

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
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BOARD MEETING NOTICE

Meeting No. 230

- DATE:** Thursday, December 9, 2010
- 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 PRESENTATION
 - 4.1.1 Presentation of Certificate of Appreciation to Julie Lancelle, Councilmember of the City of Pacifica, for her years of dedicated service and contributions to C/CAG. p. 1
 - 4.1.2 Presentation of Certificate of Appreciation to Sue Lempert, City of San Mateo, for her years of dedicated service and contributions to MTC. p. 3
 - 4.1.3 Presentation by State Senator Leland Yee. p. 5
 - 4.1.4 Presentation by Bay Conservation Development Commission p. 7

4.2 ANNOUNCEMENTS

C/CAG's 20th Anniversary

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. 229 dated November 18, 2010.

ACTION p. 9

5.2 Consideration of a Referral from the County of San Mateo, Re: Comprehensive Airport Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: *San Mateo County 2007-2014 Draft Housing Element*.

ACTION p. 15

5.3 Consideration/Approval of a Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: *Downtown Precise Plan Public Review Draft 8/31/2010*.

ACTION p. 41

5.4 Review and approval of Resolution 10-65 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting and staff support services at a net cost to C/CAG of not to exceed \$100,000 for the fiscal year 2010-11.

ACTION p. 53

5.5 Update on the San Mateo County Energy Watch, Local Government Partnership with Pacific Gas and Electric Company.

INFORMATION p. 63

5.6 Review and accept the Quarterly Investment Report ending September 30, 2010

ACTION p. 67

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 priorities, positions, and Legislative update.

(A position may be taken on any legislation, including legislation not previously identified.)

ACTION p. 73

6.2 Review and approval of Resolution 10-64 (1) accepting the certificate of the Chief Elections Officer as the statement of the result of the vote as determined by the official canvass of the November 2, 2010, Measure M election; (2) declaring and accepting the passage of Measure M; and (3) imposing a \$10 Vehicle Registration Fee on vehicles registered in San Mateo County in accordance with Measure M.

ACTION p. 79

6.3 Quarterly update on the implementation of the San Mateo County Smart Corridor project.

INFORMATION p. 109

- 6.4 Review and approval of Resolution 10-63 reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2011 to June 30, 2015 (Special voting procedures apply).
ACTION p. 111
- 6.5 Review and approval of Resolution 10-66 authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for travel demand forecasting model license and services for a three (3) year term in an amount not to exceed \$575,000.
ACTION p. 125
- 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
- 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.
- 9.1 Letter from Chair Kasten to the Honorable R. Sean Randolph, Chairman, San Francisco Bay Conservation Development Commission, dated 11/1/10. RE: San Francisco Bay Conservation Development Commission's (BCDC) proposed Bay Plan amendment. p. 137
- 9.2 Letter from Chair Kasten to All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors, dated 11/18/10. Re: Vacancies on the Congestion Management and Environmental Quality Committee (CMEQ) and the Bicycle and Pedestrian Advisory Committee (BPAC). p. 139
- 9.3 Letter from Chair Kasten to the Honorable Ross Mirkarimi, Board Chair, San Francisco County Transportation Authority, dated 11/22/10. Re: C/CAG's opposition to the Mobility, Access and Pricing Study (MAPS) Scenario 3. p. 141
- 10.0 ADJOURN

Next scheduled meeting: January 13, 2011 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

December 9, 2010 Legislative Committee - SamTrans 2nd Floor Auditorium - 5:30 p.m.
December 9, 2010 C/CAG Board - SamTrans 2nd Floor Auditorium - 6:30 p.m.
December 16, 2010 Resource Management and Climate Protection Committee (RMCP)
December 16, 2010 CMP Technical Advisory Committee - SamTrans 2nd Floor Auditorium – 3:00 p.m.
December 21, 2010 NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
December 27, 2010 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City – Noon

C/CAG

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
JULIE LANCELLE**

FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Julie Lancelle has served the City of Pacifica community in many capacities; and,

Whereas, Julie Lancelle has served as Mayor and Council Member for the City of Pacifica for ten years; and,

Whereas, Julie Lancelle has served on the C/CAG Board of Directors, representing the City of Pacifica; and,

Whereas, Julie Lancelle has served on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) from 2004 to 2010.

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Julie Lancelle for her many years of dedicated public service, and wishes her happiness and success in the future.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF DECEMBER, 2010.

Thomas M. Kasten, Chair

ITEM 4.1.1

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
SUE LEMPERT**

FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Sue Lempert has served the City of San Mateo community in many capacities; and,

Whereas, Sue Lempert has served on the Bay Area Metropolitan Transportation Commission (MTC) representing cities of San Mateo County;

Whereas, Sue Lempert has served on the C/CAG Board of Directors, representing the City of San Mateo; and,

Whereas, Sue Lempert has served on the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee and the Bicycle and Pedestrian Advisory Committee (BPAC).

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Sue Lempert for her many years of dedicated public service and her contribution to the betterment of San Mateo County, and wishes her happiness and success in the future.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF DECEMBER, 2010.

Thomas M. Kasten, Chair

ITEM 4.1.2

C/CAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Presentation by State Senator Leland Yee
(For further information please contact Richard Napier at 650-599-1420)

A verbal report will be provided at the meeting.

C/CAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Presentation by Bay Conservation Development Commission
(For further information please contact Richard Napier at 650-599-1420)

A verbal report will be provided at the meeting.

ITEM 4.1.4

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Meeting No. 229
November 18, 2010

1.0 CALL TO ORDER/ROLL CALL

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

Coralin Feierbach - Belmont
Terry Nagel - Burlingame
Joe Silva - Colma
David Canepa - Daly City
Carlos Romero - East Palo Alto (6:50)
Linda Koelling - Foster City
Naomi Patridge - Half Moon Bay
Tom Kasten - Hillsborough
Paul Seto - Millbrae
Julie Lancelle - Pacifica
Maryann Moise Derwin - Portola Valley
Alicia Aguirre - Redwood City
Bob Grassilli - San Carlos
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent:

Atherton
Brisbane
Menlo Park
San Bruno
San Mateo
San Mateo County

Others:

Richard Napier, Executive Director - C/CAG
Sandy Wong, Deputy Director - C/CAG
Carol Woodward, C/CAG - Legal Counsel
Nancy Blair, C/CAG Staff
Tom Madalena, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Matt Fabry, C/CAG Staff
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Onnalee Trapp, CMAQ Committee, League of Women Voters of San Mateo County

ITEM 5.1

Christine, Maley-Grubl, Peninsula Congestion Relief Alliance
Joe La Mariana, San Mateo County - Public Works
Kim Springer, San Mateo County - Public Works
Joel Slavitt, San Carlos
Margaret Pye, San Carlos
Cathleen Baker, San Mateo
David Alfano, Menlo Park

2.0 PLEDGE OF ALLEGIANCE led by David Boesch

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

4.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS

4.1 Strategies for improving food and physical activity environments in San Mateo County.

Jean Fraser, Chief, San Mateo County Health System, gave a presentation and answered questions.

5.0 CONSENT AGENDA.

Boardmember Koelling MOVED approval of Consent Items 5.1, 5.2, 5.4.1, 5.5, 5.6, 5.7, and 5.8. Boardmember Gordon SECONDED. **MOTION CARRIED** 15-0.

5.1 Approval of the Minutes of Regular Business Meeting No. 228 dated September 9, 2010.

APPROVED

5.0 CONSENT AGENDA

5.1 Approval of the Minutes of Regular Business Meeting No. 228 dated September 16, 2010.

APPROVED

5.2 Review and approval of Resolution 10-60 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo for up to \$49,999 for staff services provided to the Resource Management and Climate Protection Committee and for C/CAG as the Local Task Force.

APPROVED

5.3 Review and approval of Resolution 10-61 authorizing the C/CAG Chair to execute an agreement between C/CAG and Kema, Incorporated for Consulting Services for the Bay Area Air Quality Management District Climate Action Plan Template Grant Project in an Amount not to Exceed \$49,500.

APPROVED

5.4 C/CAG Chair approved agreements in accordance with the adopted Procurement Policy.

5.4.1 Agreement Between C/CAG and the County of San Mateo to Provide Staff Services for a Climate Action Plan Template Project in an Amount not to Exceed \$20,000.

INFORMATION

- 5.5 Review and Approval of Resolution 10-58 Authorizing the C/CAG Chair to Execute a Two-Year No-Cost Extension to the Agreement with the County of San Mateo to Construct a Sustainable Green Street and Parking Lot Demonstration Project. APPROVED
- 5.6 Review and Adoption of Resolution No. 10-59 Authorizing the C/CAG Board of Directors to Submit an Application to Caltrans to Receive and Accept State Grant Funds and Certify C/CAG's Share of Matching Funds to Prepare an Update of the Comprehensive Airport Land Use Compatibility Plan (CLUP) for the Environs of Half Moon Bay Airport. APPROVED
- 5.7 Review and accept the C/CAG State Transportation Improvement Program (STIP) PPM Final Audit Report through January 30, 2010. APPROVED
- 5.8 Review and approval of the call for projects for the 5th Cycle of the Transit Oriented Development Housing Incentive Program. APPROVED

Items 5.3 and 5.4.2 were removed from the Consent Calendar.

- 5.3 Review and approval of Resolution 10-61 authorizing the C/CAG Chair to execute an agreement between C/CAG and Kema, Incorporated for Consulting Services for the Bay Area Air Quality Management District Climate Action Plan Template Grant Project in an Amount not to Exceed \$49,500. APPROVED

Boardmember Matsumoto MOVED approval of Item 5.3 with correction to the language. Boardmember Nagel SECONDED. **MOTION CARRIED** 15-0.

- 5.4.2 Executed contract with Alta Planning & Design for an amount not to exceed \$32,000 for development of the Toolkit of Programs for the San Mateo County Safe Routes to School Program. INFORMATION

Boardmember Matsumoto MOVED approval of Item 5.4.2. Boardmember Romero SECONDED. **MOTION CARRIED** 15-0.

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 priorities, positions, and Legislative update. (A position may be taken on any legislation, including legislation not previously identified.) ACTION
No action was taken.

- 6.2 Review and approval of the 2011 C/CAG Board Calendar. APPROVED

Boardmember Koelling MOVED approval of Item 6.2. Boardmember Nagel SECONDED. **MOTION CARRIED** 15-0.

- 6.3 Review and appointment of four public members to the C/CAG Bicycle and Pedestrian Advisory Committee. APPROVED

The BPAC had four vacant seats for public members. Staff distributed a recruitment letter, and received seven responses. The following individuals responded:

| | |
|---------------------------|--------------------------|
| Joel Slavitt, San Carlos | Margaret Pye, San Carlos |
| Tony Panero, San Carlos | Cory Roay, Belmont |
| Cathleen Baker, San Mateo | Judi Mosqueda, Millbrae |
| David Alfano, Menlo Park | |

The Board voted by ballot. Cory Roay, Cathleen Baker, Judi Mosqueda, and David Alfano were elected to fill the four vacant seats for a public member.

- 6.4 Receive Update on Pre-Tax Commuter Outreach Efforts. INFORMATION

A presentation was provided, and questions were answered.

- 6.5 Review and Approve Resolution 10-62, authorizing continued staff support for the test claims filed by member agencies with the State Commission on Mandates related to requirements in the Municipal Regional Stormwater Permit, and authorizing the Executive Director, acting on behalf of C/CAG and the Countywide Program, to serve as the spokesperson and representative of those member agencies making such a request in writing. APPROVED

Boardmember Gordon MOVED to approve Resolution 10-62 in accordance with staff recommendation. Boardmember Patridge SECONDED. **MOTION CARRIED** 15-0.

- 6.6 Review and approval of C/CAG staff support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-region for San Mateo County including the 20 cities. APPROVED

Boardmember Nagel MOVED approval of Item 6.6. Boardmember Gordon SECONDED. **MOTION CARRIED** 15-0.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

- 7.2 Chairperson's Report.

- 7.3 Boardmembers Report

Boardmember Nagel encouraged Boardmembers to have their city write a letter supporting the High Speed Rail, and provided a sample letter.

8.0 EXECUTIVE DIRECTOR'S REPORT

C/CAG's accomplishments were highlighted.

9.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Boardmembers and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 5991406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

- 9.1 Letter from Richard Newman, ALUC Chairperson, to Hon. Tom Kasten, Chairman, C/CAG Board of Directors, dated 10/13/10. RE: Request C/CAG Chair to write to the County Planning Commission, the Board of Supervisors, and the Community Development Director, requesting an extension of time for the notice period for the Final Environmental Impact Report (FEIR) for the Big Wave Wellness Center and Office Park, from 20 days to 60 days.
- 9.2 Letter from Chair Kasten to Mr. Jim Eggemeyer, Community Development Director, San Mateo County Planning Commission, dated 10/18/10. RE: Request San Mateo County Planning Commission to extend the notice period for the Final Environmental Impact Report (FEIR) for the Big Wave Wellness Center and Office Park, from 20 days to 60 days.
- 9.3 Letter from Richard Napier, Executive Director C/CAG, to John L. Martin, Director, San Francisco International Airport, dated 10/27/10. RE: Chaptering of SB 1333 (Yee).
- 9.4 The Mercury News, Updated 10/09/10. RE: Measure M would add \$10 to vehicle registration fee for San Mateo County drivers.
- 9.5 San Mateo Daily Journal, dated 10/18/10. RE: Local Vehicle Fee Hike on Ballot.

