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	22,590	907,818	2,186,681	3,891	40,737	715	1,260,083	580,629	6,664,169	3,548,741	15,216,054
RESERVE BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
PROJECTED REVENUES											
Interest Earnings	2,000	3,000	25,000	0	0	6,000	8,000	3,000	16,000	25,000	88,000
Member Contribution	250,024	390,907	1,850,000	0	0	0	112,133	0	0	0	2,603,064
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	840,000	0	0	0	0	0	0	0	1,127,163	1,967,163
Grants	90,000	0	0	0	300,000	0	0	0	0	0	390,000
DMV Fee	0	0	0	0	0	1,000,000	0	658,500	1,300,000	6,700,000	9,668,500
NPDES Fee	0	0	0	0	0	0	1,326,592	0	0	0	1,326,592
TA Cost Share	0	18,750	0	2,000,000	0	0	0	0	0	0	2,018,750
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	743,000	0	4,800,000	0	0	0	0	0	0	5,543,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	2,300,000	0	0	0	0	0	0	2,300,000
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	342,024	1,985,657	1,875,000	9,100,000	300,000	1,006,000	1,446,725	661,500	1,316,000	7,852,163	25,895,069
TOTAL SOURCES OF FUNDS	384,614	2,903,474	4,061,681	9,103,891	340,737	1,006,715	2,706,808	1,242,129	7,980,169	11,400,804	41,111,122
PROJECTED EXPENDITURES											
Administration Services	107,500	106,000	20,000	30,000	8,000	6,000	35,000	0	20,000	20,000	352,500
Professional Services	175,000	990,000	185,000	900,000	287,000	35,000	95,000	0	28,000	123,000	2,818,000
Consulting Services	100,000	565,000	886,829	8,600,000	126,000	0	1,774,105	0	100,000	2,378,743	14,630,677
Supplies	61,000	2,000	0	0	0	0	0	0	0	0	63,000
Prof. Dues & Memberships	1,750	0	0	0	0	0	130,303	0	0	0	132,053
Conferences & Meetings	8,000	5,000	1,000	0	3,000	0	5,000	0	0	2,000	24,000
Printing/ Postage	28,000	6,000	0	0	0	0	2,500	0	0	0	36,500
Publications	4,000	3,000	0	0	0	0	0	0	0	0	7,000
Distributions	0	70,000	550,000	0	0	961,000	16,000	1,000,000	2,700,000	4,000,000	9,297,000
Calpers - Unfunded Liability	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	4,000	1,000	1,000	0	0	0	1,000	0	0	0	7,000
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	13,510	0	0	0	0	0	0	0	0	0	13,510
Project Management	0	0	0	100,000	0	0	0	0	0	0	100,000
Total Expenditures	504,760	1,748,000	1,643,829	9,630,000	424,000	1,002,000	2,058,908	1,000,000	2,848,000	6,523,743	27,383,240
TRANSFERS											
Transfers In	0	0	0	550,000	200,000	0	0	0	0	0	750,000
Transfers Out	0	0	200,000	0	0	0	0	0	550,000	0	750,000
Administrative Allocation	-198,824	111,293	20,817	0	29,956	4,163	13,201	0	4,874	14,521	0
Total Transfers	-198,824	111,293	220,817	-550,000	-170,044	4,163	13,201	0	554,874	14,521	0
NET CHANGE	36,089	136,364	10,354	20,000	46,044	-163	-625,384	-338,500	-2,086,874	1,313,899	-1,488,172
TRANSFER TO RESERVES	0	50,000	50,000	0	0	0	0	0	50,000	50,000	200,000
TOTAL USE OF FUNDS	305,936	1,909,293	1,914,646	9,080,000	253,956	1,006,163	2,072,109	1,000,000	3,452,874	6,588,264	27,583,240
ENDING FUND BALANCE	58,678	994,181	2,147,035	23,891	86,782	552	634,699	242,129	4,527,295	4,812,640	13,627,882
RESERVE FUND BALANCE	43,346	181,863	100,000	0	0	0	200,903	0	100,000	100,000	726,112
NET INCREASE (Decrease) IN FUND BALANCE	36,089	86,364	-39,646	20,000	46,044	-163	-625,384	-338,500	-2,136,874	1,263,899	-1,688,172
As of June 30, 2013											

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.

06/05/12

C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

	FY 2011-12										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	14,858	579,307	2,019,052	544,192	12,009	30,118	1,389,506	619,129	5,357,976	286,241	10,852,387
RESERVE BALANCE	43,346	131,863	0	0	0	0	200,903	0	0	0	376,112
PROJECTED REVENUES											
Interest Earnings	2,000	717	7,189	423	0	1,537	5,220	3,000	16,000	25,000	61,086
Member Contribution	250,024	390,907	1,850,000	0	0	0	110,591	0	0	0	2,601,522
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	799,836	0	0	0	0	0	0	0	301,910	1,101,746
Grants	75,000	219,226	0	0	265,000	0	0	0	0	0	569,226
DMV Fee	0	0	0	0	0	955,000	0	658,500	2,600,000	7,520,000	11,733,500
NPDES Fee	0	0	0	0	0	0	1,308,904	0	0	0	1,308,904
TA Cost Share	0	250,000	300,000	0	0	0	0	0	0	0	550,000
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	357,344	0	0	0	0	0	0	0	0	357,344
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	1,000,000	0	0	0	0	0	0	1,000,000
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	327,024	2,018,030	2,157,189	1,000,423	265,000	956,537	1,424,715	661,500	2,616,000	7,846,910	19,273,328
TOTAL SOURCES OF FUNDS	341,882	2,597,337	4,176,241	1,544,615	277,009	986,655	2,814,221	1,280,629	7,973,975	8,133,151	30,125,715
PROJECTED EXPENDITURES											
Administration Services	107,500	73,156	45,100	35,800	8,000	9,000	41,790	0	20,000	20,000	360,346
Professional Services	150,000	838,003	184,274	17,000	287,000	26,500	197,352	0	28,000	35,000	1,763,129
Consulting Services	60,000	485,425	744,428	1,522,880	95,000	0	1,111,414	0	333,168	421,800	4,774,115
Supplies	121,000	18	0	0	0	0	0	0	0	0	121,018
Prof. Dues & Memberships	1,750	0	0	0	0	0	127,910	0	0	0	129,660
Conferences & Meetings	8,000	2,777	511	0	3,000	0	1,500	0	0	0	15,788
Printing/ Postage	28,000	5,849	0	0	0	0	1,500	0	0	0	35,349
Publications	2,000	8,222	0	0	0	0	0	0	0	0	10,222
Distributions	0	70,000	700,596	0	0	941,000	15,500	675,000	1,150,000	3,500,000	7,052,096
Calpers - Unfunded Liability	72,413	79,141	32,814	50,044	2,454	4,528	23,833	0	21,986	0	287,323
Miscellaneous	4,000	855	0	0	0	0	250	25,000	0	0	30,105
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	13,510	0	0	0	0	0	0	0	0	0	13,510
Project Management	0	0	0	165,000	0	0	0	0	0	0	165,000
Total Expenditures	570,173	1,563,446	1,707,823	1,790,724	395,454	961,028	1,521,049	700,000	1,553,164	3,976,800	14,759,661
TRANSFERS											
Transfers In	0	0	0	250,000	200,000	0	0	0	550,000	0	1,000,000
Transfers Out	0	0	200,000	0	0	0	0	0	250,000	550,000	1,000,000
Administrative Allocation	(250,881)	126,073	31,737	0	40,818	4,912	33,089	0	6,642	7,610	1
Total Transfers	(250,881)	126,073	231,737	(250,000)	(159,182)	4,912	33,089	0	(293,358)	557,610	1
NET CHANGE	7,732	328,511	217,629	(540,301)	28,728	(29,403)	(129,423)	(38,500)	1,356,194	3,312,500	4,513,866
TRANSFER TO RESERVES	0	0	50,000	0	0	0	0	0	50,000	50,000	150,000
TOTAL USE OF FUNDS	319,292	1,669,519	1,989,560	1,540,724	236,272	885,940	1,554,138	700,000	1,309,806	4,584,410	14,909,661
ENDING FUND BALANCE	22,690	907,818	2,186,681	3,891	40,737	715	1,260,083	580,629	6,664,169	3,548,741	15,216,054
RESERVE FUND BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
NET INCREASE (Decrease) IN FUND BALANCE	7,732	328,511	167,629	(540,301)	28,728	(29,403)	(129,423)	(38,500)	1,306,194	3,262,500	4,363,667
As of June 30, 2012											

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.

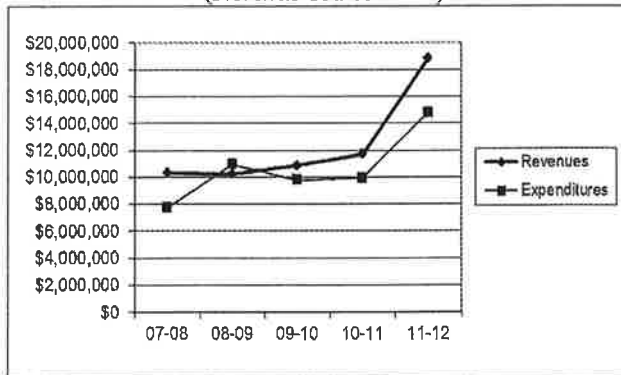
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.

Undesignated Balance:

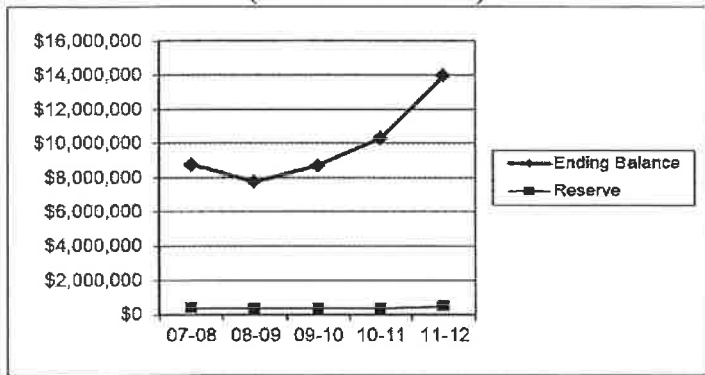
Major Programs/ Funds:	Balance Ending	Designated Expense	Designated Revenue	Designated Net	Undesignated Balance
General Fund	\$58,678	\$58,678	\$0	-\$58,678	\$0
Transportation Fund	\$994,181	\$550,000	\$0	-\$550,000	\$444,181
San Mateo Congestion Relief Program	\$2,147,035	\$1,350,000	\$100,000	-\$1,250,000	\$897,035
San Mateo Smart Corridor Program	\$23,891	\$23,891	\$0	-\$23,891	\$0
LGP Energy Watch	\$86,782	\$86,782	\$0	-\$86,782	\$0
TFCA	\$552	\$552	\$0	-\$552	\$0
NPDES	\$634,699	\$634,699	\$0	-\$634,699	\$0
AVA	\$242,129	\$242,129	\$0	-\$242,129	\$0
DMV Fees	\$9,339,935	\$7,500,000	\$0	-\$7,500,000	\$1,839,935
C/CAG – Total	\$13,527,882	\$10,446,731	\$100,000	-\$10,346,731	\$3,181,151

C/CAG NORMALIZED FIVE YEAR HISTORICAL REVIEW:

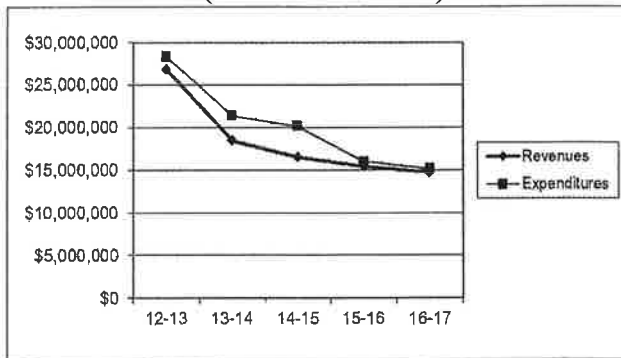
**FY 07-08 Thru FY 11-12
(Normalized to 2007)**



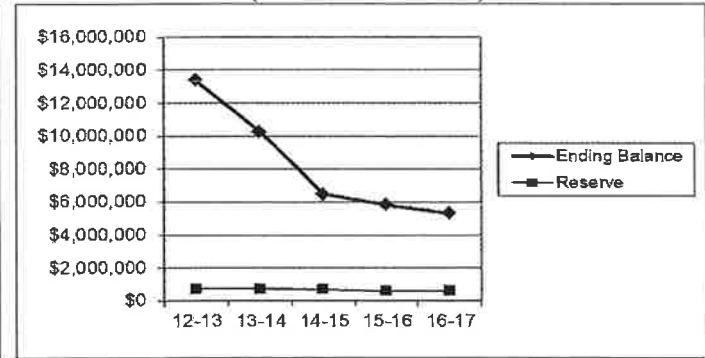
**FY 07-08 Thru FY 11-12
(Normalized to 2007)**



**FY 12-13 Thru FY 16-17
(Normalized to 2012)**



**FY 12-13 Thru FY 16-17
(Normalized to 2012)**



- Issues:**
- 1- Need to continue to get funding for the Airport Land Use Commission activities.
 - 2- New NPDES Storm-water Permit will significantly increase the cost of the program although budget balanced through FY 13-14. Measure M should address the \$750,000 per year deficit. Must pursue additional revenue.
 - 3- Implementation of the Smart Corridor Project will cause a significant increase in expenditures that requires the cash flow to be managed.
 - 4- Staff needs to reduce the large balance (\$4,527,295) of the DMV Fee Program.
 - 5- Ending Balance will drop significantly due to project cash flow; however, it should not be seen as a problem.
 - 6- Distributed \$325,000 of AVA balance (\$563,523) to participating cities and County. Remaining \$238,523 may need to be returned to the State.
 - 7- Assumed some activity on the Water Pollution Prevention Program unfunded mandate claim and possible countywide Proposition 218 vote.

Reserves: Have reserves of \$726,112 out of an Operating Budget of \$3,555,563 or 20%. However; the Undesignated Balance of \$3,181,151 provides funding capacity for unexpected issues or cost growth in programs. This will cover 1.63 years of the C/CAG fixed labor cost (\$1,950,000).

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
(by fund)**

ADMINISTRATIVE PROGRAM - GENERAL FUND

PROGRAM DESCRIPTION: The General Fund finances the administrative functions of C/CAG. The Airport Land Use Commission and Waste Management Programs are also included. The FY 12-13 member assessment is the same as for FY 11-12.

Issues: The FY 12-13 Budget assumes that all the Funds except for the AVA Program and Smart Corridor will share proportionally some administrative costs. As a result of this C/CAG policy the General Fund is in a balanced position. Need to get continued funding from San Francisco International Airport and County of San Mateo for Airport Land Use Commission functions.

Reserves: Important to have adequate reserves. Current level of \$43,346 is minimal. Would like to maintain at least 15% in the future.

ESTIMATED BEGINNING BALANCE		\$22,590
RESERVE BALANCE		\$43,346
PROJECTED REVENUES		
Interest Income	\$2,000	
Member Assessments (General Fund)	\$250,024	
Miscellaneous/ SFIA	\$0	
Grants	\$90,000	
TOTAL PROJECTED REVENUES	\$324,024	\$324,024
TOTAL SOURCES OF FUNDS		\$364,614
PROPOSED EXPENDITURES		
Administrative Services	\$107,500	
Professional Services	\$175,000	
Consulting Services	\$100,000	
Supplies ¹	\$61,000	
Professional Dues & Memberships	\$1,750	
Conferences & Meetings	\$8,000	
Printing and Postage	\$28,000	
Publications	\$4,000	
Miscellaneous	\$4,000	
Bank Fee	\$2,000	
Audit Services	\$13,510	
TOTAL EXPENDITURES	\$504,760	\$504,760
TRANSFERS	(\$198,824)	(\$198,824)
NET CHANGE	\$36,088	
TRANSFER TO RESERVES	\$0	\$0
TOTAL USE OF FUNDS		\$305,936
ENDING FUND BALANCE (6/30/13)		\$58,678
RESERVE FUND BALANCE		\$43,346

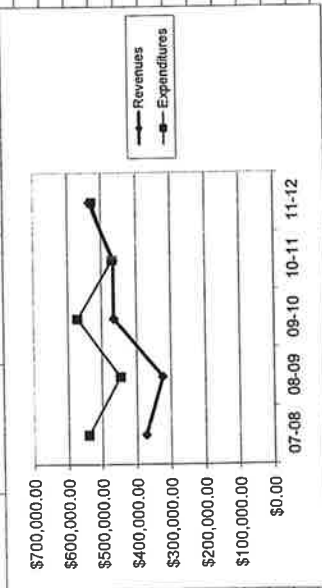
¹Includes office lease and operating expenses.
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

ADMINISTRATIVE PROGRAM

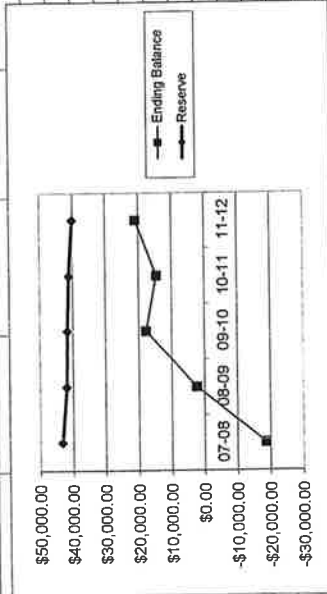
GENERAL FUND

NORMALIZED FIVE YEAR HISTORICAL OVERVIEW

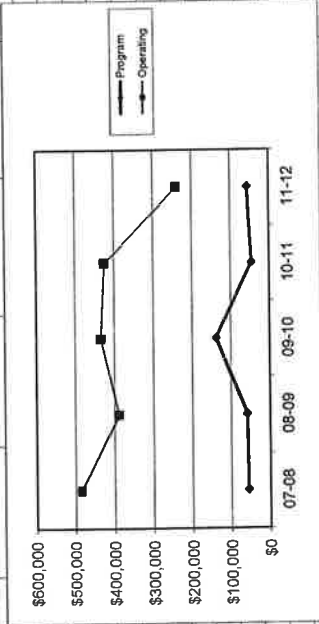
General Fund Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)



General Fund Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)

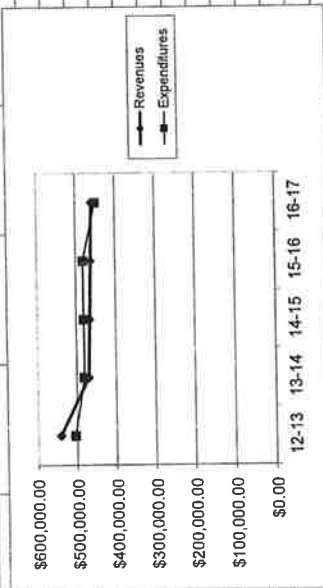


General Fund Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)

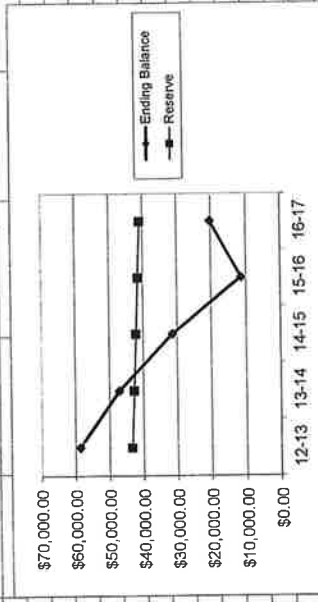


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

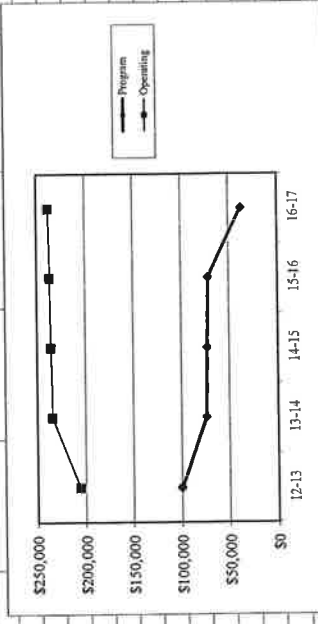
General Fund Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



General Fund Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



General Fund Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



Assumed 2.0% CPI for next Four Years

Assumed 2.0% CPI for next Four Years

Assumed 2.0% CPI for next Four Years

TREND:

Assumes Revenues and Expenditures grow an average of 0% and 2% per year respectively.
Need to continue to find a source of revenue for ALUC activities.
Maximized transfers into the General Fund from the Transportation Programs, SMCPR, TFCA, NPDES, and DMV Fee Funds to share general cost.

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
(by fund)**

TRANSPORTATION PROGRAMS FUND

PROGRAM DESCRIPTION: Transportation Programs includes Congestion Management Program, Countywide Transportation Plan, MTC Transportation Plus Land-use, Ride-share, Bikeways and Pedestrian Advisory Committee (BPAC) and TDA Fund Management, the Peninsula 2020 Corridor study, and the 2020 Corridor Phase 2 implementation of Willow/ University ITS improvements.

Issues: The FY 12-13 member assessment is the same as for FY 11-12. Coordinated the C/CAG budget with the Transportation Authority Budget for consistency. Assumed no funding beyond the negotiated level of funding for planning from the Metropolitan Transportation Commission (MTC) and the State Transportation Improvement Program for FY 12-13. One Bay Area Grant may be problematic. State Planning, Programming, and Monitoring are lower for the next few years.

Reserves: The reserve balance is \$181,863.

ESTIMATED BEGINNING BALANCE		\$907,818	
RESERVE BALANCE			\$131,863
PROJECTED REVENUES			
Interest Earnings	\$3,000		
Member Contribution (CMP 111)	\$390,907		
Federal Funding - MTC	\$840,000		
PPM-STIP	\$743,000		
Grants/ VTA	\$0		
TA Cost Share	\$18,750		
TOTAL PROJECTED REVENUES	\$1,995,657	\$1,995,657	
TOTAL SOURCES OF FUNDS			\$2,903,474
PROJECTED EXPENDITURES			
Administration	\$106,000		
Professional Services	\$990,000		
Consulting Services	\$565,000		
Supplies	\$2,000		
Conferences & Meetings	\$5,000		
Printing/ Postage	\$6,000		
Publications	\$3,000		
Distributions	\$70,000		
Miscellaneous	\$1,000		
TOTAL EXPENDITURES	\$1,748,000	\$1,748,000	
TRANSFERS	\$112,293	\$112,293	
NET CHANGE	\$136,364		
TRANSFER TO RESERVES	\$50,000	\$50,000	
TOTAL USE OF FUNDS			\$1,909,293
ENDING FUND BALANCE (6/30/13)			\$994,181

RESERVE FUND BALANCE \$181,863

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
TA provides funding for potential TA requested studies.