10.0 CLOSED SESSION (Pursuant to Government Code Sec. 54957):

The Board recessed to closed session at 8:25 p.m.

10.1 Public Employee Performance Evaluation

Title: Executive Director

10.2 Conference with Labor Negotiators

C/CAG Representatives: Tom Kasten

Unrepresented Employee: Executive Director

11.0 RECONVENE OPEN SESSION

The Board reconvened the open session at 9:10 p.m.

11.1 Report on Closed Session.

No reportable action was taken.

- 12.0 APPROVED on Compensation Adjustment for Executive Director. Consideration of Amendment to the Agreement between the City/County Association of Governments (C/CAG) and Richard Napier regarding annual compensation for services as Executive Director.
APPROVED

Chair Kasten, on behalf of the Board, thanked the Executive Director for his hard work and expressed the Board's appreciation for his efforts. Due to the present economy, there will be no compensation adjustment.

Boardmember Koelling MOVED to approve. Boardmember Gordon SECONDED. Vote was taken by roll call. **MOTION CARRIED 15-0.**

- 13.0 Approval of the Performance Objectives for FY 10-11 for the City/County Association of Governments (C/CAG) Executive Director. APPROVED

Boardmember Lancelle MOVED to approve the Performance Objectives for FY 10-11. Boardmember Moise Derwin SECONDED. **MOTION CARRIED 15-0.**

- 14.0 ADJOURN

Board adjourned at 9:30 p.m.

CCAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff
TEL: 650/363-4417; FAX: 650/363-4849; email: dcarbone@co.sanmateo.ca.us
Subject: Consideration of a Referral from the County of San Mateo, Re: Comprehensive Airport Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: *San Mateo County 2007-2014 Draft Housing Element*

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the relevant content of the *San Mateo County 2007-2014 Draft Housing Element* document, is consistent with the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of all three airports in the County (Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport) and with relevant state law, based on the following condition:

Revise the text in Chapter 1 "Introduction", on the bottom of p.4 of the draft document, to read as follows:

"Consistency With the Relevant Airport/land Use Compatibility Criteria in the *San Mateo County Comprehensive Airport Land Use Plan December 1996, as Amended*

Government Code Section 65302.3 requires that a local agency general plan/general plan amendment and/or any affected specific plan/specific plan amendment must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted comprehensive airport land use plan (CLUP). Adoption of this document will amend the County General Plan. The housing policies, goals, programs, and any other provisions to accommodate future housing development, as specified herein, are consistent with and do not conflict with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of all three airports located in the County (Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport)."

FISCAL IMPACT

None.

BACKGROUND

The State of California requires each governing body of a city, county, or city and county, to adopt a comprehensive, long-term general plan for the physical development of the community. The housing element is one of seven mandated elements of a local general plan (the general plan also includes a land use element and a noise element, among others). Housing element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community.

ITEM 5.2

C/CAG Agenda Report December 9, 2010; Re: Consideration of a Referral from the County of San Mateo: Comprehensive Airport Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: *San Mateo County 2007-2014 Draft Housing Element*
Page 2 of 5

The County of San Mateo has referred its *San Mateo County 2007-2014 Draft Housing Element* to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, applicable to the environs of all three airports in the County (see Attachments No.1 and 2). The draft document is a general plan amendment and therefore, subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on January 14, 2011. Due to its limited meeting schedule and holiday limitations, the C/CAG ALUC did not review this referral.

The current *San Mateo Housing Element* of the County General Plan was adopted in 2003. The *San Mateo County 2007-2014 Draft Housing Element* is a policy document that identifies goals, policies, programs, and other county actions to address projected housing needs in the unincorporated areas of the county. There are no specific development projects or proposals included in the document.

The Association of Bay Area Governments (ABAG) projected regional housing share for the unincorporated San Mateo county area, known as the Regional Housing Needs Allocation (RHNA) number, is 1,506 housing units by 2014. A total of 288 units have been built since June 30, 2007, which count toward the County's RHNA number.

DISCUSSION

A. Potential Housing Sites Within the Unincorporated Portion of the Environs of Each Airport in the County

The planning area for the *San Mateo County 2007-2014 Draft Housing Element* consists of all unincorporated lands under the county's jurisdiction. The state-mandated inventory of developable new housing sites is summarized in "Chapter 9 Adequate Site Inventory and Analysis" of the *Draft Housing Element*, in Tables 9 -2, 9-3, and 9-4. The data in the tables indicate the residential development capacity for each unincorporated community/area in the County. The text on p. 186 in Chapter 9 states the following:

"All of the sites shown in the following tables have access to infrastructure and do not have any environmental or other constraints that might preclude development unless otherwise noted. In no cases are sites assumed to be developable at densities greater than those allowed by zoning regulations, site requirements....and General Plan land use designations....."

It is important to note that the fact that [if] a site appears in this inventory [it] does not mean that development will occur on the site, or that the County assumes, intends, or encourages development of any specific site or in any specific area of the County."

The potential housing sites of interest to C/CAG, acting as the Airport Land Use Commission, are those located within the environs of each of the three airports in the County (see Attachments 2-4). The environs are defined by the configuration of the Airport Influence Area B for each airport. The Area B boundary defines a geographic area that includes the following for each airport: (1) aircraft noise contours, (2) FAA airspace protection parameters, and (3) runway safety zones.

C/CAG Agenda Report December 9, 2010, Re: Consideration of a Referral from the County of San Mateo: Comprehensive Airport Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: San Mateo County 2007-2014 Draft Housing Element
Page 3 of 5

The data in the following tables (Tables 1, 2, and 3) indicate the potential residential development capacity for the communities/areas that are located within the Airport Influence Area B boundary for each airport in the County.

Table 1
Potential Residential Development Capacity (Units) Within Half Moon Bay Airport Influence Area B in Unincorporated San Mateo County Territory¹

| Community/Area | Parcels | Residential Development Capacity (Units) | Default Density Unit Capacity² |
|-----------------------|----------------|---|--|
| El Granada | 279 | 299 | 54 |
| Miramar | 2 | 2 | 0 |
| Montara | 4 | 7 | 0 |
| Moss Beach | 40 | 47 | 0 |
| TOTAL | 331 | 503 | 54 |

1. Data Source: *San Mateo County 2007-2014 Draft Housing Element* document Chapter 9, Table 9-2
2. The Default Density Unit Capacity is the number of dwelling units that could be built on sites that allow densities of more than 30 units per acre.

Table 2
Potential Residential Development Capacity (Units) Within San Carlos Airport Influence Area B in Unincorporated San Mateo County Territory¹

| Community/Area | Parcels | Residential Development Capacity (Units) | Default Density Unit Capacity² |
|--------------------------|----------------|---|--|
| Harbor Industrial | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 |

1. Data Source: *San Mateo County 2007-2014 Draft Housing Element* document Chapter 9, Table 9-2
2. The Default Density Unit Capacity is the number of dwelling units that could be built on sites that allow densities of more than 30 units per acre.

Table 3
Potential Residential Development Capacity (Units) Within San Francisco International Airport Influence Area B in Unincorporated San Mateo County Territory¹

| Community/Area | Parcels | Residential Development Capacity (Units) | Default Density Unit Capacity² |
|--------------------------|----------------|---|--|
| Burlingame Hills | 7 | 7 | 0 |
| Country Club Park | 2 | 2 | 0 |
| TOTAL | 9 | 9 | 0 |

1. Data Source: *San Mateo County 2007-2014 Draft Housing Element* document Chapter 9, Table 9-2
2. The Default Density Unit Capacity is the number of dwelling units that could be built on sites that allow densities of more than 30 units per acre.

B. Airport/land Use Compatibility Related to Future Housing Development in Unincorporated San Mateo County

There are three airport/land use compatibility issues addressed in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, that are applicable to the environs of each airport in the County: These include: (a.) Height of Structures, Use of Airspace, and Airspace Compatibility, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The *San Mateo County 2007-2014 Draft Housing Element* document contains five goals and 51 policies to address the County's housing needs from 2007 –2014 within its unincorporated territory. However, there are no specific goals or policies in the draft document to address the compatibility of new housing development that would be located within the environs of each of the three airports in the County.

California Government Code Section 65302.3 states that a local agency general plan and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan (CLUP). A reference to the consistency of the *Draft Housing Element* with the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, is shown under the heading of "Consistency with Comprehensive Airport Land Use Plans" at the bottom of p. 4 in Section 1 "Introduction". Staff recommends that the text in that paragraph be revised to read per the text in the recommended consistency condition shown on p. 1 of this report to be more accurate and comprehensive. The San Mateo County Project Planner for the Housing Element update has no objection to the proposed text revision at the bottom on p. 4.

C. Real Estate Disclosure of Potential Airport/Aircraft Impacts

Chapter 486 Statutes 2002 requires disclosure of the location of real property within an airport influence area as part of the sale of such property. It also requires specific notice (disclosure) to a potential buyer that the subject real property is located near an airport and may experience certain impacts from airport and aircraft operations (i.e. noise, fuel particles, etc). The issue of real estate disclosure would be appropriately addressed as part of a future ALUC/C/CAG review of a specific housing development proposal within an Airport Influence Area B boundary.

**GUIDANCE FROM THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK
JANUARY 2002**

C/CAG Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant content of the *Handbook*.

C/CAG Agenda Report December 9, 2010, Re: Consideration of a Referral from the County of San Mateo: Comprehensive Airport Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: *San Mateo County 2007-2014 Draft Housing Element*
Page 5 of 5

ATTACHMENTS

- Attachment No. 1:** Letter to Dave Carbone, C/CAG Airport Land Use Committee (ALUC) Staff, from Steve Monowitz, Interim Deputy Director, San Mateo County Planning and Building Department, dated November 18, 2010, re: submittal of the *San Mateo County 2007-2014 Draft Housing Element* to the Airport Land Use Commission (C/CAG Board) for a Comprehensive Airport Land Use Plan (CLUP) consistency review and determination.
- Attachment No. 2:** Title Page, Table of Contents, and “Chapter 1 Introduction” of the *San Mateo County 2007-2014 Draft Housing Element*
- Attachment Nos. 3-5:** Three graphics: Location of Potential Housing Sites in Unincorporated San Mateo County Within the Environs of (1) Half Moon Bay Airport, (2) San Carlos Airport, and (3) San Francisco International Airport (Housing site inventory source: Chapter 9, *San Mateo County 2007-2014 Draft Housing Element*)



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November 18, 2010

Dave Carbone
Airport Land Use Commission (C/CAG Board) Staff
455 County Center, 2nd Floor
Redwood City CA 94063

Dear Mr. Carbone:

SUBJECT: Airport Land Use Commission (C/CAG Board) Review and Action
Regarding the *San Mateo County 2007-2014 Draft Housing Element*

The San Mateo County Planning and Building Department hereby submits the proposed *San Mateo County 2007-2014 Draft Housing Element* to the Airport Land Use Commission (C/CAG Board) for a Comprehensive Airport Land Use Plan (CLUP) consistency review and determination. Please feel free to contact me if you have any questions regarding the draft document or need additional information.

Sincerely,

Steve Monowitz
Interim Deputy Director

SM:fc – SAMU0866_WFN.DOC

**SAN MATEO COUNTY 2007-2014 DRAFT
HOUSING ELEMENT**

CONTENTS

| | |
|---|-----|
| List of Figures and Tables | ii |
| 1. INTRODUCTION | 1 |
| 2. PUBLIC PARTICIPATION | 7 |
| 3. EXISTING CONDITIONS | 10 |
| 4. CONSTRAINTS TO HOUSING PRODUCTION | 35 |
| 5. HOUSING NEEDS | 92 |
| 6. ENERGY CONSERVATION | 128 |
| 7. REVIEW OF PREVIOUS HOUSING ELEMENT | 130 |
| 8. HOUSING RESOURCES | 168 |
| 9. ADEQUATE SITES INVENTORY AND ANALYSIS | 185 |
| 10. HOUSING GOALS, POLICIES AND PROGRAMS | 324 |
| 11. 5-YEAR QUANTIFIED HOUSING OBJECTIVES | 365 |
| Appendix: Public Outreach Materials and Detailed Public Comment | 366 |