2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
 (by fund)

SAN MATEO CONGESTION RELIEF PLAN PROGRAM FUND

Program Description: The San Mateo Congestion Relief Plan (SMCRP) goal is to increase transit ridership from 6% to 20% and reduce automobile usage from 94 to 80%. The plan focuses on the operating efficiency of the transportation system through shuttles, Transportation Demand Management, Intelligent Transportation Systems and creating incentives for transportation friendly land use. C/CAG will work with SamTrans, the Transportation Authority, and the Peninsula Congestion Relief Alliance for implementation. New programs include Countywide Housing Element Update and Climate Action Planning. Provides partial support for the lobbyist.

Issues: C/CAG and TA staff coordinated the SamTrans/ TA contribution for FY 12-13. Primary focus has been on local shuttles and Climate Action Planning. Need to reduce the Ending Balance.

Reserves: Current reserve is \$100,000. Not important to develop a large reserve since the projects are adjusted to fit the funds available..

ESTIMATED BEGINNING BALANCE		\$2,186,681
RESERVE BALANCE		\$50,000
PROJECTED REVENUES		
Interest Earnings	\$25,000	
Member Contribution (Gas Tax - See Attachment B)	\$1,850,000	
Cost Reimbursements	\$0	
MTC/ Federal Funding	\$0	
Grants	\$0	
TA (Note 1)	\$0	
PPM-STIP	\$0	
TOTAL PROJECTED REVENUES	\$1,875,000	\$1,875,000
TOTAL SOURCES OF FUNDS		\$4,061,681
PROJECTED EXPENDITURES		
Administration	\$20,000	
Professional Services	185,000	
Consulting Services (Studies)	\$886,829	
ITS/ Ramp Metering - \$0		
Countywide TDM - \$510,000		
ECR Incentive/ CRP - \$251,829		
Congestion Relief - \$125,000		
Distributions	\$550,000	
Energy Watch - \$0		
Shuttles - \$500,000		
Climate - \$0		
ECR Incentive Program - \$50,000		
Conferences & Meetings/ Miscellaneous	\$2,000	
TOTAL EXPENDITURES	\$1,643,829	\$1,643,829
TRANSFERS	\$220,817	\$220,817
NET CHANGE	\$10,354	
TRANSFER TO RESERVES	\$50,000	\$50,000
TOTAL USE OF FUNDS		\$1,914,646
ENDING FUND BALANCE (6/30/13)		\$2,147,035
RESERVE FUND BALANCE		\$100,000

Note 1. Funds proposed by TA staff. Budget will be adjusted if necessary to reflect final approved amount.
 2. Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
 3. CRP – Congestion Relief Plan.

SAN MATEO CONGESTION RELIEF PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW		SAN MATEO CONGESTION RELIEF PROGRAM FIVE YEAR HISTORY FY 07-08 THRU FY 11-12 (Normalized to 2007)		SAN MATEO CONGESTION RELIEF PROGRAM FIVE YEAR HISTORY FY 07-08 THRU FY 11-12 (Normalized to 2007)		SAN MATEO CONGESTION RELIEF PROGRAM FIVE YEAR HISTORY FY 07-08 THRU FY 11-12 (Normalized to 2007)	
<p>Assumed 2% CPI for next four years.</p> <p>TREND: Assumes Revenue & Expenditures grow 0% and 2% per year respectively. City/ County contribution is maintained fixed at \$1,850,000. Assumed reauthorized in 2014. Not important to develop a reserve in this program since programs are adjusted to fit the funds available. Ending Balance has been growing but is projected to be reduced as projects transition from study to implementation.</p>		<p>Assumed 2% CPI for next four years.</p>		<p>Assumed 2% CPI for next four years.</p>		<p>Assumed 2% CPI for next four years.</p>	

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012- JUNE 30, 2013
(by fund)**

SMART CORRIDOR PROJECT - SMART CORRIDOR FUND

PROGRAM DESCRIPTION: Design, construction, and test of the San Mateo Smart Corridor Project (\$30-35M).

Issues: Implementation of the Smart Corridor Project will cause a significant increase in expenditures that requires the cash flow to be managed.

Reserves: It is a single project; therefore, a reserve is not necessary. There is a contingency for increased scope or overruns included in the budget.

ESTIMATED BEGINNING BALANCE		\$3,891
RESERVE BALANCE		\$0
PROJECTED REVENUES		
Interest Income	\$0	
TA Cost Share	\$2,000,000	
PPM - STIP	\$4,800,000	
TLSP	\$2,300,000	
TOTAL PROJECTED REVENUES	\$9,100,000	\$9,100,000
TOTAL SOURCES OF FUNDS		\$9,103,891
PROPOSED EXPENDITURES		
Administrative Services	\$30,000	
Professional Services	\$900,000	
Consulting Services	\$8,600,000	
Supplies ¹	\$0	
Professional Dues & Memberships	\$0	
Conferences & Meetings	\$0	
Printing and Postage	\$0	
Publications	\$0	
Project Management	\$100,000	
Bank Fee	\$0	
Audit Services	\$0	
TOTAL EXPENDITURES	\$9,630,000	\$9,630,000
TRANSFERS	(\$550,000)	(\$550,000)
NET CHANGE	\$20,000	
TRANSFER TO RESERVES	\$0	\$0
TOTAL USE OF FUNDS		\$9,080,000
ENDING FUND BALANCE (6/30/13)		\$23,891
RESERVE FUND BALANCE		\$0

¹Includes office lease and operating expenses.

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

SAN MATEO COUNTY SMART CORRIDOR NORMALIZED FIVE YEAR HISTORICAL OVERVIEW																																					
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<p>TREND: Cost to build the current Smart Corridor Project with construction of the local arterials only. Assumed projected cash flow for the Smart Corridor Project. Assumes Revenues and Expenditures grow an average of 0% and 2% per year respectively.</p>	<p>Assumed 2% CPI for next four years.</p>																																				

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012- JUNE 30, 2013
 (by fund)

LGP ENERGY WATCH FUND

PROGRAM DESCRIPTION: C/CAG has established a Local Government Partnership with PG&E to provide \$3.5 M to San Mateo County for energy efficiency projects. In addition a Climate Action Planning tool is being developed.

Issues: Need to generate additional funding from PG&E. The program is entering a transition year which is currently not defined.

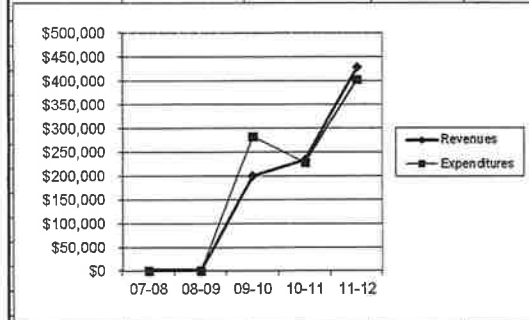
Reserves: There is no need for reserve balance for this program.

ESTIMATED BEGINNING BALANCE		\$40,737	
RESERVE BALANCE			\$0
PROJECTED REVENUES			
Interest Earnings	\$0		
Member Contribution (CMP 111)	\$0		
Miscellaneous	\$0		
Federal Funding – MTC	\$0		
PPM-STIP	\$0		
Grants/ VTA	\$300,000		
TA Cost Share	\$0		
TOTAL PROJECTED REVENUES	\$300,000	\$300,000	
TOTAL SOURCES OF FUNDS		\$340,737	
PROJECTED EXPENDITURES			
Administration	\$8,000		
Professional Services	\$287,000		
Consulting Services	\$126,000		
Supplies	\$0		
Conferences & Meetings	\$3,000		
TOTAL EXPENDITURES	\$424,000	\$424,000	
TRANSFERS	(\$170,044)	(\$170,044)	
NET CHANGE	\$46,044		
TRANSFER TO RESERVES	\$0	\$0	
TOTAL USE OF FUNDS		\$253,956	
ENDING FUND BALANCE (6/30/13)		\$86,782	
RESERVE FUND BALANCE			\$0

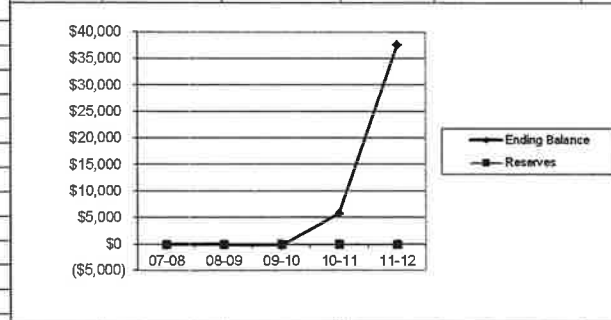
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

**LGP ENERGY WATCH PROGRAM
NORMALIZED FIVE YEAR HISTORICAL OVERVIEW**

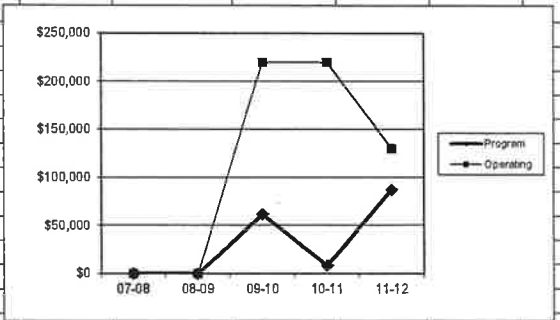
**LGP Energy Watch Program Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)**



**LGP Energy Watch Program Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)**

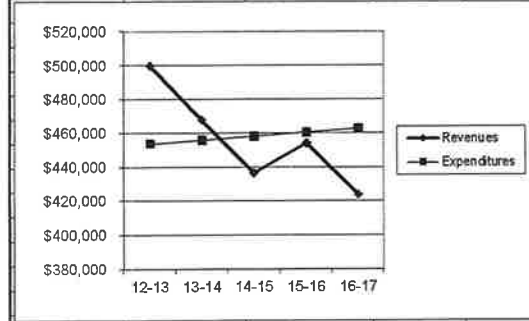


**LGP Energy Watch Program Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)**

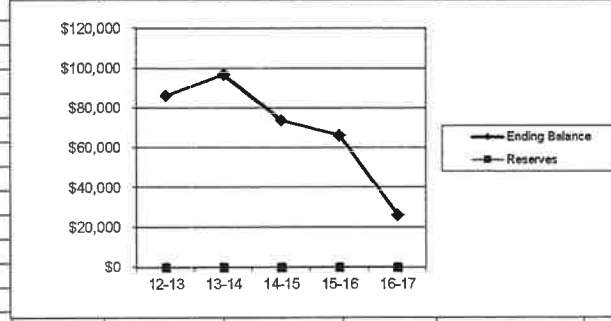


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

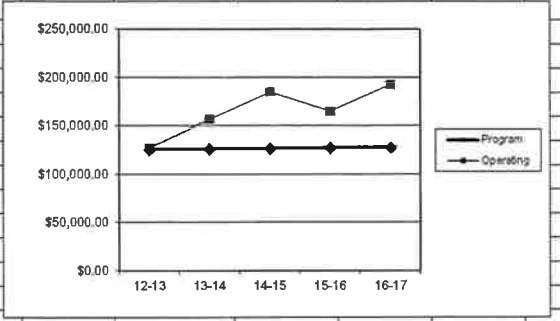
**LGP Energy Watch Program Five Year History
FY 12-13 THRU FY 16-17 (Normalized to 2012)**



**LGP Energy Watch Program Five Year History
FY 12-13 THRU FY 16-17 (Normalized to 2012)**



**LGP Energy Watch Program Five Year History
FY 12-13 THRU FY 16-17 (Normalized to 2012)**



Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

TREND: Assumes Revenue & Expenditures grow 0% and 2% per year respectively.
Not important to develop a reserve in this program since programs are adjusted to fit the funds available.
Assumed reauthorized in 2015.