Figures and Tables

| | |
|---|----|
| Table 3-1: San Mateo County Population, 2000-2008 | 10 |
| Map 3-1: San Mateo County | 12 |
| Table 3-2: Population, Major Unincorporated Areas, 2000 | 15 |
| Table 3-3: Median Age, 1990-2007 | 16 |
| Table 3-4: Median Age by Area | 16 |
| Table 3-5: Population by Race, 2005-2007 | 16 |
| Table 3-6: Household Population, 2000-2008 | 17 |
| Table 3-7: Population and Household Characteristics, 2008 | 18 |
| Table 3-8: Total Households, 1990-2008 | 18 |
| Table 3-9: Average Household Size, 1990-2008 | 28 |
| Table 3-10: Household Size, Major Unincorporated Areas, 1980-2000 | 29 |
| Table 3-11: Households by Type, 2007 | 20 |
| Table 3-12: Households by Type, 2000 | 20 |
| Table 3-13: Median HH Income, Major Unincorporated Areas, 2000 | 21 |
| Table 3-14: Median Household Income, 2000-2007 | 21 |
| Table 3-15: San Mateo County State Income Limits, 2009 | 22 |
| Table 3-16: Housing Units, San Mateo County, 2000-2008 | 23 |
| Table 3-17: Housing Characteristics, 2000 and 2008 | 23 |
| Table 3-18: Housing Units by Tenure, 2000 | 24 |
| Table 3-19: Housing Units by Tenure by Number of Rooms, 2000 | 25 |
| Table 3-20: Vacancy Rates, 1990-2008 | 25 |
| Table 3-21: Rental Vacancy Rates, Selected Cities, 2006-2008 | 26 |
| Table 3-22: Age of Housing Stock, San Mateo County, 2007 | 26 |
| Table 3-23: Age of Housing Stock, Unincorporated Areas, 2000 | 27 |
| Table 3-24: Median Home Price, All Home Sales, 2007-2009 | 28 |
| Table 3-25: Median Home Sale Prices, San Mateo County | 28 |
| Table 3-26: Median Sale Prices, Existing Single-Family Homes | 28 |
| Table 3-27: Median Housing Prices, Selected County Areas, 1998-2008 | 29 |
| Table 3-28: Average Rents, 2004-2009 | 30 |
| Table 3-29: Housing Production by Area, 1999-2009 | 32 |
| Table 3-30: Residential Demolitions, 2004-2009 | 33 |
| Table 3-31: Net New Residential Construction, 2007-2014 | 33 |
| Table 3-32: Housing Production Since 2007 | 34 |
| Table 4-1: General Plan Densities | 37 |
| Map 4-1: General Plan Land Use | 38 |
| Table 4-2: Base Zoning Districts | 40 |
| Table 4-3: Zoning Combining Districts | 41 |
| Table 4-4: Subdivision Approval Processes | 46 |
| Table 4-5: Subdivision Street Improvement Standards | 47 |
| Table 4-6: Subdivision Road Improvement Requirements | 48 |
| Table 4-7: Standards for Private Roads in Single-Family Areas | 49 |
| Table 4-8: San Mateo County Residential Construction, 1999-2009 | 52 |
| Table 4-9: San Mateo County Permit Processes | 54 |
| Table 4-10: Typical Permit Processing Times | 57 |
| Table 4-11: San Mateo County Planning Fees | 69 |
| Table 4-12: San Mateo County Building Fees | 62 |
| Table 4-13a: Fee Comparison, Single-Family Residence | 70 |
| Table 4-13b: Fee Comparison, Single-Family Residence | 71 |
| Table 4-13c: Fee Comparison, Single-Family Residence | 72 |
| Table 4-14a: Planning and Building Fee Comparison, MF Residence | 73 |
| Table 4-14b: Planning and Building Fee Comparison, MF Residence | 74 |
| Table 4-14c: Planning and Building Fee Comparison, MF Residence | 75 |
| Table 5-1: HUD Income Limits, 2008 | 93 |
| Table 5-2: Households by Income Level, 2000-2008 | 93 |

Figures and Tables

| | |
|--|-----|
| Table 5-3: Tenure by Household Income, 2000 | 94 |
| Table 5-4: Ownership Housing Affordability Gap, 2009 | 95 |
| Table 5-5: Rental Housing Affordability Gap, 2009 | 96 |
| Table 5-6: Overpayment, Renter Households, 2000 | 97 |
| Table 5-7: Overpayment, Owner Households, 2000 | 97 |
| Table 5-8: Gross Rent as a Percentage of Household Income, 2000 | 98 |
| Table 5-9: Mortgage Costs as a % of Household Income, 2000 | 99 |
| Table 5-10: Overcrowding, Owner and Renter Households, 2000 | 100 |
| Table 5-11: Overcrowding by Poverty Level, 2000 | 101 |
| Table 5-12: Overcrowding by Unincorporated Area, 2000 | 102 |
| Table 5-13: Age of Housing Units, 2008 | 103 |
| Table 5-14: Estimated Distribution of Household Types, 2008 | 104 |
| Table 5-15: Estimated Families by Type and Poverty Status, 2008 | 105 |
| Table 5-16: Estimated Employed Population by Occupation, 2008 | 106 |
| Table 5-17: Large Families, 1990 and 2000 | 107 |
| Table 5-18: Estimated Population by Age Group, 2008 | 108 |
| Table 5-19: Elderly Residents, 1990 and 2000 | 109 |
| Table 5-20: Homeless Count, San Mateo County, 2007 and 2009 | 111 |
| Table 5-21: Housing Gap Analysis, 2007 | 113 |
| Table 5-22: Disabled Population, 2000 | 114 |
| Table 5-23: Disabled by Disability Type, 2000 | 115 |
| Table 5-24: San Mateo County RHNA | 124 |
| Table 8-1: Housing Funding, San Mateo County | 176 |
| Table 8-2: Pipeline Affordable Housing Projects, San Mateo County | 178 |
| Table 9-1: Unincorporated San Mateo County RHNA | 185 |
| Table 9-2: Vacant Developable Parcels by County Area | 188 |
| Table 9-3: Vacant Developable Parcels by Zoning | 189 |
| Table 9-4: Redevelopable Parcels by Area and Zoning | 189 |
| Table 9-5: Units Built After June 30, 2007 | 190 |
| Table 9-6: Second Unit Construction, 1999-2009 | 191 |
| Table 9-7: Affordable Housing Capacity and Construction, 2007-2014 | 194 |
| Table 9-8: RHNA vs. Units Built and Available Capacity | 195 |
| Table 9-9: Potentially Redevelopable Sites by County Area | 196 |
| Table 9-10: Potentially Redevelopable Sites by Current Zoning | 196 |
| Map 9-1: Vacant and Redevelopable Parcels, Unincorporated County | 199 |
| Map 9-2: Developable and Redevelopable Sites, Unincorporated Colma | 200 |
| Map 9-3: Developable and Redevelopable Sites, Broadmoor | 201 |
| Map 9-4: Developable and Redevelopable Sites, San Bruno Mountain Park | 202 |
| Map 9-5: Developable and Redevelopable Sites, Country Club Park | 203 |
| Map 9-6: Developable and Redevelopable Sites, Burlingame Hills | 204 |
| Map 9-7: Developable and Redevelopable Sites, San Mateo Highlands | 205 |
| Map 9-8: Developable and Redevelopable Sites, Devonshire | 206 |
| Map 9-9: Developable and Redevelopable Sites, Unincorporated Northern Coast | 207 |
| Map 9-10: Developable and Redevelopable Sites, Palomar Park | 208 |
| Map 9-11: Developable and Redevelopable Sites, Unincorporated Central Coast | 209 |
| Map 9-12: Developable and Redevelopable Sites, Emerald Lake Hills | 210 |
| Map 9-13: Developable and Redevelopable Sites, Uninc. Montara and Moss Beach | 211 |
| Map 9-14: Developable and Redevelopable Sites, Kings Mtn and Surrounding Areas | 212 |
| Map 9-15: Developable and Redevelopable Sites, Princeton, El Granada, Miramar | 213 |
| Map 9-16: Developable and Redevelopable Sites, North Fair Oaks | 214 |
| Map 9-17: Developable and Redevelopable Sites, Pescadero | 215 |
| Map 9-18: Developable and Redevelopable Sites, Loma Mar and Environs | 216 |
| Map 9-19: Developable and Redevelopable Sites, Sequoia Tract | 217 |

Figures and Tables

| | |
|--|-----|
| Map 9-20: Developable and Redevelopable Sites, Sky Londa and Environs | 218 |
| Map 9-21: Developable and Redevelopable Sites, La Honda and Environs | 219 |
| Map 9-22: Developable and Redevelopable Sites, Unincorporated Bayside | 220 |
| Map 9-23: Developable and Redevelopable Sites, Los Trancos Woods | 221 |
| Map 9-24: Developable and Redevelopable Sites, Unincorporated South Coast | 222 |
| Table 9-11: Vacant, Developable Sites, Unincorporated San Mateo County | 223 |
| Table 9-12: Non-Vacant, Redevelopable Sites, Unincorporated San Mateo County | 276 |
| Map 9-25: Potentially Redevelopable Parcels, Unincorporated Colma | 278 |
| Map 9-26: Potentially Redevelopable Parcels, North Fair Oaks | 279 |
| Map 9-27: Potentially Redevelopable Parcels, Harbor Industrial | 280 |
| Table 9-13: Potentially Redevelopable Parcels, Unincorporated County | 281 |
| Table 9-14: PAD Parcels Suitable for Development of Farm Labor Housing | 297 |
| Table 11-1: 5-Year Quantified Housing Objectives | 365 |

1. INTRODUCTION

Overview

The San Mateo County Housing Element is one of seven mandatory elements of the County's General Plan, required by state law. California Government Code states that the Housing Element shall "consist of standards and plans for the improvement of housing and for the provision of adequate sites for housing," and shall "make adequate provision for the housing needs of all segments of the community." The Housing Element is the document that the County uses to:

- Analyze current and future housing needs for all areas of the unincorporated County and all types of housing;
- Determine existing and potential housing constraints, resources, and opportunities;
- Establish the County's housing objectives and the policies and programs intended to achieve these objectives;
- Identify sufficient housing sites to meet the County's share of Regional Housing Need, as determined by the State Department of Housing and Community Development.

San Mateo County's Housing Element addresses the housing needs of the entire unincorporated County. The Housing Element recognizes that housing affects all parts of the community, and that meeting the County's housing needs requires the effort of multiple partners in the public, private, and non-profit sectors. The Housing Element has been created in collaboration with a broad range of stakeholders, and with extensive public participation and community input, as described in Section 2.

The County first adopted a Housing Element as part of the General Plan in October 1991. The Housing Element is the only element of the General Plan that must be regularly updated, on a schedule established by state law. The San Mateo County Housing Element was most recently updated in 2003, and state law requires that it be updated again in 2009. Once adopted by the Board of Supervisors, this Element will supersede the current Housing Element and will be incorporated into the County's General Plan.

This Housing Element is a comprehensive update of the 2003 Element. Major revisions include: (1) updating demographic and housing data to reflect current conditions; (2) revising assessments of the County's current and future housing needs; (3) reviewing the County's progress in implementing the policies and meeting the goals and objectives of the 2003 Housing Element; (4) revising the County's analysis of available sites for housing production; (5) incorporating new requirements of State law, and (6) developing new policies and programs to encourage the production, preservation, availability and affordability of housing in the unincorporated areas.

The programs and policies in the Housing Element are the responsibility of a variety of County departments and agencies. The implementing programs described in Section 10 show the entities responsible for implementation.

While the programs and policies in the Housing Element are primarily focused on the unincorporated County, the Housing Element also recognizes that housing is a countywide and region-wide concern, and that housing issues and needs are shared across jurisdictional boundaries, and sometimes require solutions that are similarly shared across jurisdictions. Where appropriate, the analysis and the policies and programs included in the Element reflect this fact.

The Housing Element covers the state-mandated Planning Period from June 30, 2007 to July 1, 2014. The five-year program for implementation of the policies and programs established in the Housing Element covers the period from June 30, 2009 to July 1, 2014.

State Housing Element Requirements

All cities and counties in California must adopt and periodically update a Housing Element as one of the mandatory elements of the General Plan. Detailed requirements for preparing, revising, and adopting Housing Elements are contained in the California Government Code.

Substantive Requirements

The California Government code establishes substantive requirements for the contents of the Housing Element. The Housing Element must contain the following components:

- A description of current conditions in the County, including demographic, housing, and other conditions
- An assessment of current and future housing needs
- A review of the County's progress in meeting the goals, policies and programs established in the prior Housing Element
- An assessment of available and adequate sites for housing, and an analysis of the sufficiency of these sites to meet the County's Regional Housing Needs Allocation
- A statement of goals, policies, and programs to meet the County's current and future housing needs, as determined in the current housing element, and a statement of quantified objectives for meeting those needs
- An assessment of constraints to meeting the County's housing need, including governmental and non-governmental constraints
- A description of the County's efforts to ensure comprehensive public participation in the creation of the Housing Element

Procedural Requirements

California Government Code also establishes procedural requirements for revision and for State Department of Housing and Community Development (HCD) review of housing elements.

Public Participation

Housing Element Law states that "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort." The public participation process implemented by the County for the current updated is described in Section 2.

HCD Review

The County must submit a revision or amendment of the Housing Element to HCD for review at least 60 days prior to adoption. HCD must review drafts and report findings within 60 days of receipt of the draft revision or amendment. If HCD's comments are available within the prescribed time limits, they must be considered by the County Board of Supervisors prior to adoption of the Housing Element.

Local Adoption

The revised Housing Element must be adopted by the local legislative body.

Notification to Retail Water and Sewer Providers

Once the Housing Element revision is adopted, Government Code Section 65589.7 requires that the County distribute copies to all public and private water and sewer service providers within the unincorporated area. The purpose of this requirement is to ensure that water and sewer providers give priority to proposed housing developments for lower income households in their current and future resource or service allocations. Local public and private water and sewer providers must grant a priority for service hookups to developments that help meet the County's share of the regional need for lower income housing.

SB 1087, adopted in 2005, strengthened these notification requirements, by requiring distribution of copies of the Housing Element to providers within one month of adoption. The revised and adopted Housing Element will be distributed to all providers within one-month period after adoption.

Coastal Zone Affordable Housing Requirements

Government Code Section 65590 establishes specific affordable housing obligations for jurisdictions with coastal zones, and Government Code Section 65588(d) establishes review requirements for these obligations, including review of housing units created, demolished, rehabilitated, and preserved within the coastal zone. A description of the County's obligations under Section 65590 and a detailed review are provided in Section 3.

New Requirements Since Adoption of the 2003 Housing Element

Since the adoption of the prior Housing Element, in 2004, the State Legislature has enacted several laws that change the required contents of the Housing Element. The most significant of these are:

- AB 2348, requiring that the Housing Element contain more extensive analysis of available residential development sites. These requirements are described in Section 9, Adequate Sites Inventory.
- SB 2, establishing a requirement that local governments plan for development or location of emergency shelters as by-right uses within selected zoning districts. The County's compliance with SB 2 is described in Section 10.

Relationship of the Housing Element to Other County Plans and Programs

Consistency with Other Elements of the General Plan

Government Code Section 65300.5 states that the Housing Element must be consistent with all other elements of the General Plan. The County General Plan has 17 topic areas or elements: Vegetative, Water, Fish and Wildlife Resources; Soil Resources; Mineral Resources; Visual Quality; Historical and Archaeological Resources; General Land Use; Urban Land Use; Rural Land Use; Water Supply; Wastewater; Transportation; Solid Waste; Housing; Natural and Man-made Hazards; and Air Resources. The revised Housing Element has been reviewed for consistency with the General Plan, and is consistent with all elements of the Plan.

Consistency with Area Plans

As part of the General Plan, the County has also adopted the following area plans for specific communities in the unincorporated area: North Fair Oaks Community Plan, Emerald Lake Hills Community Plan, Montara-Moss Beach-El Granada Community Plan, San Bruno Mountain General Plan Amendment, Skyline Area General Plan Amendment and the Colma BART Station Area Plan. Each of these area plans contains housing-related policies that apply to the specific area. Because the Housing Element and area plans are all part of the General Plan, they must be consistent pursuant to State Government Code Section 65300.5. The Housing Element has been reviewed for consistency with the area plans, and is consistent with each of these plans.

Consistency with Comprehensive Airport Land Use Plans

Government Code Section 65302.3 requires that the elements of a local agency general plan must be consistent with the applicable airport land use compatibility criteria in any relevant adopted airport land use plan. The Housing Element has been reviewed for consistency and is consistent with the San Mateo County Comprehensive Airport Land Use Plan, adopted in 1996.

Consistency with Local Coastal Program

San Mateo County has a Local Coastal Program (LCP) that addresses land use issues in the County's coastal zone. LCPs consist of Land Use Plans and Implementation Programs that have been certified by the California Coastal Commission as being consistent with, and adequate to carry out, the Coastal Act of 1976, which established policies for development throughout the state Coastal Zone. LCPs establish the standards of review for coastal development permits issued by local governments, some of which can be appealed to the Coastal Commission.

San Mateo County's LCP was certified by the Coastal Commission in 1981 and has been amended numerous times. The LCP Land Use Plan is a General Plan Area Plan that includes a background document, policies, and maps. The Implementation Program is comprised of the County's zoning, subdivision, grading, and tree removal regulations.

The Housing Element must be consistent with the LCP. Accordingly, the analysis of available developable sites contained in Section 9 considers LCP development standards and restrictions, and the policies and programs contained in the revised Housing Element are consistent with all aspects of the LCP.

Organization of the Housing Element

The Housing Element is divided into 11 sections:

- Section 1 is the introduction.
- Section 2 summarizes the public outreach, participation, and input process for the Housing Element update.
- Section 3 describes existing conditions in the County, including basic geographic, demographic, and jurisdictional information, housing conditions, economic conditions, and other current information.
- Section 4 describes the potential governmental and nongovernmental constraints to housing production in the County, including regulatory, economic, physical, and other conditions that might pose barriers to new housing.
- Section 5 describes the County's housing needs, including the County's share of the State-mandated Regional Housing Need.
- Section 6 addresses energy conservation.
- Section 7 evaluates the programs and policies included in the prior, 2003 Housing Element, and makes recommendations for continuation, modification, or discontinuation of those policies.
- Section 8 summarizes the resources available to the County to address housing needs.
- Section 9 presents an inventory of all of the sites in the unincorporated County that might potentially be developed with new housing, including an assessment of realistic development potential for each site.

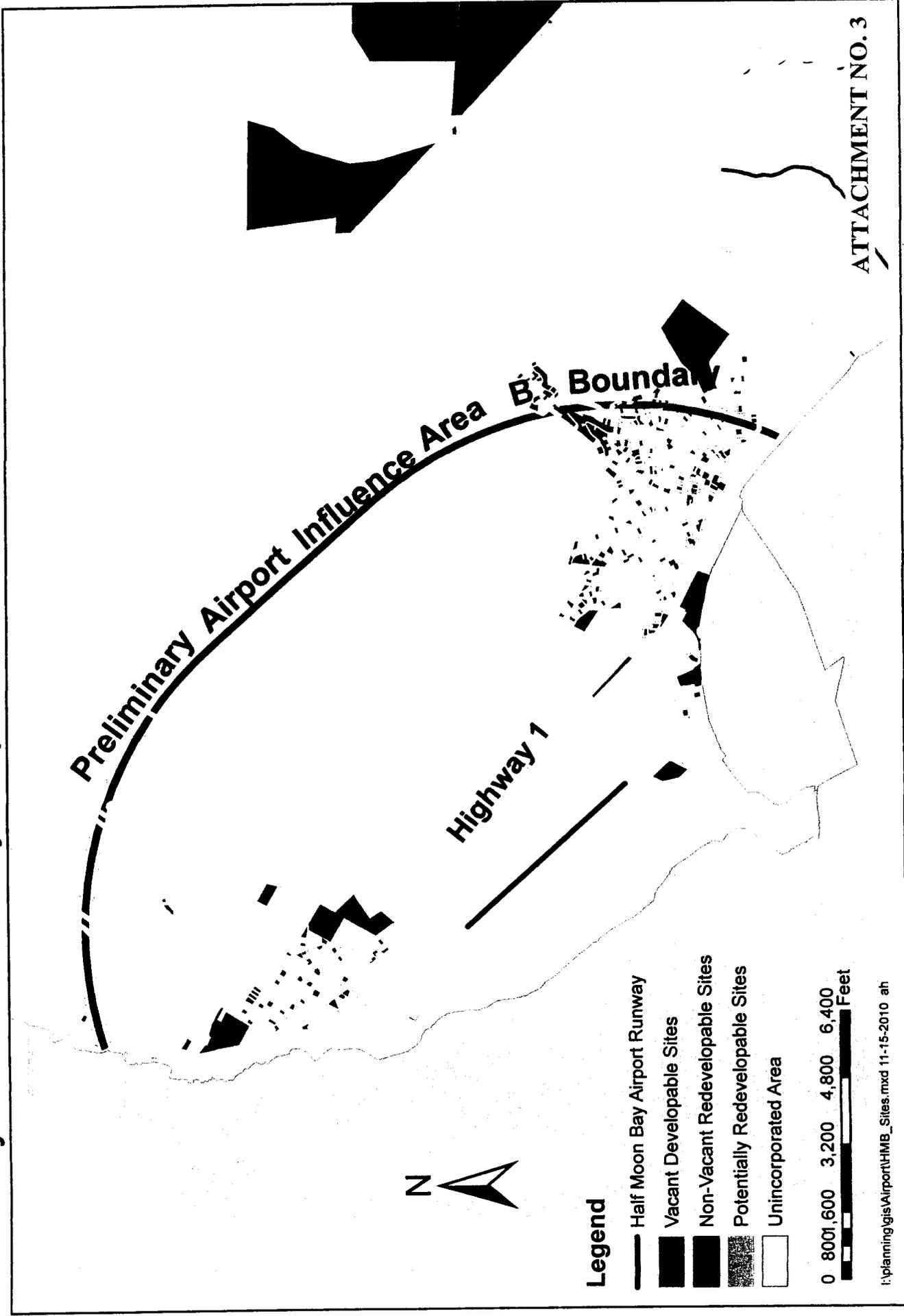
- Section 10 describes the new and continued policies and programs the County will implement over the planning period (2007 to 2014) to address the County's housing needs.
- Section 11 presents the County's housing objectives for the 5-year period from 2009 to 2014.
- The Appendix presents additional information and input from the public participation process.

A Note on Data Sources and Data Availability

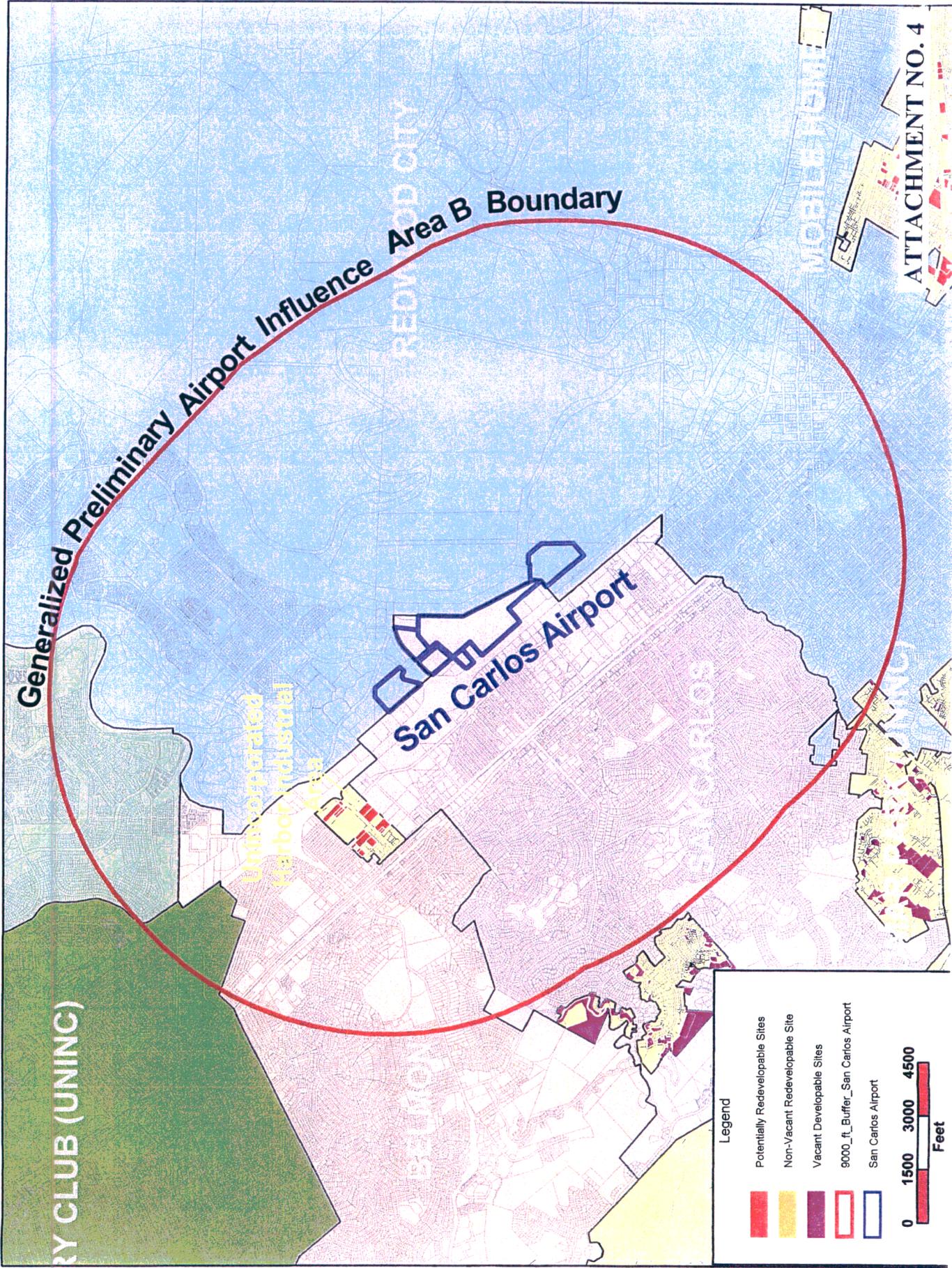
For description of existing conditions, analysis of housing needs, and other demographic, economic and housing data, the prior (2003) Housing Element relied mainly on the 2000 U.S. Decennial Census, the most comprehensive source of data for the County and for sub-county areas. Because the Census only occurs once each 10 years, new Census data will not be available until some time after 2010. This Element continues to rely on the 2000 Census, supplemented by other data sources that are more current, but less comprehensive than the Census, and which in some cases are estimates or projections rather than definitive survey data. However, some types of information provided in the 2003 Housing Element are no longer available, because no source other than the Census provides them, and the 2000 Census data, now 9 years old, is too outdated to be meaningful. This includes data for small areas within the unincorporated County, such as North Fair Oaks, Ladera, the San Mateo Highlands, and others. Therefore, the nature and level of detail of data in this Housing Element is in some cases substantially different than the 2003 Element, and direct comparisons with past data are not always possible.

Where possible, information is provided for the unincorporated County, and for discrete unincorporated subareas, such as North Fair Oaks, Broadmoor, Ladera and others. In cases where data is unavailable for the unincorporated County and/or sub-County areas, data is provided for the aggregated County as a whole, including both incorporated and unincorporated areas.