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
 (by fund)

TFCA PROGRAM FUND

Program Description: The Bay Area Air Quality Management District (BAAQMD) is charged under AB 434 to levy a surcharge on motor vehicle registration fees to fund projects and programs to reduce air pollution. This provides the revenues for the Transportation Fund for Clean Air (TFCA) Program. Forty (40) percent of the revenues generated within San Mateo County are allocated to C/CAG to be used to fund local programs implementing specified transportation control measures to improve air quality in the San Francisco Bay Area. Primary focus in San Mateo County is on shuttles and Countywide Transportation Demand Management.

Issues: The actual funds received may be less than programmed; therefore, may need to reduce payment to project sponsors.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

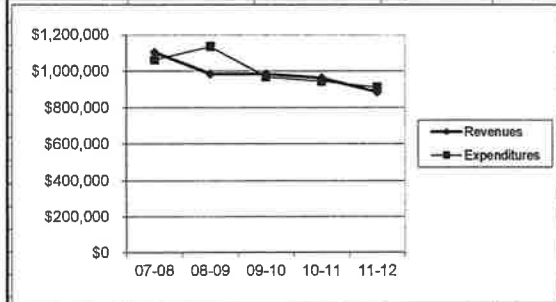
ESTIMATED BEGINNING BALANCE¹		\$715	
RESERVE BALANCE			\$0
PROJECTED REVENUES			
Interest Earnings	\$6,000		
TFCA Motor Vehicle Fee Revenue	\$1,000,000		
TOTAL PROJECTED REVENUES	\$1,006,000	\$1,006,000	
TOTAL SOURCES OF FUNDS		\$1,006,715	
PROPOSED EXPENDITURES			
Administration Services	\$6,000		
Professional Services	\$35,000		
Project Sponsor Reduction			
Conferences & Meetings	\$0		
TFCA Distributions	\$961,000		
TOTAL EXPENDITURES	\$1,002,000	\$1,002,000	
NET CHANGE	(\$163)		
TOTAL TRANSFERS	\$4,163	\$4,163	
TRANSFER TO RESERVE	\$0	\$0	
TOTAL USE OF FUNDS		\$1,006,163	
ENDING FUND BALANCE (6/30/13)		\$552	
RESERVE FUND BALANCE			\$0

¹ TFCA Funds are good for two years. Programming issues, interest and cost reimbursement result in a balance carried forward.

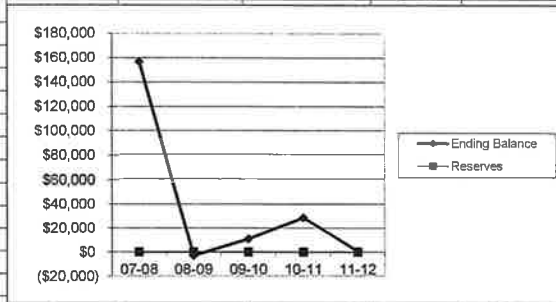
² Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

**TRANSPORTATION FUND FOR CLEAN AIR PROGRAM
NORMALIZED FIVE YEAR HISTORICAL OVERVIEW**

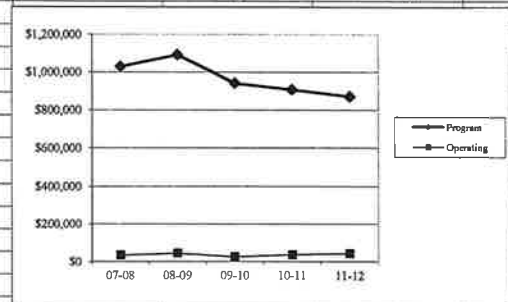
TFCA Program Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)



TFCA Program Five Year History
FY 07-08 THRU FY 11-12 (Normalized to 2007)

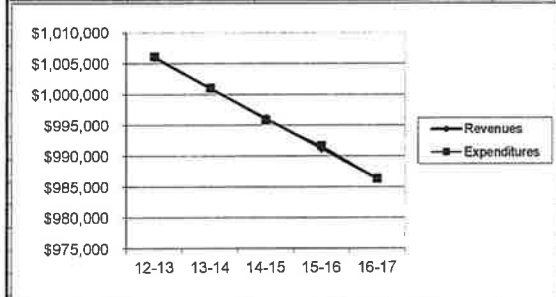


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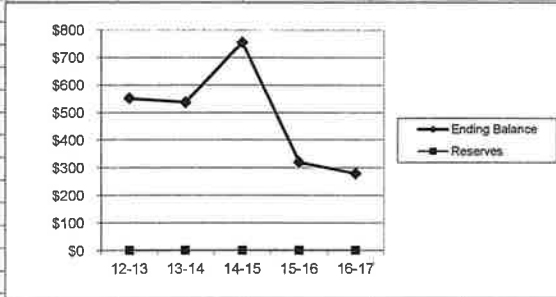


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

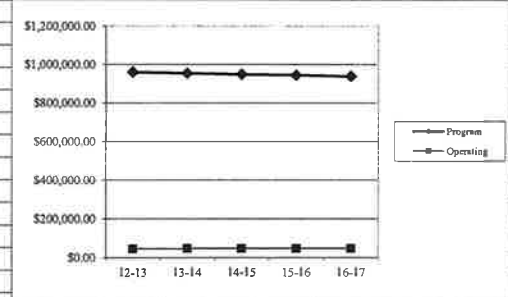
TFCA Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



TFCA Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



TFCA Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

TREND: Assumes Revenue and Expenditures grow 1% and 2% per year respectively. Tied to registered vehicles growth.
Historical expenditure fluctuation is due to delays in project sponsor cost reimbursement requests.
Not important to develop a reserve in this program since programs are adjusted to fit the funds available.
Revenues and Expenditures are fully utilized in the Funding Year which results in essentially a \$0 Ending Balance

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
 (by fund)

NPDES STORMWATER MANAGEMENT PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The National Pollutant Discharge Elimination System (NPDES) program is a response to the mandate imposed by federal/ state legislation and the San Francisco Bay Regional Water Quality Control Board (RWQCB) requiring a San Mateo County storm-water discharge permit. The Cities/ County have joined together with C/CAG for the Water Pollution Prevention Program (WPPP).

Issues: New NPDES Storm-water Permit will significantly increase the cost of the program although should have a balanced budget through FY 13-14. Approximately a \$750,000 per year deficit. Must pursue additional revenue. Measure M funding will provide partial support for the Municipal Regional Permit (MRP) tasks. Need to legislatively address the ability to generate revenue. Proposition 218 seriously limits the ability to increase revenue in response to expanded programs required from the permit. Included the cost of a Proposition 218 vote and a claim with the Commission on mandates.

Reserves: Current reserves are \$200,903. Need to try to increase the reserves to 15% (\$200-250,000) over next few years.

ESTIMATED BEGINNING BALANCE		\$1,260,083	
RESERVE BALANCE			\$200,903
PROJECTED REVENUES			
Interest Earnings	\$8,000		
Member Contribution	\$112,133		
Grants	\$0		
Miscellaneous	\$0		
NPDES Fee ¹ (See Attachment B)	\$1,326,592		
TOTAL PROJECTED REVENUES	\$1,446,725	\$1,446,725	
TOTAL SOURCES OF FUNDS			\$2,706,808
PROPOSED EXPENDITURES			
Administration Services	\$35,000		
Professional Services	\$95,000		
Consulting Services ²	\$1,774,105		
Conferences & Meetings	\$5,000		
Professional Dues & Membership ³	\$130,303		
Printing & Postage	\$2,500		
Publications	\$0		
NPDES Distributions	\$16,000		
Miscellaneous	\$1,000		
TOTAL EXPENDITURES	\$2,058,908	\$2,058,908	
NET CHANGE	(\$625,384)		
TRANSFERS	\$13,201	\$13,201	
TRANSFER TO RESERVES	\$0	\$0	
TOTAL USE OF FUNDS			\$2,072,109
ENDING FUND BALANCE (6/30/13)			\$634,699
RESERVE FUND BALANCE			\$200,903

¹NPDES Fee - Assumed the same base contribution rate as 2011-12 plus a COLA for the supplemental fee.

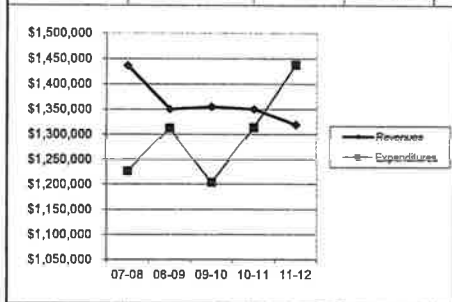
²Consulting services are provided by EOA and San Mateo County.

³Consists of Permits and Regional Assessment fees.

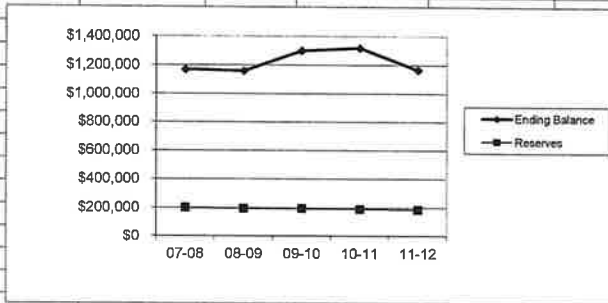
⁴Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

NORMALIZED FIVE YEAR HISTORICAL OVERVIEW

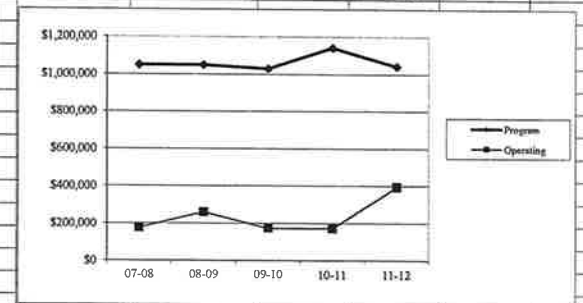
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FY 07-08 THRU FY 11-12 (Normalized to 2007)



NPDES Program Five Year History
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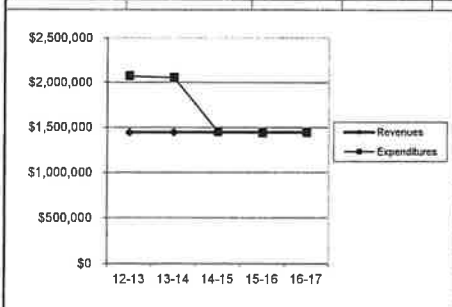


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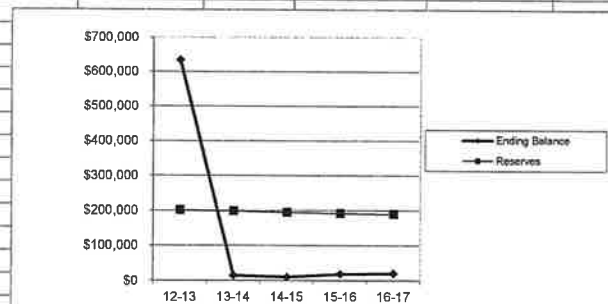


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

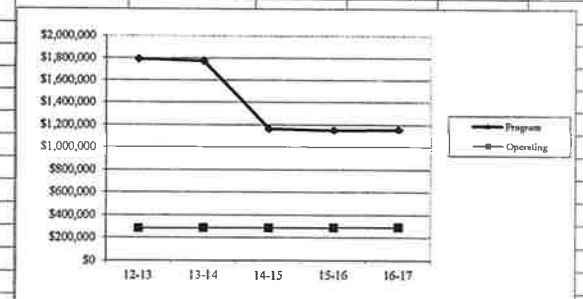
NPDES Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



NPDES Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



NPDES Program Five Year Projection
FY 12-13 THRU FY 16-17 (Normalized to 2012)



Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

Assumed 2% CPI for next four years.