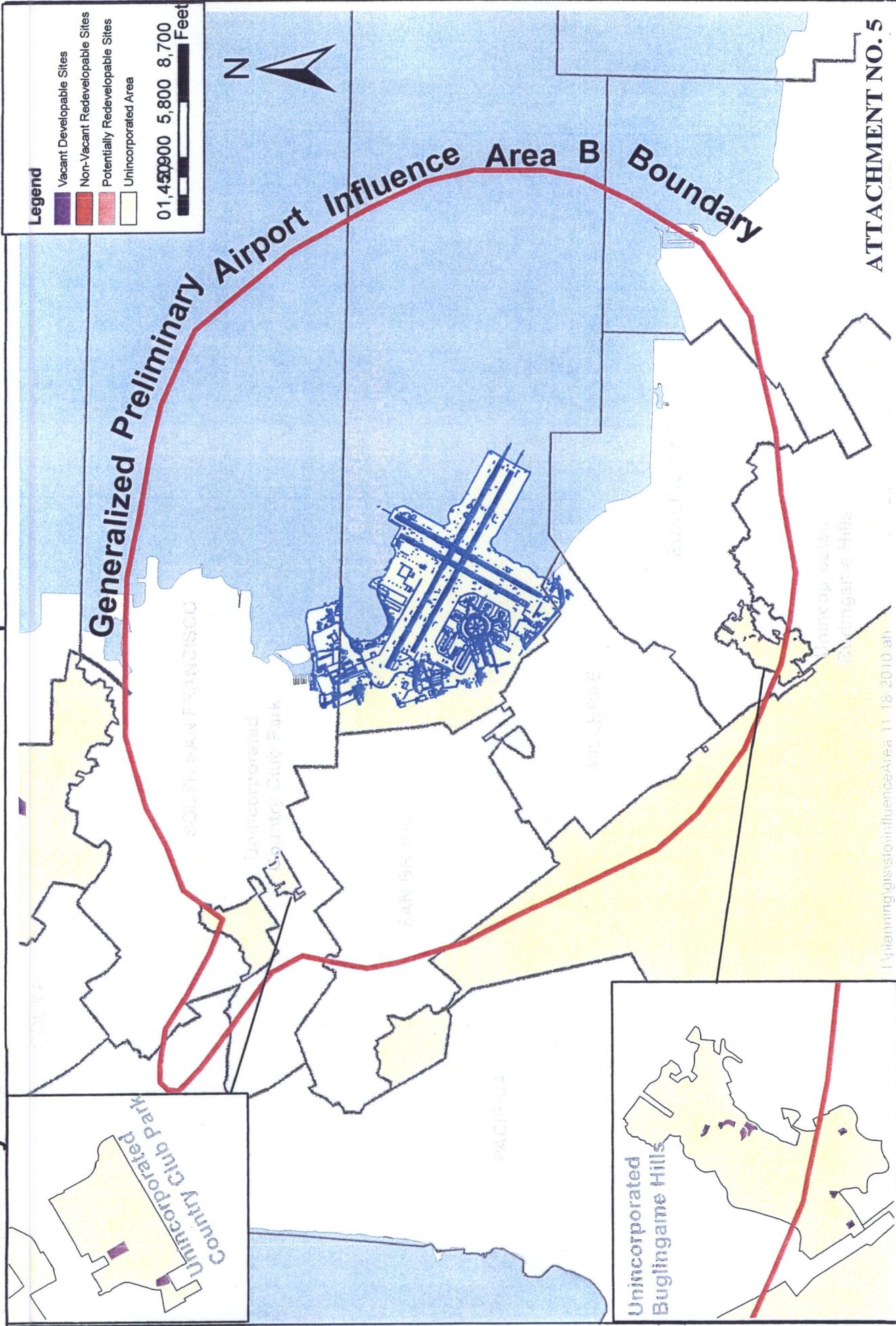
San Mateo County Adequate Housing Site Inventory within Preliminary Half Moon Bay Airport Influence Area B - November 2010



San Mateo County Adequae Housing Site Inventory within Generalized San Carlos Airport Influence Area B - November 2010



San Mateo County Adequate Housing Site Inventory within Generalized Preliminary San Francisco International Airport Influence Area B Boundary November 2010



C/CAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff
TEL: 650/363-4417; FAX: 650/363-4849; email: dcarbone@co.sanmateo.ca.us
Subject: Consideration/Approval of a Comprehensive Airport Land Use Plan (CLUP)
Consistency Review of a Referral From the City of Redwood City, Re: *Downtown
Precise Plan Public Review Draft 8/31/2010*

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the relevant content of the Redwood City *Downtown Precise Plan Public Review Draft 8/31/2010* document is consistent with the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport and with relevant state law, based on inclusion of the revised text in Section i.1.5, as shown in Attachment No. 5 to this Agenda Report. This determination only applies to the portion of the *Precise Plan* that falls with Airport Influence Area B for San Carlos Airport.

FISCAL IMPACT

None.

BACKGROUND

The City of Redwood City has submitted its *Downtown Precise Plan Public Review Draft 8/31/2010* document to C/CAG, acting as the Airport Land Use Commission, for a determination of the consistency of the relevant content of the document, with the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996* (CLUP), as amended, for the environs of San Carlos Airport (see Attachment No. 1). This consistency review is limited to the portion of the *Precise Plan* area that is located within the Airport Influence Area B boundary for San Carlos Airport (see Attachment No. 2). The *Precise Plan* is subject to C/CAG review, pursuant to PUC Section 21676 (b). The 60-day state-mandated airport/land use compatibility review period will expire on January 7, 2011. Due to the C/CAG Airport Land Use Committee (ALUC) meeting schedule and the City's review/action schedule for the *Precise Plan*, the ALUC did not review this referral.

The *Downtown Precise Plan* document sets forth specific land use parameters, development standards, and urban design criteria to guide future development of the Redwood City downtown core area over the next 20 years. The development criteria will be implemented as new buildings are constructed and when existing buildings are modified. The *Precise Plan* area covers approximately 183 gross acres in the central retail/business core of Redwood City. The planning area is roughly bounded by El Camino Real on the southwest, Brewster Avenue on the northwest, a portion of Veterans Boulevard on the northeast, and Maple Street on the southeast (see Attachment No. 3).

ITEM 5.3

C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: *Downtown Precise Plan Public Review Draft 8/31/2010*
November 18, 2010

Page 2 of 3

The existing general plan designations within Airport Influence Area B include Mixed Use (Commercial and Residential), Office Park, Public and Quasi-Public Government (County Government Center), and Multi-Story Office and Retail Uses (Central Business District). The existing zoning designations within Area B include CBR (Central Business Retail), CB (Central Business), CA Central Administrative, PF (Public Facility) and CG (General Commercial). These designations allow limited residential uses by restricting density to 40 units per acre and in the CA zoning district, only permitting residential units within 1,500 feet of the Caltrain Station. The proposed *Precise Plan* encourages a mix of uses within the entire planning area. The total number of residential units that could be built within the Area B boundary is unknown at this time. However, since the *Plan* includes an overall cap of 2,500 units, it is not expected that development of new housing in the Area B portion of the planning area would exceed 1,200 units over the 20 year life of the *Plan* (per input from Redwood City Planning Staff).

A previous version of the *Downtown Precise Plan* was reviewed by the C/CAG Board at its May 8, 2007 Regular Meeting. At that meeting, the Board unanimously determined that the relevant content of the *Downtown Precise Plan* document was consistent with the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport and with relevant state law.

DISCUSSION

Based on a legal challenge (non airport/land use related), the City of Redwood City had to set aside its previously adopted *Downtown Precise Plan* and prepare a new one. The new version submitted to C/CAG for review/action contains a section (Section i.1.5 "Conformance to the Airport Land Use Plan") devoted to conformance with the compatibility criteria contained in the comprehensive airport land use compatibility plan (CLUP) for the environs of San Carlos Airport (see Attachment No. 4). The new version also includes compliance with all of the consistency conditions imposed by the Board in its 2007 consistency evaluation and some additional text about aircraft overflight of the downtown area. C/CAG Staff worked with Redwood City Planning staff to revise the draft text in Section i.1.5 to be accurate and more comprehensive than the original draft text in that section (see Attachment No. 5)

None of the content of the *Precise Plan* document appears to be inconsistent with or conflict with relevant state law and the airport land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport. Therefore, C/CAG staff has proposed the recommendation shown on page one of this report.

GUIDANCE FROM THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK JANUARY 2002

C/CAG Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* version to prepare this report. The staff analysis and recommendations contained herein are consistent with and guided by the relevant provisions contained in the *Handbook*.

C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: *Downtown Precise Plan Public Review Draft 8/31/2010*
November 18, 2010

Page 3 of 3

ATTACHMENTS:

- Attachment No. 1: Letter to Dave Carbone, CCAG Airport Land Use Committee, dated November 17, 2010, from Tom Passanisi, Principal Planner, City of Redwood City, re: request for C/CAG review of the Redwood City proposed new Downtown Precise Plan for a determination of consistency with the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.
- Attachment No. 2: Graphic: Location of the Redwood City Downtown Precise Plan Area within Area B of the San Carlos Airport Influence Area (AIA) Boundary
- Attachment No. 3: City of Redwood City *Downtown Precise Plan Public Review Draft 8/31/2010* Title Page and Table of Contents
- Attachment No. 4: City of Redwood City *Downtown Precise Plan Public Review Draft 8/31/2010* Original text of Section i.1.5. Conformance to the Airport Land Use Plan
- Attachment No. 5: City of Redwood City *Downtown Precise Plan Public Review Draft 8/31/2010* Final draft revised text for Section i.1.5. Conformance to the Airport Land Use Plan (per C/CAG Staff collaboration with Redwood City Planning Staff)

Planning, Housing and Economic
Development Department
1017 Middlefield Road
PO Box 391
Redwood City, CA 94064



Attachment No. 1

Phone (650) 780-7234
Fax (650) 780-0128
TDD (650) 780-0129
<http://www.redwoodcity.org/phed>

November 17, 2010

Mr. Dave Carbone
Airport Land Use Committee
City/County Association of Governments
555 County Center
5th Floor
Redwood City, California

Dear Dave:

The City of Redwood City would like to formally request that the City/County Association of Governments of San Mateo County (C/CAG) at its December 9, 2010 meeting review the City's proposed new Downtown Precise Plan (DTPP) for a determination of consistency with the San Mateo County Comprehensive Airport Land Use Plan. As indicated on the San Carlos Airport Influence Area Boundary Map, a small portion of the new Downtown Precise Plan area falls within the "San Carlos Airport Influence Area B Boundary". This location plus the fact that the DTPP requires a change to land use policy (General Plan and Zoning Amendments) necessitates review by the City/County Association of Governments of San Mateo County (C/CAG).

The DTPP is the City's planning tool which will guide development in the Downtown over the next 10 -15 years. The Plan covers approximately 183 acres of land and replaces the existing zoning ordinance with new urban design guidelines and standards. It also describes a maximum amount of allowable housing units, and other land uses allowed in the Precise Plan area. The vision of the DTPP is to create a downtown that is an exciting and vibrant place to work, live, and play with special priority given to pedestrians.

Normally, this would first require review by the Airport Land Use Committee, a recommending body to C/CAG. However, as you mentioned in our meeting several weeks ago the Airport Land Use Committee will not meet until next year, so you are willing to take the DTPP straight to C/CAG for their consideration. You also mentioned that this item could go on the consent calendar.

A Downtown Precise Plan was in fact initially submitted for ALUC review in February, 2007. That document was recommended for approval by the ALUC to C/CAG. C/CAG ultimately determined that the document was consistent with the applicable airport/land use compatibility criteria for the environs of San Carlos Airport.

An Equal Opportunity / Equal Access Program dedicated to opening the doors of equal opportunity to all residents and users of Redwood City programs, services and facilities.

However, a *new* DTPP and its accompanying Environmental Impact Report had to be prepared to address issues raised in a lawsuit filed against the City. This new plan (a copy was provided to you under separate cover) not only addresses the Court related issues, but has added a section i.1.5 (Conformance to the Airport Land Use Plan) which describes the San Carlos Airport Influence area and ways to comply with the land use compatibility criteria for the environs of San Carlos Airport, as contained in the San Mateo County Comprehensive Airport Land Use Plan dated December 1996, as amended. This action has resulted in a new plan which better addresses the ALUC concerns while also remaining faithful to the vision and goals of the original plan adopted by the Council.

Other relevant changes to the new Draft DTPP include:

- In areas with concentrations of historic resources, heights are *reduced* for the front of all properties to maintain the historic character of these buildings.
- Around key public open spaces heights are *reduced* in order to preserve a reasonable amount of sunshine, so that they can be as enjoyable as possible as often as possible.
- Application of downtown architectural character styles which calls out materials for roofs, wall claddings and trim. Materials tend to be wood, stucco, and stone. Reflective glass should not be used as a primary wall cladding material.

In conclusion, Redwood City believes that the new Downtown Precise Plan is an excellent planning document that will guide and promote exceptional quality development. Overall, the new Downtown Precise Plan is a better planning document than the existing zoning ordinance and is in line with the County's Airport Plan. The new Plan has reduced the height in some areas and calls for building materials that match the architectural character of the Downtown. The City hopes that the C/CAG will find this Plan consistent with the San Mateo County Comprehensive Airport Land Use Plan. Please feel free to call me at 780-7237 if you have any questions or need any additional copies of the document. The DTPP is also available on the City's web site at www.redwoodcity.org. Thank you.

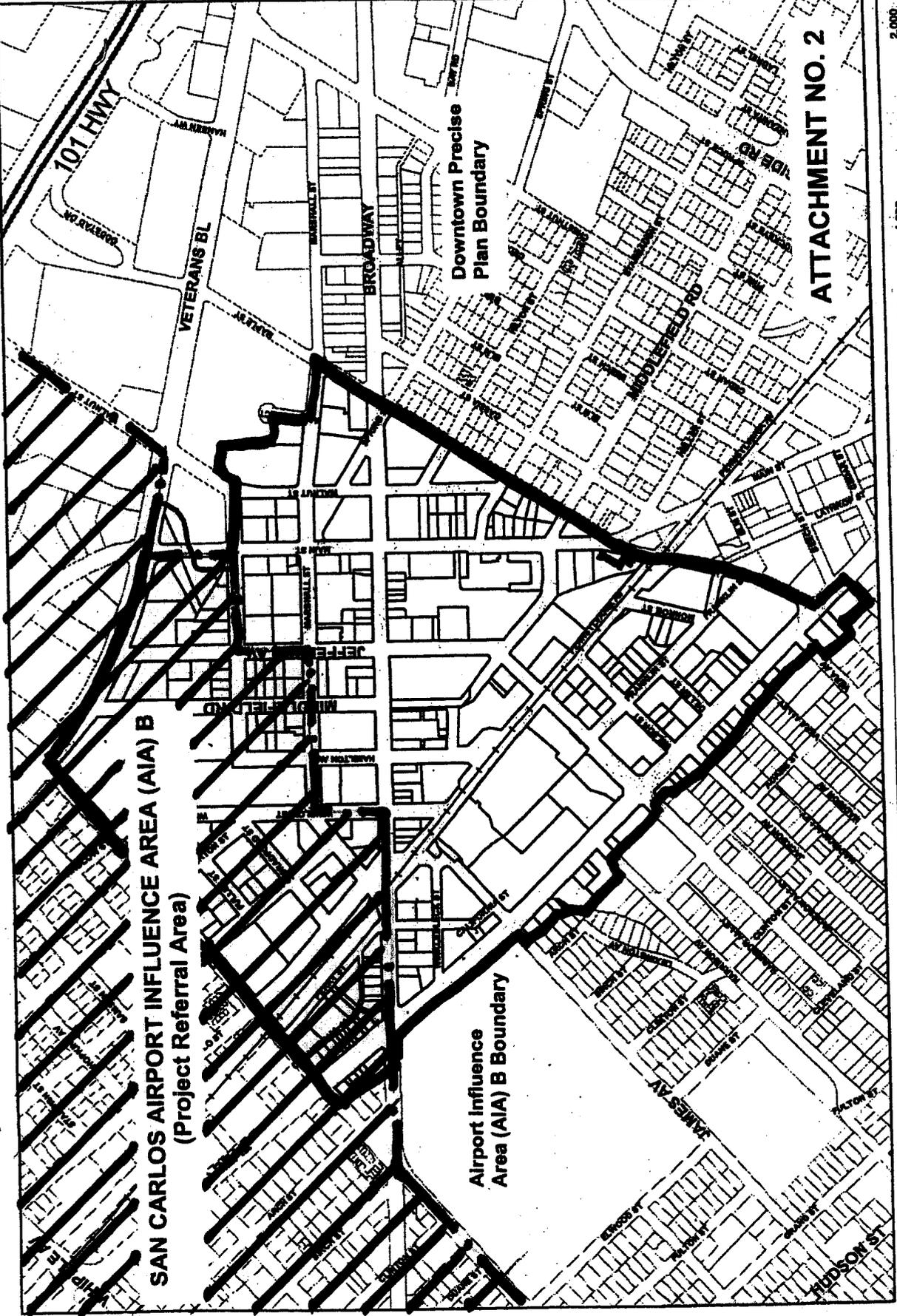
Sincerely,



Tom Passanisi, AICP
Principal Planner

C: Jill Ekas, Director of Planning, Housing, and Economic Development
Dan Zack, Downtown Development Coordinator

Redwood City Precise Plan Downtown



Downtown Precise
Plan Boundary

ATTACHMENT NO. 2

**SAN CARLOS AIRPORT INFLUENCE AREA (AIA) B
(Project Referral Area)**

Airport Influence
Area (AIA) B Boundary

**LOCATION OF THE DOWNTOWN PRECISE PLAN AREA WITHIN
AREA B (Project Referral Area) OF THE SAN CARLOS AIRPORT
INFLUENCE AREA (AIA) BOUNDARY**



Compiled by Douglas Schenk - Redwood City Planning Department November 2005

DOWNTOWN PRECISE PLAN

PUBLIC REVIEW DRAFT
8/31/2010

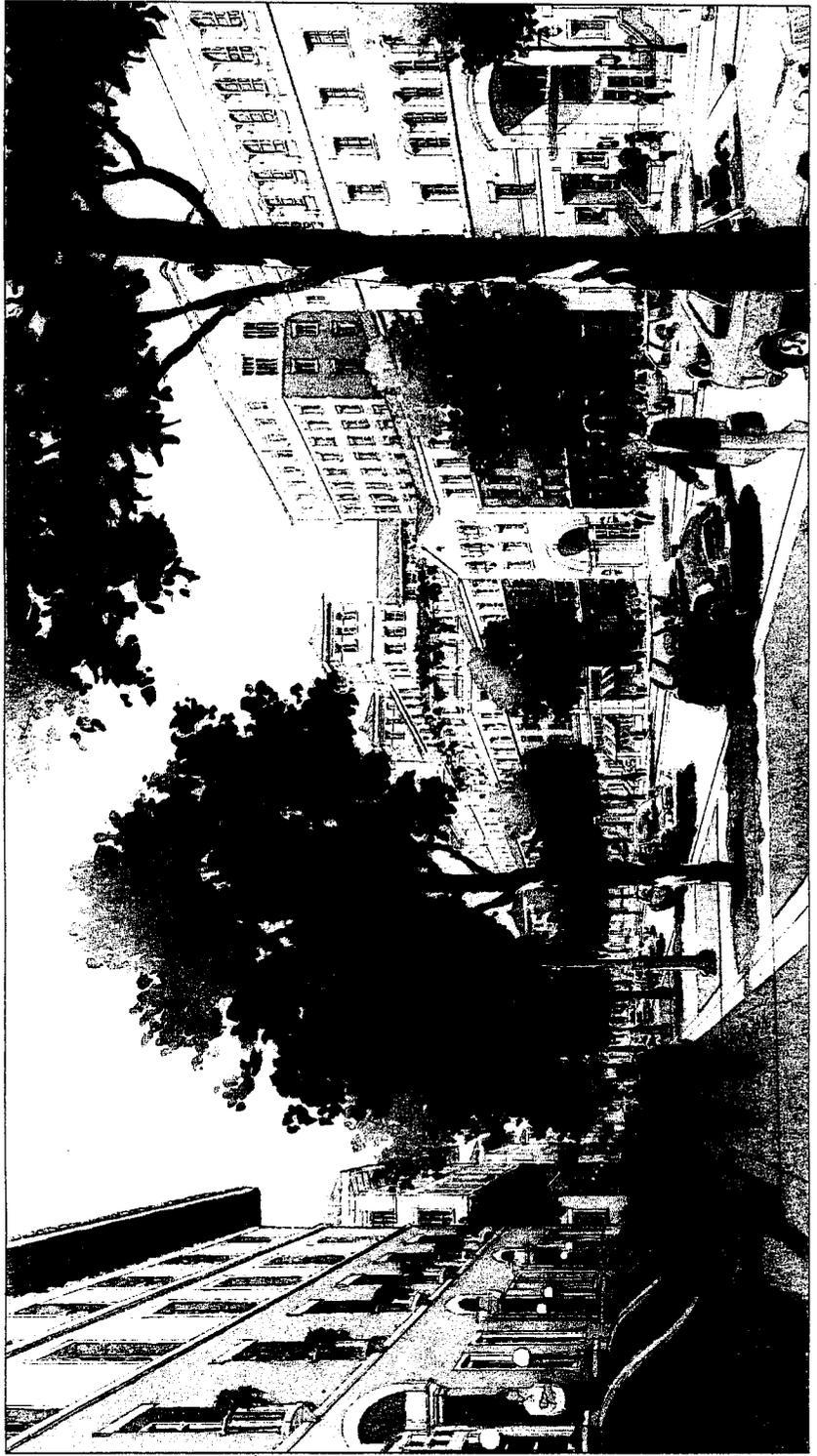


TABLE OF CONTENTS

| | |
|---|------------|
| INTRODUCTION | 7 |
| 1.1. ESTABLISHMENT | 7 |
| 1.2. EXISTING CONDITIONS | 9 |
| BOOK I: COMMUNITY INTENT & GUIDING PRINCIPLES | 19 |
| 1.1. THE VISION | 19 |
| 1.2. BUILDING THE VISION | 20 |
| BOOK II: DEVELOPMENT REGULATIONS | 23 |
| 2.0. ORIENTATION | 23 |
| 2.1. HISTORIC RESOURCE PRESERVATION REGULATIONS | 26 |
| 2.2. USE REGULATIONS | 38 |
| 2.3. NEW STREETS | 46 |
| 2.4. PUBLIC FRONTAGE REGULATIONS | 50 |
| 2.5. BUILDING PLACEMENT AND LANDSCAPING REGULATIONS | 60 |
| 2.6. PARKING REGULATIONS | 70 |
| 2.7. BUILDING HEIGHT AND DISPOSITION REGULATIONS | 78 |
| 2.8. FAÇADE COMPOSITION REGULATIONS | 86 |
| 2.9. ARCHITECTURAL CHARACTER REGULATIONS | 104 |
| 2.10. SIGNAGE REGULATIONS | 116 |
| BOOK III: CITY ACTIONS | 129 |
| 3.1. RECENTLY COMPLETED PROJECTS | 130 |
| 3.2. POTENTIAL FUTURE PROJECTS | 138 |
| APPENDIX I: HISTORIC RESOURCES PRESERVATION STRATEGY | 147 |
| A1.0. INTRODUCTION | 147 |
| A1.1. RECONNAISSANCE SURVEY | 149 |
| A1.2. REGULATIONS | 151 |
| A1.3. COMPLETE RECONNAISSANCE SURVEY TABLES | 157 |

i.1.3. PURPOSE

The *Downtown Precise Plan (DTPP)* was created for the purpose of reviving the heart of Redwood City. The *Downtown Precise Plan* represents the detailed implementation of the broad policy directions contained within the *Redwood City General Plan* for the Downtown district. The regulations contained within the *Downtown Precise Plan* replace land use and development regulations previously contained within the *Redwood City Zoning Ordinance* for this portion of the City. In the event of conflicts with regulations and policies for land use and development in the DTPP area, the DTPP shall guide the decision making process for resolution. The Planning, Housing, and Economic Development (PHED) Director will have discretion to take into consideration the vision and principles of the *Precise Plan* and guide the process for resolution of conflicts. The *Downtown Precise Plan* document does not replace or augment regulations pertaining to issues of building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and for changes in land use, shall be reviewed for conformance with the policies contained in the *Downtown Precise Plan*.

i.1.4. DOCUMENT ORGANIZATION

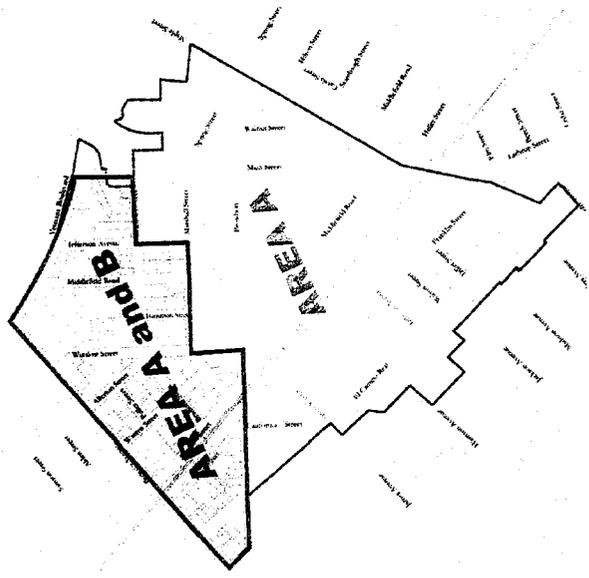
The Downtown Precise Plan is organized into four sections, as follows:
Introduction: The *Introduction* establishes the authority of the Plan and describes the conditions in place at the time of its adoption.
Book I: Community Intent & Guiding Principles lays out the intended outcomes of the Plan. It describes the primary goals, the envisioned form that the future district will take, and the strategy to achieve those intended results.
Book II: Development Regulations establishes the primary means of regulating land use and development on privately owned properties located within the Precise Plan Area.
Book III: City Actions establishes the primary means of planning City actions and investments in support of the growth of the Downtown.

i.1.5. CONFORMANCE TO THE AIRPORT LAND USE PLAN

California Government Code Section 65302.3 states that a local agency general plan and/or any effected specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport land use plan (ALUP). The goals, objectives, policies, and development criteria contained herein are consistent with the applicable airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Carlos Airport.

All of the Precise Plan area is located within Airport Influence Area A. Therefore, all new subdivided land for sale or lease in the planning area, since the effective date of the statute, is subject to the real estate disclosure requirements specified in Chapter 496, Statutes 2002.

The northwestern part of the Downtown Precise Plan is also within Airport Influence Area B. For this area, future development shall also comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective material, land uses which may attract large concentrations of birds, HVAC exhaust vents, and uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.



SAN CARLOS AIRPORT INFLUENCE AREAS

i.1.6. ENVIRONMENTAL IMPACT REPORT

As required by the California Environmental Quality Act (CEQA), the City has prepared a written evaluation of the Precise Plan's environmental impacts. A "Program" Environmental Impact Report (EIR) was prepared due to the project's potential significant impacts. State law allows the preparation of a "Program EIR" (as opposed to a "Project" EIR) when a series of actions are related geographically and are part of a larger project. In Downtown Redwood City, future development projects implementing the Precise Plan are "related geographically" by being part of the Downtown Precise Plan area and are part of the "larger project" of the overall redevelopment of the Downtown.