TREND: Assume Revenue and Expenditures Grow 1.5% and 2% per year respectively.
Included the projected cost for the Municipal Regional Permit.
Expenditures will also be made from Measure M
Currently have a reasonable level of Reserves (\$100,903).
One time revenue balances budget until FY 13-14.

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
(by fund)**

ABANDONED VEHICLE ABATEMENT SERVICE AUTHORITY FUND

PROGRAM DESCRIPTION: The objective of the Abandoned Vehicle Abatement (AVA) Program is to assist the Cities and County in the abatement of abandoned vehicles. These revenues provide cost recovery for the expenses incurred by member jurisdictions related to the abatement of abandoned vehicles. The County and 17 Cities participate in this program. The City of San Carlos provides administrative and finance support for the program. AVA funds are distributed to those agencies (18) participating, based half on population and half on proportionate share of vehicles abated.

Issues: Need to program or return to the state the uncommitted funds which is over \$500,000. Assumed distribution of \$325,000 of the uncommitted funds to the participating agencies.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BALANCE¹		\$580,629	
RESERVE BALANCE			\$0
PROJECTED REVENUES			
Interest Earnings	\$3,000		
Abandoned Vehicle Abatement Fee Revenues ²	\$658,500		
TOTAL PROJECTED REVENUES	\$661,500	\$661,500	
TOTAL SOURCES OF FUNDS			\$1,242,129
PROPOSED EXPENDITURES			
Administration Services	\$0		
Professional Services	\$0		
AVA Distributions ³ (See Attached Distributions)	\$1,000,000		
Miscellaneous	\$0		
TOTAL EXPENDITURES	\$1,000,000	\$1,000,000	
NET CHANGE	(\$338,500)		
TRANSFER TO RESERVES	\$0	\$0	
TOTAL USE OF FUNDS			\$1,000,000
ENDING FUND BALANCE¹ (6/30/13)		\$242,129	
RESERVE FUND BALANCE			\$0

¹AB 135, effective January 1, 1996, requires rebating surplus funds back to the State of California 90 days after the preceding year ends. Surplus generated prior to this date is not affected.

²Assumed the same contribution rate as 2011-12.

³The same agency reimbursement level as 2011-12 was assumed.

⁴Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

ABANDONED VEHICLE ABATEMENT PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW	
<p>AVA Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>	<p>AVA Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>
<p>AVA Program Five Year Projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>	<p>AVA Program Five Year Projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>
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<p>AVA Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>	<p>AVA Program Five Year Projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>
<p>No CPI since project distributes funds available.</p>	<p>No CPI since project distributes funds available.</p>
<p>TREND: Assumes Revenue and Expenditures grow 0% per year. Tied to motor vehicle registration growth. Historical expenditure fluctuation is due to timing of revenue and project sponsor reimbursement. Not important to develop a reserve in this program since programs are adjusted to fit the funds available. Assumed spend the unprogrammed funds such that the Ending Balance is reduced to approximately \$0.</p>	<p>No CPI since project distributes funds available.</p>

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
 (by fund)

DMV FEE PROGRAM

PROGRAM DESCRIPTION: AB 1546 was signed into law and took effect on January 1, 2005 and reauthorized as SB 348 in 2008. It provides authorization for C/CAG to impose an annual fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm-water pollution within San Mateo County. The Board initially authorized the implementation of a \$4 fee beginning 7/1/05, and reauthorized the implementation in November 2008. Both traffic congestion and storm-water pollution programs include support for local programs and new countywide programs. An allocation for each agency is provided to support the local programs. The collection of the fee ends 12/31/2012.

Issues: Delay in implementation of new countywide programs (50% of funds) for both congestion relief and storm-water pollution programs have resulted in the large increasing fund balance. As cities continue to submit invoices as projects are completed, the fund balance will be drawn down. Need to reduce the large balance (\$4,527,295) of the DMV Fee Program.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE		\$6,664,169
RESERVE BALANCE		\$50,000
PROJECTED REVENUES		
Interest Income	\$16,000	
DMV Fee	\$1,300,000	
MTC/Federal Funding		
TOTAL PROJECTED REVENUES	\$1,316,000	\$1,316,000
TOTAL SOURCES OF FUNDS		\$7,980,169
PROPOSED EXPENDITURES		
Administrative Services	\$20,000	
Professional Services	\$28,000	
Consulting Services	\$100,000	
Supplies ¹	\$0	
Professional Dues & Memberships	\$0	
Conferences & Meetings	\$0	
Publications	\$0	
Distribution	\$2,700,000	
TOTAL EXPENDITURES	\$2,848,000	\$2,848,000
TRANSFERS	\$554,874	\$554,874
NET CHANGE	(\$2,086,874)	
TRANSFER TO RESERVES	\$50,000	\$50,000
TOTAL USE OF FUNDS		\$3,452,874
ENDING FUND BALANCE (6/30/13)		\$4,527,295
RESERVE FUND BALANCE		\$100,000

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
 2- Assumed full allocation to Cities/ County.

DMV FEE PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW	
<p>DMV Fee Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>	<p>DMV Fee Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>
<p>DMV Fee Program Five Year projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>	<p>DMV Fee Program Five Year projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>
<p>NORMALIZED FIVE YEAR PROJECTION OVERVIEW</p>	
<p>DMV Fee Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>	<p>DMV Fee Program Five Year History FY 07-08 THRU FY 11-12 (Normalized to 2007)</p>
<p>DMV Fee Program Five Year projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>	<p>DMV Fee Program Five Year projection FY 12-13 THRU FY 16-17 (Normalized to 2012)</p>
<p>Assumed 2% CPI for next four years.</p>	
<p>TREND: Revenues and expenditures grow 0% and 2% respectively. Programs will be implemented that matches the funding available. Will not invest in recurring programs so as to not create a future unfunded liability. Program expires in FY 13-14.</p>	

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2012-13 PROGRAM BUDGET
JULY 1, 2012 - JUNE 30, 2013
 (by fund)

MEASURE M

PROGRAM DESCRIPTION: Measure M was approved by the voters in 11/2010 and will be in effect for 25 years. This provides a \$10 motor vehicle fee for Congestion Management and Water Pollution Prevention Programs for motor vehicles.

Issues: Delay in implementation of new countywide programs (50% of funds) for both congestion relief and storm-water pollution programs have resulted in the large increasing fund balance. As cities continue to submit invoices as projects are completed, the fund balance will be drawn down.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE		\$3,548,741
RESERVE BALANCE		\$50,000
PROJECTED REVENUES		
Interest Earnings	\$25,000	
Member Contribution (CMP 111)	\$0	
Miscellaneous	\$0	
Federal Funding - MTC	\$1,127,163	
PPM-STIP	\$0	
DMV Fee	\$6,700,000	
TA Cost Share	\$0	
TOTAL PROJECTED REVENUES	\$7,852,163	\$7,852,163
TOTAL SOURCES OF FUNDS		\$11,400,904
PROJECTED EXPENDITURES		
Administration	\$20,000	
Professional Services	\$123,000	
Consulting Services	\$2,378,743	
Supplies	\$0	
Conferences & Meetings	\$2,000	
Distributions	\$4,000,000	
TOTAL EXPENDITURES	\$6,523,743	
TRANSFERS	\$14,521	\$14,521
NET CHANGE	\$1,313,899	
TRANSFER TO RESERVES	\$50,000	
TOTAL USE OF FUNDS	6,588,264	
ENDING FUND BALANCE (6/30/13)		\$4,812,640
RESERVE FUND BALANCE		\$100,000

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

MEASURE M PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW																																					
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<p>Assumed 2% CPI for next four years.</p>	<p>Assumed 2% CPI for next four years.</p>																																				
<p>TREND: Assumed Revenues and Expenditures grow 0.5% and 2% per year respectively. Programs will be implemented that matches the funding available. Will not invest in recurring programs so as to not create a future unfunded liability. Assumed a one time \$2M expense to the Smart Corridor in FY 14-15.</p>	<p>Assumed 2% CPI for next four years.</p>																																				

ATTACHMENT B

MEMBER ASSESSMENTS FY 12-13
(Same as FY 11-12)

C/CAG FEE					
FY 12-13					
Agency	%	General Fund	Gas Tax	Total	
	Population	Fee	Fee	Fee	
	(as of 1/1/11)	\$250,024	\$390,907		
Atherton	0.95%	\$2,386	\$3,731	\$6,117	
Belmont	3.59%	\$8,981	\$14,041	\$23,022	
Brisbane (2)	0.60%	\$1,493	\$2,335	\$3,828	
Burlingame	4.00%	\$10,008	\$15,648	\$25,656	
Colma	0.25%	\$623	\$974	\$1,596	
Daly City	14.06%	\$35,163	\$54,976	\$90,139	
East Palo Alto	3.91%	\$9,786	\$15,301	\$25,087	
Foster City	4.25%	\$10,623	\$16,608	\$27,231	
Half Moon Bay	1.58%	\$3,938	\$6,157	\$10,095	
Hillsborough	1.51%	\$3,770	\$5,894	\$9,664	
Menlo Park	4.46%	\$11,150	\$17,433	\$28,583	
Millbrae	3.00%	\$7,491	\$11,713	\$19,204	
Pacifica	5.18%	\$12,947	\$20,242	\$33,188	
Portola Valley	0.61%	\$1,515	\$2,369	\$3,883	
Redwood City	10.72%	\$26,811	\$41,918	\$68,729	
San Bruno	5.77%	\$14,436	\$22,570	\$37,005	
San Carlos	3.95%	\$9,872	\$15,435	\$25,307	
San Mateo	13.52%	\$33,799	\$52,843	\$86,642	
South San Francisco	8.84%	\$22,103	\$34,558	\$56,661	
Woodside (3)	0.74%	\$1,841	\$2,878	\$4,719	
San Mateo County	8.51%	\$21,289	\$33,284	\$54,573	
TOTAL	100	\$250,024	\$390,907	\$640,931	
1- Same C/CAG Fee as in FY 08-09, FY 09-10, FY 10-11, and FY 11-12.					
2- Transmitted to Cities and County for planning purposes					
3- Updated population to 1/1/11.					