The EIR analyzed the potential environmental impacts of Downtown Precise Plan implementation, and identified the measures necessary to help mitigate these impacts, in the environmental areas of aesthetics, cultural and historic resources, traffic, noise, and other CEQA-defined environmental topic areas. The EIR is important because, in the future as individual development projects are proposed for the Downtown, the developments typically will be subject to a reduced level of additional CEQA analysis as long as the proposals are consistent with the Downtown Precise Plan. The EIR will provide the programmatic CEQA coverage for developers who bring forth high-quality projects that are consistent with the community's vision, thereby saving developers both time and expense, while facilitating and expediting high-quality development Downtown. These are goals shared by the City staff and decision-makers, the development community, and Redwood City as a whole.

In cases where Historic Resources are involved, additional environmental analysis may be required per Section 2.2.7 of the Downtown Precise Plan.

Final draft revised text (per C/CAG Staff collaboration with Redwood City Planning Staff)**i.1.5 Conformance to the Airport Land Use Plan**

California Government Code Section 65302.3 states that a local agency general plan and/or any effected specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport land use plan (ALUP). The goals, objectives, policies, and development criteria contained herein are consistent with the applicable airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Carlos Airport.

All of the Precise Plan area is located within Airport Influence Area A. Therefore, all new subdivided land for sale or lease in the planning area, since the effective date of the statute, is subject to the real estate disclosure requirements specified in Chapter 496, Statutes 2002. Aircraft operating to and from San Carlos Airport frequently fly over the DTPP area. These aircraft typically weigh less than 12,500 pounds and include single-engine piston-driven propeller aircraft, twin-engine piston-driven propeller aircraft, light turboprop aircraft, very small jet aircraft, and small helicopters. The DTPP area is also occasionally overflowed by commercial jet aircraft inbound (on arrival) to San Francisco International Airport. However, these aircraft are much higher in altitude over the DTPP area than the general aviation aircraft operating to and from San Carlos Airport.

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

C/CAG AGENDA REPORT

Date: December 9, 2010

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Review and approval of Resolution 10-65 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting and staff support services at a net cost to C/CAG of not to exceed \$100,000 for the fiscal year 2010-11.

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

Recommendation:

Review and approval of Resolution 10-65 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting and staff support services at a net cost to C/CAG of not to exceed \$100,000 for the fiscal year 2010-11 in accordance with the staff recommendation.

The two agencies will continue joint efforts, outlined in the attached FY2010-11 Workplan, to address the housing supply shortfall identified in C/CAG's Housing Needs Study.

Fiscal Impact:

C/CAG has programmed \$100,000 for these activities.

Revenue Source:

Congestion Relief Program and Congestion Management funds.

Background:

In 2007 C/CAG published the 2006 Housing Needs Study, which quantified a projected housing shortfall of between 35,000 and 50,000 homes through 2025. C/CAG then sponsored production and distribution of a booklet and slideshow that reached approximately 1,000 opinion leaders countywide. The Board asked staff to propose ways C/CAG might address the shortfall.

In 2009 Board reviewed proposed housing related activities in four broad topical areas— policy leadership, promotion of housing in transit corridor, cost-effective responses to State regulatory mandates, and local funding to meeting housing goals —and gave staff general direction. In response, staff brought back a suite of programs that the Board approved. Some of these

ITEM 5.4

programs are major projects managed by C/CAG directly such as the Transit Oriented Development Incentive Program (TODI) and the Corridor Study. Other programs are managed by cooperating agencies with partial sponsorship by C/CAG, for example the Economic and Housing Opportunity Study (ECHO) by SamTrans, and the collection of activities proceeding under contract with San Mateo County Department of Housing.

The intent of all these programs, taken together is as follows: C/CAG provides tools, technical support and financial incentives to help member jurisdictions plan and produce housing in the transit corridor, downtowns, station areas and El Camino Real at densities that support frequent mass transit and reduce climate impact while strengthening local neighborhoods and the regional economy.

Discussion:

The purpose and scope of the proposed contract between C/CAG and San Mateo County Department of Housing is summarized in the contract recitals as follows:

Whereas, for more than thirteen years C/CAG has taken a leadership role in certain countywide policy matters related to the housing/transportation/land-use nexus, notably including the 1997 Housing Needs Study, 2007 Housing Needs Study, Transit Oriented Development Housing Incentive Program, Transit Corridor Planning Grant program, and more;

Whereas, in 2005, San Mateo County formed the Department of Housing (DoH) to further the emergence of a countywide housing strategy consensus, encourage the development of housing affordable to the full spectrum of households, and strengthen and support related initiatives led by affiliated organizations, notably including C/CAG;

Whereas, in 2006 through 2009, a successful collaboration between C/CAG and DoH (in concert with other able partners) has accomplished the following:

- Secured additional grant funding for C/CAG's Housing Needs Study;
- Developed and distributed a pamphlet and slideshow summarizing C/CAG's Housing Needs Study to 1,000 civic leaders;
- Developed and distributed policy primer promoting infill, transit-oriented development consistent with C/CAG's Countywide Transportation Plan;
- Developed and distributed about the housing implications of the aging of the County's population;
- Organized and administered the successful Sub-Regional Housing Needs Allocation process (SubRHNA), which attracted matching funding from Silicon Valley Community Foundation and won civic leadership awards;
- Represented San Mateo County on Bay Area FOCUS working committees and cooperated in-county to define "priority development areas" in the transportation corridor and support planning grant applications by C/CAG member jurisdictions;
- Conducted the 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements;

The parties desire to continue their cooperative efforts through activities outlined in the FY2010-11 Workplan, attached as an exhibit to the proposed contract.

Proposed FY 10-11 Workplan:

The detailed workplan is provided in Exhibit A of the attached contract. Highlights of the workplan include the following:

- Support the Grand Boulevard Initiative
- Continue 21 Elements Project
- Develop Countywide Housing Strategy
- Support Sustainable Community Strategy and Sub-Regional effort of the Regional Housing Needs Assessment

Attachments:

Resolution 10-65

Cooperative Agreement between City/County Associations of Governments and San Mateo County (Department of Housing), including FY2010-11 Workplan (Exhibit A of contract).

RESOLUTION 10-65

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 C/CAG AND THE SAN MATEO COUNTY DEPARTMENT OF HOUSING FOR COOPERATIVE PURSUIT OF HOUSING SOLUTIONS AND TO SHARE COSTS FOR CONSULTING AND STAFF SUPPORT SERVICES AT A NET COST TO C/CAG OF NOT TO EXCEED \$100,000 FOR THE FISCAL YEAR 2010-11

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

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

WHEREAS, C/CAG has developed the Countywide Transportation Plan that also encourages linking land-use and transportation; and

WHEREAS, The C/CAG Board has requested that the Staff develop policy options and potential solutions for consideration to try to address the issues identified in the Countywide Housing Needs Study; and

WHEREAS, C/CAG has developed numerous past successful partnerships with the San Mateo County Department of Housing such as: 1- The Countywide Housing Needs Study and 2- Organized and administered the successful Sub-Regional Housing Needs Allocation Process (SubRHNA); and

WHEREAS, C/CAG would like to develop additional partnerships with the San Mateo County Department of Housing;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute an Agreement between C/CAG and the San Mateo County Department of Housing for costs not to exceed \$100,000. The draft agreements are attached hereto and the final agreements will be reviewed and approved by C/CAG Legal Counsel as to form.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF DECEMBER 2010.

Thomas M. Kasten, Chair

**COOPERATIVE AGREEMENT BETWEEN
CITY/ COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) AND
SAN MATEO COUNTY (DEPARTMENT OF HOUSING)**

This Cooperative Agreement, effective as of July 1, 2010, is by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called "C/CAG" and the County of San Mateo, by and through its Department of Housing, hereinafter called "DoH".

W I T N E S S E T H

Whereas, for more than thirteen years C/CAG has taken a leadership role in certain countywide policy matters related to the housing/transportation/land-use nexus, notably including the 1997 Housing Needs Study, 2007 Housing Needs Study, Transit Oriented Development Housing Incentive Program, Transit Corridor Planning Grant program, and more;

Whereas, in 2005, San Mateo County formed the Department of Housing (DoH) to further the emergence of a countywide housing strategy consensus, encourage the development of housing affordable to the full spectrum of households, and strengthen and support related initiatives led by affiliated organizations, notably including C/CAG;

Whereas, in 2006 through 2009, a successful collaboration between C/CAG and DoH (in concert with other able partners) has accomplished the following:

- Secured additional grant funding for C/CAG's Housing Needs Study;
- Developed and distributed a pamphlet and slideshow summarizing C/CAG's Housing Needs Study to 1,000 civic leaders;
- Developed and distributed policy primer promoting infill, transit-oriented development consistent with C/CAG's Countywide Transportation Plan;
- Developed and distributed about the housing implications of the aging of the County's population;
- Organized and administered the successful Sub-Regional Housing Needs Allocation process (SubRHNA), which attracted matching funding from Silicon Valley Community Foundation and won civic leadership awards;
- Represented San Mateo County on Bay Area FOCUS working committees and cooperated in-county to define "priority development areas" in the transportation corridor and support planning grant applications by C/CAG member jurisdictions;
- Conducted the 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements;

WHEREAS, the parties desire to continue their cooperative efforts.

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

1. Services and Activities.
 - A. DoH and C/CAG will continue to closely coordinate activities related to housing policy and planning, and to look for opportunities to further mutual objectives.
 - B. In particular, DoH and C/CAG will continue to cooperate to accomplish the projects outlined in Exhibit A, attached hereto. DoH and C/CAG may engage in cooperate efforts in other projects

by mutual agreement. Specific project scopes shall be defined and agreed upon by C/CAG Executive Director and DoH Director.

2. Payments.

C/CAG and DoH will share, on a 50/50 basis, staff costs including salary and benefits and other direct costs (e.g., consulting contracts) of cooperative joint projects that they may mutually agree to, at a cost to C/CAG not to exceed \$100,000 for fiscal year 2010-11.

3. Relationship of the Parties.

The parties will cooperate and undertake activities in their mutual interest, but it is understood and agreed that this is an Agreement by and between Independent Contractor(s) and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractors.

4. Contract Term.

This Cooperative Agreement shall be in effect as of July 1, 2010 and shall terminate on June 30, 2011. The parties may extend, renew or amend the terms hereof, by mutual agreement in writing.

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this Cooperative Agreement, effective as of July 1, 2010.

SAN MATEO COUNTY

By: _____
Duane Bay, Director
San Mateo County Department of Housing
Date _____

By: _____
David Boesch, County Manager
County of San Mateo
Date _____

CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

By: _____
Thomas M. Kasten, C/CAG Chairperson
Date _____

C/CAG Legal Counsel (Approved as to Form)

By: _____
C/CAG Legal Counsel
Date _____

Exhibit A: C/CAG – SMC-DOH FY2010-11 Workplan

| Initiative | Project | Tasks |
|---|--|---|
| Grand Boulevard Initiative | Working Group Committee | Participate in Working Group Committee, particularly advocating housing production |
| 21 Elements Project | GIS Corridor Mapping | <ul style="list-style-type: none"> • Create and maintain web-based inventory of all housing sites identified in Housing Elements • Coordinate with ISD: functionality of tool, project timeline, tool capacity & capabilities • Draft summary memo on findings |
| | Countywide Transportation Plan | Attend meetings and collaborate in regards to policy development in regards to land use element |
| | GHG/AB32/SB375 Working Group | Provide direction and staff support (with consultant) to this working group of the TAC |
| | Preparation for next Housing Needs / Element Cycle | <ul style="list-style-type: none"> • Provide leadership and technical assistance to carry the 21 Elements project into next cycle • Convene subregion and adopt workplan for RHNA-5 cycle |
| | Meeting Annual Reporting Requirements | Provide leadership and technical assistance to make housing element progress reporting easier for staff and more accessible for public. |
| | | Provide leadership and technical assistance to make state-mandated housing production reports easier for staff and more accessible for public. |
| | Rationalization / Streamlining of Housing Services Countywide | Coordinate various inter-related efforts (see separate cluster), especially as included in various jurisdictions' housing elements. |
| Rationalization / Streamlining of Housing Services Countywide | Homebuyer Assistance Programs & Below Market Rate (BMR) Programs | Project manager for NCBCI study of BMR program practices. Produce summary report of findings |
| | | Convene countywide, multi-jxn dialog process on coordination /cooperation /consolidation of BMR program administration. |
| | | Convene countywide, multi-jxn dialog process on coordination /cooperation /consolidation of homebuyer assistance programs |
| | Housing Rehabilitation Programs | Convene countywide, multi-jxn dialog process on coordination /cooperation /consolidation of housing rehab programs. |

Exhibit A: C/CAG – SMC-DOH FY2010-11 Workplan

| Initiative | Project | Tasks |
|---|---|--|
| Countywide Housing Strategy / Housing Solutions Network | Publish Strategy Documents | <ul style="list-style-type: none"> • Staff Countywide Housing Strategy Advisory Committee (quarterly) • Update Strategy Statement (annually) • Update Partners' Research / Accomplishments (annually) • Produce Housing Policy Primer booklet series #4: "Housing & Environment" |
| | Visible Strategies | <ul style="list-style-type: none"> • Updating Website • Buy-In from Countywide Housing Solutions Network • Development of metrics (identifying appropriate metrics and partners willing to maintain the metric) |
| HEART | Dedicated Revenue Source for Affordable Housing | <ul style="list-style-type: none"> • Participate in creating a dedicated revenue source for affordable housing, working with legislative staffs of HEART, C/CAG and County • Advance discussion of pooling municipal housing funds pursuant to AB 1206 and other scenarios |
| Health Department Collaborations | Health and the Built Environment | <ul style="list-style-type: none"> • Participate in Working Group Committee • Provide Technical Assistance when appropriate |

C/CAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Kim Springer, County Staff to C/CAG
Subject: Update on the San Mateo County Energy Watch, Local Government Partnership with Pacific Gas and Electric Company

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

RECOMMENDATION

Receive an informational update on the San Mateo County Energy Watch (SMCEW), Local Government Partnership (LGP) with Pacific Gas and Electric Company (PG&E) for the 2010-2012 program cycle.