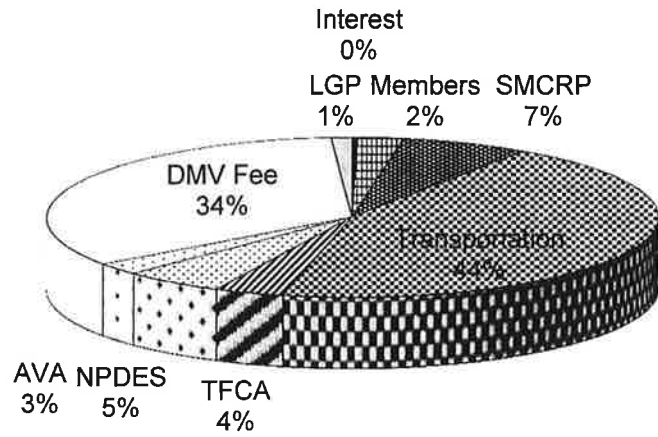
CONGESTION RELIEF PROGRAM ASSESSMENT			
	FY 12-13		
Agency		% of Trip Generation	Congestion Relief
Atherton		1.34%	\$24,845
Belmont		3.56%	\$65,884
Brisbane (2)		1.18%	\$21,775
Burlingame		5.79%	\$107,193
Colma		0.50%	\$9,224
Daly City		10.79%	\$199,610
East Palo Alto		2.30%	\$42,633
Foster City		4.90%	\$90,679
Half Moon Bay		1.27%	\$23,451
Hillsborough		1.27%	\$23,491
Menlo Park		5.57%	\$103,109
Millbrae		3.27%	\$60,419
Pacifica		3.50%	\$64,742
Portola Valley		0.41%	\$7,607
Redwood City		13.42%	\$248,197
San Bruno		5.55%	\$102,604
San Carlos		4.77%	\$88,246
San Mateo		16.11%	\$298,110
South San Francisco		8.99%	\$166,325
Woodside (3)		0.60%	\$11,189
San Mateo County		4.90%	\$90,667
TOTAL		100.0%	\$1,850,000
1- Transmitted to Cities and County for planning purposes			
2- The % trip generation was updated. There may be slight variation between agencies in % change from the original program.			
3- Same C/CAG Fee as FY 08-09, FY 09-10, FY 10-11, and FY 11-12.			
4- Updated population to 1/1/11.			

NPDES MEMBER ASSESSMENT						
			FY 12-13			
Agency	%	NPDES	NPDES	NPDES	NPDES	NPDES
	Population	Basic (1)	Extended (1)	Extended (1,5)	Extended (1,5)	Total (1)
	(as of 1/1/06)		2.50%			
Atherton	1.00%	\$10,906	\$8,518	\$8,731	\$8,949	\$19,855
Belmont	3.54%	\$30,446	\$23,780	\$24,375	\$24,984	\$55,430
Brisbane (2)	0.52%	\$8,664	\$6,767	\$6,936	\$7,110	\$15,773
Burlingame	3.91%	\$34,339	\$26,822	\$27,492	\$28,180	\$62,519
Colma	0.22%	\$2,933	\$2,291	\$2,348	\$2,407	\$5,340
Daly City	14.48%	\$81,553	\$63,699	\$65,291	\$66,924	\$148,476
East Palo Alto	4.43%	\$17,681	\$13,811	\$14,156	\$14,510	\$32,191
Foster City	4.13%	\$32,692	\$25,535	\$26,173	\$26,827	\$59,519
Half Moon Bay	1.76%	\$18,581	\$14,513	\$14,876	\$15,248	\$33,829
Hillsborough	1.51%	\$14,105	\$11,017	\$11,293	\$11,575	\$25,680
Menlo Park	4.25%	\$42,985	\$33,575	\$34,415	\$35,275	\$78,261
Millbrae	2.86%	\$22,529	\$17,597	\$18,037	\$18,488	\$41,017
Pacifica	5.35%	\$45,183	\$35,291	\$36,174	\$37,078	\$82,261
Portola Valley	0.63%	\$7,227	\$5,645	\$5,786	\$5,931	\$13,158
Redwood City	10.51%	\$78,175	\$61,061	\$62,587	\$64,152	\$142,327
San Bruno	5.73%	\$42,460	\$33,165	\$33,994	\$34,844	\$77,304
San Carlos	3.90%	\$39,176	\$30,599	\$31,364	\$32,148	\$71,324
San Mateo	13.03%	\$94,938	\$74,154	\$76,007	\$77,908	\$172,845
South San Francisco	8.54%	\$73,973	\$57,779	\$59,223	\$60,704	\$134,676
Woodside (3)	0.76%	\$9,046	\$7,066	\$7,243	\$7,424	\$16,470
San Mateo County	8.94%	\$82,636	\$64,545	\$66,159	\$67,813	\$150,449
TOTAL	100.00%	\$790,227	\$617,230	\$632,660	\$648,477	\$1,438,704
1- Except those in bold is collected by the San Mateo County Flood Control District						
2- Bold indicate Cities pay it from their General Fund.						
3- Woodside pays for Both NPDES Basic and NPDES Extended from City Funds						
4- Estimate of fees. Budget includes approximately \$1,425,000.						
5- Increased by 1%.						
6- The Column Headings shown in Bold are the FY 12-13 Projected Fee						

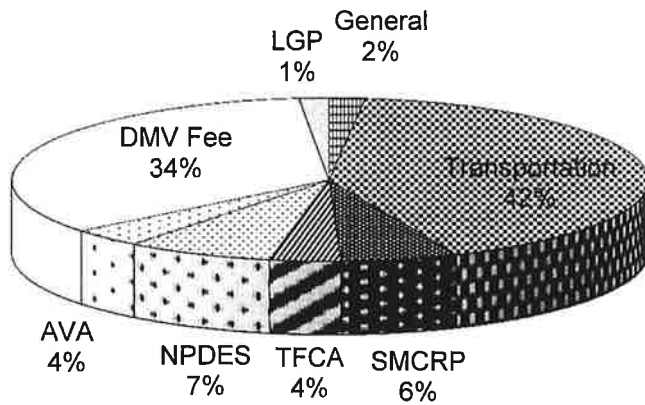
ATTACHMENT C

Graphical Representation of C/CAG Budget

C/CAG REVENUES FY 2012-13

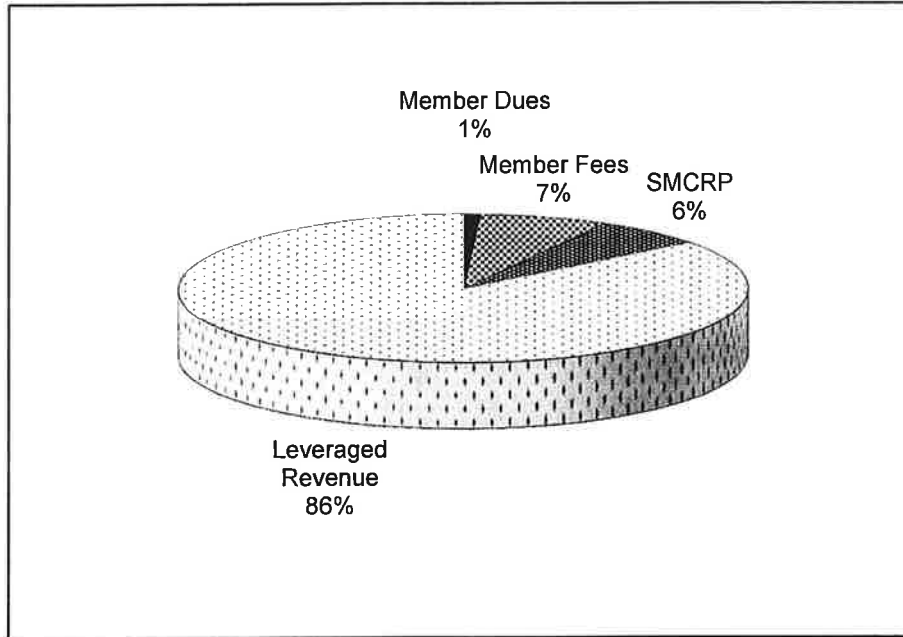


C/CAG EXPENDITURES FY 2012-13



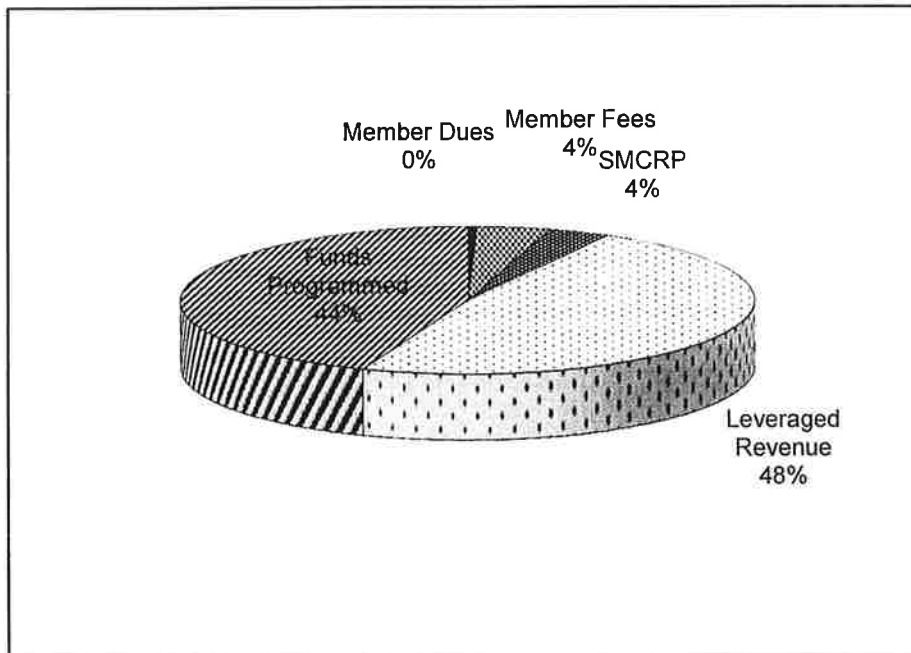
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2012-13



Leverage= 11.357 to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2012-13



Leverage= 20.8652 to 1
(Less SMCRP Funds)

ATTACHMENT D

Resolution 12-26 adopting the C/CAG 2012-13 Program Budget and Fees

RESOLUTION 12-26

* * * * *

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG) ADOPTING THE C/CAG 2012-13 PROGRAM
BUDGET AND FEES**

* * * * *

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

WHEREAS, C/CAG is authorized as a Joint Powers Agency to provide services for member agencies; and

WHEREAS, C/CAG is required to adopt a program budget and establish fees annually; and

WHEREAS, C/CAG must use the latest population data available from the State of California, dated 1/01/06, in establishing the member assessments; and

WHEREAS, a C/CAG 2012-13 Program Budget and fees has been proposed;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) adopts the C/CAG 2012-13 Program Budget and Fees.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

ATTACHMENT E

FY 2011 - 12 Projection vs. FY 2011 - 12 Updated Budget

06/05/12	C/CAG PROJECTION VS UPDATED BUDGET				
	Updated	Projected			
	Budgeted	Actual		Budget	Budget
	FY 2011-12	FY 2011-12		Change	% Change
BEGINNING BALANCE	10,265,511	10,852,387		586,876	5.72%
RESERVE BALANCE	376,112	376,112		0	0.00%
PROJECTED					
REVENUES					
Interest Earnings	104,000	61,086		(42,914)	-41.26%
Member Contribution	2,599,931	2,601,522		1,591	0.06%
Cost Reimbursements-SFIA	0	0		0	0.00%
MTC/ Federal Funding	973,000	1,101,746		128,746	13.23%
Grants	712,443	559,226		(153,217)	-21.51%
DMV Fee	10,958,500	11,733,500		775,000	7.07%
NPDES Fee	1,309,989	1,308,904		(1,085)	-0.08%
TA Cost Share	3,500,000	550,000		(2,950,000)	-84.29%
Miscellaneous/ SFIA	124,601	0		(124,601)	-100.00%
Street Repair Funding	0	0		0	0.00%
PPM-STIP	2,860,000	357,344		(2,502,656)	-87.51%
Assessment	0	0		0	0.00%
TLSP	700,000	1,000,000		300,000	42.86%
		0		0	0.00%
Total Revenues	23,842,464	19,273,328		(4,569,136)	-19.16%
TOTAL SOURCES OF FUNDS	34,107,975	30,125,715		(3,982,260)	-11.68%
PROJECTED					
EXPENDITURES					
Administration Services	354,000	360,346		6,346	1.79%
Professional Services	2,103,559	1,763,129		(340,430)	-16.18%
Consulting Services	12,191,853	4,774,115		(7,417,738)	-60.84%
Supplies	73,000	121,018		48,018	65.78%
Prof. Dues & Memberships	135,166	129,660		(5,506)	-4.07%
Conferences & Meetings	20,500	15,788		(4,712)	-22.99%
Printing/ Postage	30,750	35,349		4,599	14.96%
Publications	8,000	10,222		2,222	27.78%
Distributions	9,594,200	7,052,096		(2,542,104)	-26.50%
Calpers - Unfunded Liability	0	287,323		287,323	0.00%
Miscellaneous	30,500	30,105		(395)	-1.30%
Bank Fee	2,000	2,000		0	0.00%
Audit Services	9,000	13,510		4,510	50.11%
Project Management	100,000	165,000		65,000	65.00%
Total Expenditures	24,652,528	14,759,661		(9,892,867)	-40.13%
TRANSFERS					
Transfers In	1,494,490	1,000,000		(494,490)	-33.09%
Transfers Out	1,494,490	1,000,000		(494,490)	-33.09%
Administrative Allocation	(0)	1		1	524.01%
Total Transfers	(0)	1		1	524.01%
NET CHANGE	(810,064)	4,513,666		5,323,730	657.20%
TRANSFER TO RESERVES	250,000	150,000		(100,000)	-40.00%
TOTAL USE OF FUNDS	24,902,528	14,909,661		(9,992,867)	-40.13%
ENDING FUND BALANCE	9,205,447	15,216,054		6,010,607	65.29%
RESERVE FUND BALANCE	626,112	526,112		(100,000)	-15.97%
NET INCREASE (Decrease)	(1,060,064)	4,363,667		5,423,731	511.64%
IN FUND BALANCE					

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

ATTACHMENT F

Key Budget Definitions/ Acronyms

Key Budget Definitions/ Acronyms

AB 434 - Transportation Fund for Clean Air Program
AB 1546 Program - San Mateo County Environmental/ Transportation Pilot Program
AVA - Abandoned Vehicle Abatement
BAAQMD - Bay Area Air Quality Management District
BPAC - Bicycle and Pedestrian Advisory Committee
Cal PUC - California Public Utilities Commission
C/CAG - City/ County Association of Governments
CMAQ - Congestion Mitigation and Air Quality
CMP 111 - Congestion Management Program (Proposition 111)
DMV - Department of Motor Vehicles
ECR - El Camino Real
ISTEA - Intermodal Surface Transportation Equity Act
ITS - Intelligent Transportation Study
LGP - Local Government Partnership with PG&E and Cal PUC
Measure A - San Mateo County Sales Tax for Transportation
Measure M - C/CAG \$10 Motor Vehicle Fee
MTC - Metropolitan Transportation Commission
Normalized - Years in a multi-year analysis all referred to a base year.
NPDES - National Pollutant Discharge Elimination System
Peninsula 2020 Gateway Study - San Mateo and Santa Clara County study on Highway 101 and access to the Dumbarton Bridge.
PPM - Planning Programming and Monitoring
PSR - Project Study Report
RWQCB - San Francisco Bay Area Regional Water Quality Control Board
SFIA - San Francisco International Airport
SMCRP - San Mateo Congestion Relief Plan Program
SMEW - San Mateo Energy Watch
STIP - State Transportation Improvement Program (State and Federal Transportation Funds)
STOPPP - Storm-water Pollution Prevention Program
STP - Surface Transportation Program (Federal Funds)
TA - San Mateo County Transportation Authority
TAC - Congestion Management Technical Advisory Committee
TDA - Transportation Development Act Article III Funding
TFCA - Transportation Fund for Clean Air (Also known as AB 434)
TLSP - Traffic Light Synchronization Program - Part of Proposition 1B Infrastructure Bond
VTA - Santa Clara Valley Transportation Authority

C/CAG AGENDA REPORT

Date: June 14, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of the project list for funding under the C/CAG and SMCTA Shuttle Program for FY 2012/2013 and FY 2013/2014 and Resolution 12-35 authorizing the C/CAG Chair to execute funding agreements with the City of Menlo Park and the County of San Mateo for an amount not to exceed \$787,871.

(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the Board of Directors review and approve the project list for funding under the C/CAG and SMCTA Shuttle Program for FY 2012/2013 and FY 2013/2014 and Resolution 12-35 authorizing the C/CAG Chair to execute funding agreements with the City of Menlo Park and the County of San Mateo for an amount not to exceed \$787,871.

FISCAL IMPACT

\$787,871 will come from the C/CAG Congestion Relief Plan local shuttle fund. The C/CAG Congestion Relief Plan local shuttle fund makes available \$500,000 per fiscal year (FY).

SOURCE OF FUNDS

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and includes \$1,000,000 in funding (\$500,000 for FY 12/13 and \$500,000 for FY 13/14). The San Mateo County Transportation Authority (TA) Measure A Program will provide approximately \$6,000,000 for the two-year funding cycle. The C/CAG funding will be predicated on the C/CAG Board of Directors approving shuttle funding in the amount of \$500,000 for each fiscal year through the budget adoption process.

BACKGROUND/DISCUSSION

For the FY 12/13 & FY13/14 the San Mateo County Transportation Authority (TA) and C/CAG created a call for projects that combines two years of funding for shuttles in an amount up to \$7,000,000 from both agencies. Staff issued the call for projects on March 9, 2012 and applications were due on April 16, 2012. C/CAG and TA staff held an application workshop on March 21, 2012 to guide projects sponsors through the application process. Staff received a total of 16 applications which encompass 36 separate shuttles.

Staff convened a Shuttle Evaluation Panel to review and score the shuttle program applications.

ITEM 6.4

The panel consisted of staff from the San Mateo County Transit District (SanMateo), the TA, and C/CAG. The panel has developed a recommended list of projects to be funded at this time which is presented in Attachment A. The panel also developed a list of projects where the decision for funding is being deferred pending the outcome of additional information which is also presented in Attachment A.

Projects were evaluated on service performance measures such as cost per passenger and passenger per revenue hour as is displayed in Attachment B. Projects were also evaluated based on need, local match and service plan. Of the shuttles being requested for funding seven are newly proposed shuttle routes. New shuttles were evaluated on projected ridership for either the FY 12/13 or FY 13/14 as opposed to the prior 12 months of service performance for existing shuttles.

The project list for funding has been reviewed and recommended for approval by the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality Committee (CMEQ). The San Mateo County Transportation Authority (TA) Citizens Advisory Committee (CAC) also reviewed the project list. Under this recommended project list, should it be approved by the respective Boards, C/CAG would allocate and contract for funding with five shuttle routes while the TA will allocate and contract for funding with 28 shuttle routes. The San Mateo County Transportation Authority Board of Directors is scheduled to act on this project list at the June 7, 2012 TA Board of Directors meeting.

Staff is currently working with the projects sponsors of those routes where more information route development is needed. Shuttle projects where more information was requested will be brought forward with a revised recommendation as appropriate after further evaluation by the panel.

The shuttle program agreements for FY 12/13 and FY 13/14 have not yet been prepared by staff and are not included as part of this report or on the C/CAG website. The funding agreements shall be in a form to be approved by C/CAG Legal Counsel.

ATTACHMENTS

- Resolution 12-35
- Attachment A – Recommendations for FY 2012/2013 & FY 2013/2014 Local Shuttle Funding Program
- Attachment B – Performance Indicators for FY 2012/2013 & FY 2013/2014 Local Shuttle Funding Program

RESOLUTION 12-35

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE FUNDING AGREEMENTS WITH THE CITY OF MENLO PARK AND THE COUNTY OF SAN MATEO FOR AN AMOUNT NOT TO EXCEED \$787,871.

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 14, 2002 meeting approved the Congestion Relief Plan and subsequently reauthorized the Congestion Relief Plan in 2007 and 2010; and,

WHEREAS, one component of that Plan was support for the Local and Employer Based Shuttle Programs; and,

WHEREAS, on March 8, 2012 the C/CAG Board of Directors approved the process for the C/CAG and San Mateo County Transportation Authority combined San Mateo County Shuttle Program for FY 12/13 & FY 13/14; and,

WHEREAS, on March 9, 2012 C/CAG and the San Mateo County Transportation Authority issued a call for projects for the FY 12/13 & FY 13/14 San Mateo County Shuttle Program; and,

WHEREAS, a project list of eligible projects as presented in Attachment A has been recommended for funding by the Congestion Management Program Technical Advisory Committee and the Congestion Management and Environmental Quality Committee; and,

WHEREAS, as presented in Attachment A C/CAG will allocate funding for five shuttle routes sponsored by the City of Menlo Park and the County of San Mateo; and

WHEREAS, C/CAG has determined that the cost of these shuttles shall not cumulatively exceed seven hundred eighty-seven thousand, eight hundred and seventy-one dollars (\$787,871); and,

WHEREAS, the following agencies and programs shall be covered by this allocation.

<u>Agency</u>	<u>Funding Amount</u>
City of Menlo Park	\$668,000
County of San Mateo	\$119,871
Total	\$787,871

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to execute agreements with the aforementioned agencies through June 30, 2014. The agreements shall be in a form approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF JUNE 2012.

Bob Grassilli, Chair

Attachment A

RECOMMENDATIONS FOR FY 2012/2013 & FY 2013/2014 LOCAL SHUTTLE FUNDING PROGRAM

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Total Allocation</i>	<i>Total Cost (2 year)</i>	<i>% Match</i>	<i>Proposed Fund Source</i>
Alliance	Brisbane Crocker Park Shuttle	\$214,818	\$537,045	60%	Measure A
Alliance	Seaport Centre Shuttle*	\$119,075	\$238,150	50%	Measure A
Alliance	South SF BART Shuttle	\$240,000	\$919,612	74%	Measure A
Alliance	South SF Caltrain Shuttle	\$392,942	\$523,923	25%	Measure A
Alliance	South SF Centennial Tower*	\$104,554	\$209,108	50%	Measure A
Alliance	South SF Ferry Terminal*	\$349,795	\$538,147	35%	Measure A
Burlingame	North Burlingame Shuttle	\$110,024	\$220,048	50%	Measure A
East Palo Alto	Community #2 (formerly Youth)	\$130,040	\$260,721	50%	Measure A
East Palo Alto	Community #3	\$73,002	\$184,671	60%	Measure A
East Palo Alto	Community #4 (formerly Shopper)	\$161,568	\$241,756	33%	Measure A
East Palo Alto	Community #1 (formerly Community)	\$208,360	\$281,067	26%	Measure A
JPB	Bayshore/Brisbane	\$329,727	\$444,785	26%	Measure A
JPB	Belmont/Hillsdale	\$149,751	\$202,006	26%	Measure A
JPB	Broadway/Milbrae	\$192,341	\$259,458	26%	Measure A
JPB	Burlingame Bayside	\$107,957	\$208,777	48%	Measure A
JPB	Campus (Hillsdale)	\$114,586	\$221,596	48%	Measure A
JPB	Fashion Island (EA)	\$92,595	\$226,636	59%	Measure A
JPB	Gateway/Genentech	\$70,832	\$349,063	80%	Measure A
JPB	Lincoln Centre	\$143,178	\$276,890	48%	Measure A
JPB	Mariners Island	\$155,828	\$301,344	48%	Measure A
JPB	Norfolk (Hayward Park)	\$114,586	\$221,596	48%	Measure A
JPB	Oracle	\$194,531	\$376,194	48%	Measure A
JPB	Pacific Shores	\$192,740	\$372,738	48%	Measure A
JPB	Redwood Shores (Bridge Park)	\$146,598	\$283,494	48%	Measure A
JPB	Redwood Shores (Clipper)	\$140,849	\$272,376	48%	Measure A
JPB	Sierra Point Caltrain	\$21,065	\$392,690	95%	Measure A
Redwood City	Climate Best Express	\$109,914	\$219,828	50%	Measure A
Redwood City	Midpoint Caltrain Shuttle	\$131,897	\$219,828	40%	Measure A
Menlo Park	Marsh Road	\$217,200	\$316,200	31%	C/CAG
Menlo Park	Willow Road	\$166,200	\$252,200	34%	C/CAG
Menlo Park	Midday Shuttle	\$242,600	\$390,600	38%	C/CAG
Menlo Park	Shopper Shuttle	\$42,000	\$73,000	42%	C/CAG
San Mateo County	Circle Star Caltrain Shuttle*	\$119,871	\$159,828	25%	C/CAG

Subtotal \$5,301,024 \$10,195,375 48%

TA Measure A allocation \$4,513,153

C/CAG Congestion Relief Plan allocation \$787,871

Funding Recommendation Deferred

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Total Request</i>	<i>Total Cost (2 yr)</i>	<i>Notes</i>
Belmont	Belmont Community*	\$112,750	\$150,250	Service plan needs further development. Heavy overlap with SamTrans service.
Daly City	Bayshore Circulator*	\$219,989	\$531,373	Route and service plan needs be finalized.
Pacifica	Weekend Community Shuttle*	\$142,200	\$189,600	Service plan needs further development. Heavy overlap with SamTrans service. Request includes vehicle purchase capital cost.

Subtotal \$474,939 \$871,223

*New shuttles

Attachment B

PERFORMANCE INDICATORS FOR FY 2012/2013 & FY 2013/2014 LOCAL SHUTTLE FUNDING PROGRAM

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Cost Per Passenger (prior 12 months, except for new shuttles)</i>	<i>Passengers Per Revenue Hour</i>	<i>New Shuttles Projected Average</i>	<i>Service Type</i>
Alliance	Brisbane Crocker Park Shuttle	\$2.80	18.68		Commuter
Alliance	Seaport Centre Shuttle*	\$4.03	18.24	FY 2013	Commuter
Alliance	South SF BART Shuttle	\$8.67	7.60		Commuter
Alliance	South SF Caltrain Shuttle	\$8.73	7.75		Commuter
Alliance	South SF Centennial Tower*	\$8.50	8.31	FY 2013	Commuter
Alliance	South SF Ferry Terminal*	\$12.87	11.52	FY 2013	Commuter
Burlingame	North Burlingame Shuttle	\$8.12	7.05		Hybrid
East Palo Alto	Community #2 (formerly Youth)	\$9.00	7.59		Community
East Palo Alto	Community #3	\$9.88	6.76		Community
East Palo Alto	Community #4 (formerly Shopper)	\$11.10	5.69		Community
East Palo Alto	Community #1 (formerly Community)	\$4.66	14.17		Community
JPB	Bayshore/Brisbane	\$8.21	7.65		Community
JPB	Belmont/Hillsdale	\$4.39	15.03		Commuter
JPB	Broadway/Milbrae	\$3.41	19.37		Commuter
JPB	Burlingame Bayside	\$2.25	29.28		Commuter
JPB	Campus (Hillsdale)	\$5.54	11.84		Commuter
JPB	Fashion Island (EA)	\$3.07	24.83		Commuter
JPB	Gateway/Genentech	\$2.05	30.71		Commuter
JPB	Lincoln Centre	\$3.43	22.35		Commuter
JPB	Mariners Island	\$3.39	22.70		Commuter
JPB	Norfolk (Hayward Park)	\$9.07	7.10		Commuter
JPB	Oracle	\$5.83	13.19		Commuter
JPB	Pacific Shores	\$2.23	34.37		Commuter
JPB	Redwood Shores (Bridge Park)	\$3.96	19.45		Commuter
JPB	Redwood Shores (Clipper)	\$5.78	11.46		Commuter
JPB	Sierra Point Caltrain	\$4.07	11.06		Commuter
Redwood City	Climate Best Express	\$9.07	7.23		Door to Door
Redwood City	Midpoint Caltrain Shuttle	\$4.17	17.30		Commuter
Menlo Park	Marsh Road	\$4.20	20.30		Commuter
Menlo Park	Willow Road	\$4.35	15.04		Commuter
Menlo Park	Midday Shuttle	\$7.11	9.35		Community
Menlo Park	Shopper Shuttle	\$15.00	5.18		Door to Door
San Mateo County	Circle Star Caltrain Shuttle*	\$8.49	8.52	FY 2014	Commuter

Funding Recommendation Deferred

<i>Sponsor</i>	<i>Shuttle Name</i>	<i>Cost Per Passenger (prior 12 months)</i>	<i>Passengers Per Revenue Hour</i>	<i>New Shuttles Projected Average</i>	<i>Service Type</i>
Belmont	Belmont Community*	\$5.00	17.00	FY 2014	Hybrid
Daly City	Bayshore Circulator*	\$17.07	5.23	FY 2013	Hybrid
Pacifica	Weekend Community Shuttle*	\$10.48	15.75	FY 2013	Community

*New shuttles

Benchmarks for Existing Shuttles		
<i>Shuttle Service</i>	<i>Operating Cost / Passenger</i>	<i>Passengers / Revenue Hour</i>
Commuter	\$7	15
Community or Hybrid	\$9	10
Door to Door	\$15	2

C/CAG AGENDA REPORT

Date: June 14, 2012
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of a support letter to the California High Speed Rail Authority for the revised California High Speed rail Business Plan

(For further information or response to question's, contact Richard Napier at 650 599-1420)

Staff received several calls from Board Members that were confused about the vote on the substitute motion that carried 9-8 at the May Board Meeting. The motion that carried made significant changes to the original letter. Attached is the letter as changed at the May Board Meeting. Also attached is the original letter proposed. After discussion with the C/CAG Chair it was decided to place it on the June agenda. In order to be reconsidered, one of the nine Board Members that supported the motion would need to make a motion for reconsideration. If the motion to reconsider passes then the item would be on the C/CAG agenda for consideration. If reconsideration is not moved or passed then the original letter would be sent.

The following Board Members voted for the modified letter - May 2012

Terry Nagel - Burlingame
Joseph Silva - Colma
Carlos Romero - East Palo Alto
Art Kiesel - Foster City
Tom Kasten - Hillsborough
Marge Colapietro - Millbrae
Maryann Moise Derwin - Portola Valley
Alicia Aguirre - Redwood City
Brandt Grotte - San Mateo

ITEM 6.5

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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May 10, 2012

California High Speed Rail Authority
707 L Street Suite 800
Sacramento, CA 95814

Attention: Dan Richard - Chair

Subject: Support for Revised California High Speed Rail Business Plan

Dear Chair Richard;

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency of San Mateo County. In that role C/CAG programs the State and Federal discretionary funds that come to San Mateo County. C/CAG provides input on the transportation projects from San Mateo County to include in the Metropolitan Transportation Commission's Regional Transportation Plan. In its 2012 Legislative Policies C/CAG has a support position for Caltrain and High Speed Rail.

C/CAG supports the Memorandum of Understanding between and among MTC, five Bay Area Transportation Agencies, two municipalities and the California High Speed Rail Authority (CHSRA) that will bring \$1.5 billion to electrify the Caltrain System including \$700 million of early investments from the new state funds. The MOU formalizes support for a "blended" CHSR/ Caltrain system, closing the door on the notion of a full four-track system that was opposed by local communities. This approach will electrify Caltrain which has been a priority for many years. Electrification will provide better service, lower operating cost and reduce air pollution.

C/CAG supports the blended (2 track system) California High Speed Rail/ Caltrain Project with electrification for Caltrain that is included in the revised High Speed Rail Business Plan. Therefore, it is requested that the Legislature approve the California High Speed Rail Business Plan and authorize the \$700 million of early investment of state funds.

Your consideration of this request is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,

Bob Grassilli
Chair
City/ County Association of Governments

cc: Steve Heminger -MTC
Addrienne Tissier - Caltrain
Honorable Richard Gordon - Assembly Budget Sub-Committee 2
Honorable Joe Simitian - Senate Budget Sub-Committee

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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Pacific • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

May 10, 2012

California High Speed Rail Authority
707 L Street Suite 800
Sacramento, CA 95814

Attention: Dan Richard - Chair

Subject: Support for Revised Caltrain Electrification, positive train control, and early investment California High Speed Rail Business Plan

Dear Chair Richard;

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency of San Mateo County. In that role C/CAG programs the State and Federal discretionary funds that come to San Mateo County. C/CAG provides input on the transportation projects from San Mateo County to include in the Metropolitan Transportation Commission's Regional Transportation Plan. ~~In its 2012 Legislative Policies C/CAG has a support position for Caltrain and High Speed Rail.~~

C/CAG supports the Memorandum of Understanding between and among MTC, five Bay Area Transportation Agencies, two municipalities and the California High Speed Rail Authority (CHSRA) that will bring \$1.5 billion to electrify the Caltrain System including \$700 million of early investments from the new state funds. The MOU formalizes support for a "blended" CHSR/ Caltrain system, closing the door on the notion of a full four-track system that was opposed by local communities. This approach will electrify Caltrain which has been a priority for many years. Electrification will provide better service, lower operating cost and reduce air pollution.

C/CAG supports the blended (2 track system) California High Speed Rail/ Caltrain Project with electrification for Caltrain, positive train control, and early investment. ~~that is included in the revised High Speed Rail Business Plan.~~ Therefore, it is requested that the Legislature ~~approve the California High Speed Rail Business Plan and~~ authorize the \$700 million of early investment of state funds.

Your consideration of this request is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,

Bob Grassilli
Chair
City/ County Association of Governments

cc: Steve Heminger -MTC
Addrienne Tissier - Caltrain
Honorable Richard Gordon - Assembly Budget Sub-Committee 2
Honorable Joe Simitian - Senate Budget Sub-Committee

C/CAG

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Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

May 16, 2012

Honorable Mark DeSaulnier
California State Senate District 7
State Capitol, Room 5035
Sacramento, CA 95814

Reference: SB 1149 Regional Governance Accountability Measure

Honorable Mark DeSaulnier:

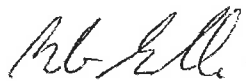
The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County. C/CAG has one Council Member from each of the 20 cities and one Supervisor from the County on its Board. At the May 10 Board meeting SB 1149 was reviewed and an oppose position taken. The basis for the oppose position is as follows:

- 1- This Bill essentially adds another layer of government above MTC, ABAG, BAAQMD, and BCDC.
- 2- It creates a directly elected Commission which historically performs poorly .
- 3- This would significantly reduce the voice of the cities and Counties which are currently represented on these Regional Agencies.
- 4- As a result of SB 375, the Regional Agencies are currently successfully working together on the Sustainable Communities Strategy to link land-use and transportation.

For these reasons, the C/CAG Board recommended an Oppose position on SB 1149.

If you need additional information on the SB 1149 oppose position please contact Richard Napier, C/CAG Executive Director, at 650 599-1420.

Sincerely,



Bob Grassilli
C/CAG Chair

Cc: Assembly Member Fiona Ma
Assembly Member Jerry Hill
Assembly Member Richard Gordon
Senator Leland Yee
Senator Joe Simitian

ITEM 9.1