FISCAL IMPACT

All SMCEW program costs are paid for under the C/CAG – PG&E LGP agreement.

BACKGROUND/DISCUSSION

The SMCEW partnership with PG&E began on January 1, 2009 under a bridge period contract per the California Public Utilities Commission (CPUC). Since that time, the CPUC, through a number of decisions, decided to hold the 2009 calendar year as a stand-alone bridge funded period and established a new, three-year program cycle from January 1, 2010 through December 31, 2012.

C/CAG and County staff completed the negotiations and signing of the new, three-year program cycle contract in December of 2009.

SMCEW 2010-2012 Program Update

Program Sectors:

In the new program cycle, the SMCEW has continued to accomplish energy savings in a variety of cities in San Mateo County in both its municipal and commercial program sectors. As intentionally planned, a low-to-moderate-income (MIDI) residential sector program under the SMCEW will not begin until January 2011.

Energy Savings Results:

In January through October 2010, the municipal and commercial portions of the SMCEW program, have accomplished approximately 2,178 Megawatt hours and 378 peak kilowatts of energy savings, on track to meet the 2010 goals for electricity saving within its overall three-year goals.

ITEM 5.5

In addition, the program has an established “pipeline” of approximately 3000 Megawatt hours and 600 peak kilowatts of energy savings going into the 2011 program cycle year.

In January through October 2010, the municipal and commercial portions of the SMCEW program, have accomplished approximately 5000 Therms of energy saving of the approximate 125,000 Therm saving goal. These saving are far below the 2010 year goal. However, it is expected by both staff and PG&E that larger Therm saving projects will come later in the three-year program cycle, as it takes time to discover, engineer and fund large Therm-saving projects such as boilers, retrocommissioning, or HVAC system replacements.

The program has approximately 25,000 Therms of energy saving projects in its “pipeline” going into the 2011 program year.

Customers Served:

Since the beginning of 2009, Energy Watch's municipal program has completed energy audits and/or completed energy-efficiency projects in nearly all the cities and other public agencies in San Mateo County, including Belmont, Brisbane, Burlingame, Colma, Daly City, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Redwood City, San Bruno, San Carlos, San Mateo, SamTrans, South Bayside Waste Management Authority, South San Francisco and the County of San Mateo.

Numerous energy-efficiency retrofit projects at public agencies have been completed to date including a server virtualization project in South San Francisco, lighting retrofits at municipal parking garages in Redwood City, refrigeration retrofits at County buildings and a pool boiler replacement at Menlo Park. Many other projects are in queue including high-tech energy-efficiency retrofits at SamTrans and Foster City and an HVAC replacement at Millbrae's Recreation Center.

Also since 2009, Energy Watch has completed lighting and/or refrigeration retrofit projects at 14 non-profits and 62 small businesses across San Mateo County.

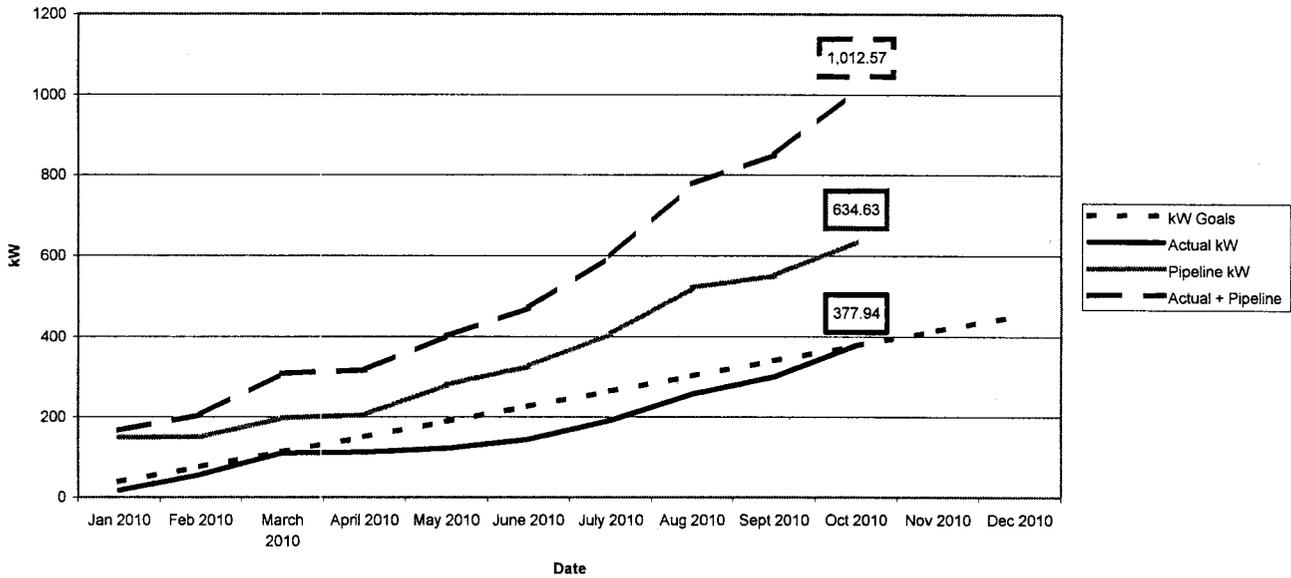
A set of charts showing the San Mateo County Energy Watch savings verses goals for the 2010 through 2012 program cycle is attached for your review with this staff report.

ATTACHMENT

San Mateo County Energy Watch 2010-2012: Energy-Savings Goals vs. Energy-Savings Achieved

San Mateo County Energy Watch 2010-2012: Energy-Savings Goals vs. Energy-Savings Achieved

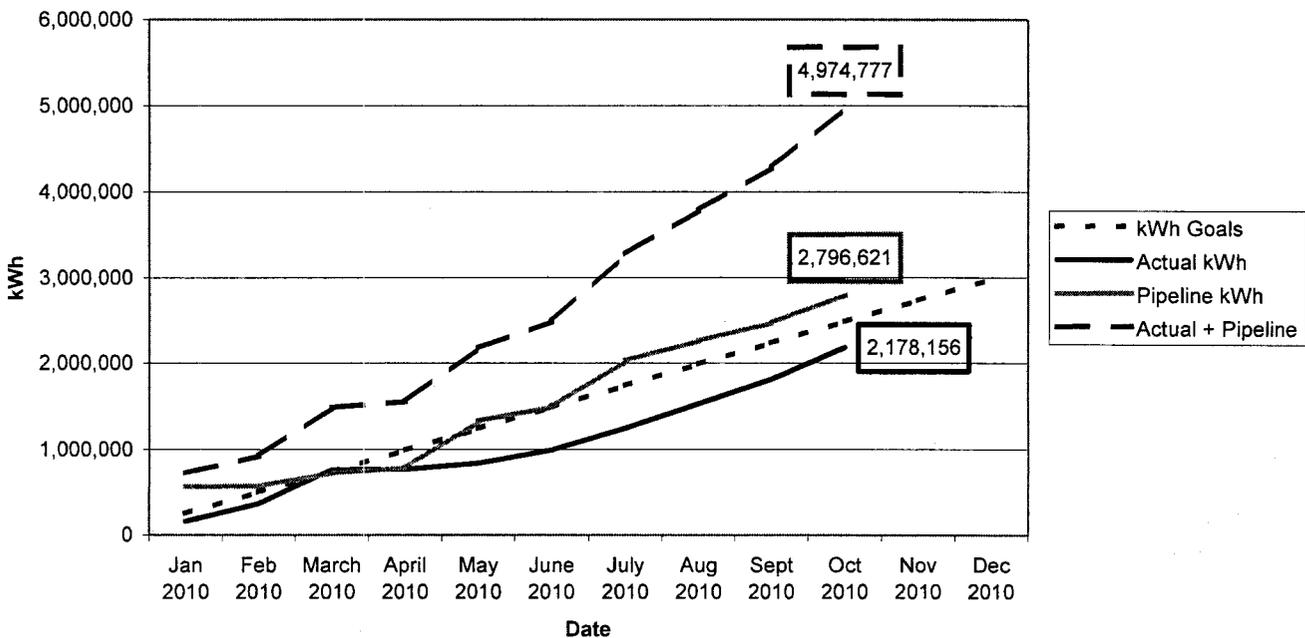
San Mateo County Energy Watch - kW Savings Achieved vs. kW Savings Goals



Three-year goal = 1,150 kW

2010 goal is 30% of three-year goal

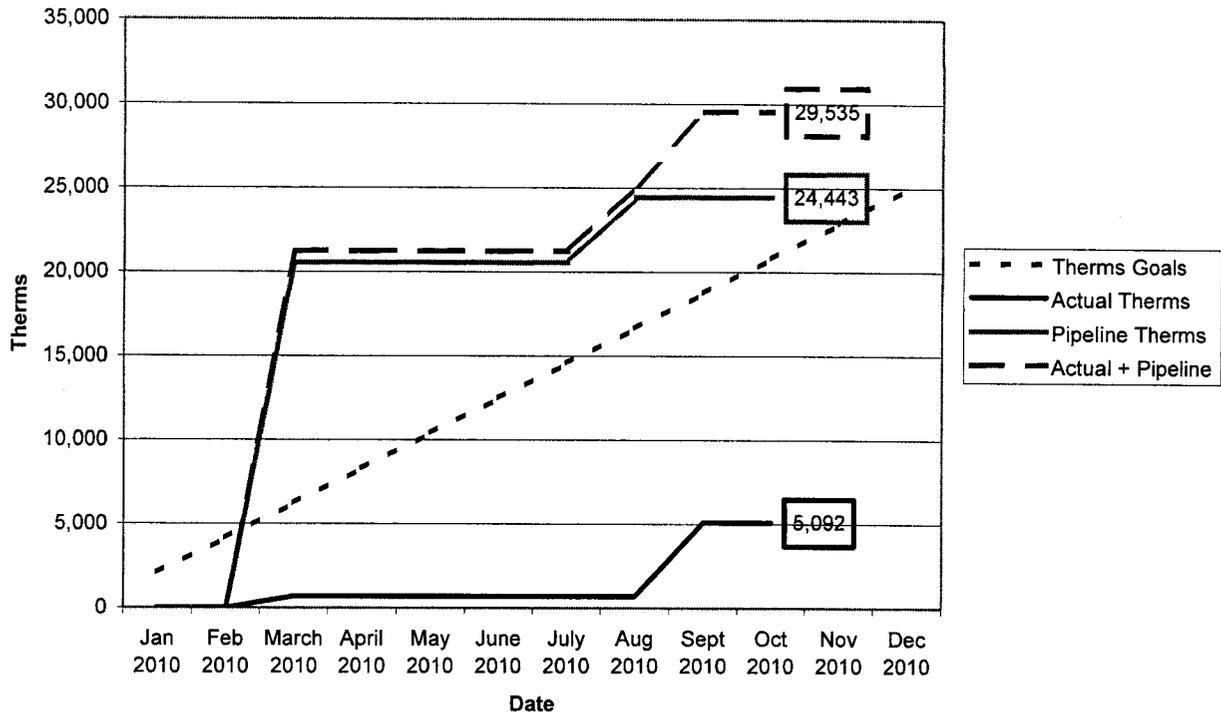
San Mateo County Energy Watch - kWh Savings Achieved vs. kWh Savings Goals



Three-year goal = 9,942,000 kWh

2010 goal is 30% of three-year goal

San Mateo County Energy Watch - Therms Savings Achieved vs. Therms Savings Goals



Three-year goal = 125,000 therms

2010 goal is 20% of three-year goal

C/CAG AGENDA REPORT

Date: December 9, 2010
To: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and accept the Quarterly Investment Report ending September 30, 2010
(For further information or response to questions, contact Richard Napier at 650 599-1420)

Recommendation:

Review and accept the Quarterly Investment Report ending September 30, 2010 in accordance with the staff recommendations.

Fiscal Impact:

None.

Revenue Source:

All C/CAG revenue sources.

Background:

C/CAG's financial agent (City of San Carlos) provides a quarterly report of investments. Attached is the Quarterly Investment Report as of September 30, 2010. The portfolio increased during the first quarter of the fiscal year due to receipt of annual contributions from the member agencies. Average interest was essentially flat at 0.76 per cent. Staff recommends acceptance of the report.

On June 10, 2010 the C/CAG Board adopted the Revised C/CAG Investment Policy. Per the adopted policy, C/CAG staff will work with the Board and the Finance Committee to establish an Investment Advisory Committee. This advisory committee will analyze the portfolio quarterly against the policy objectives and recommend changes as necessary. Staff needs the Boards assistance in finding qualified candidates.

Attachments:

Quarterly Investment Report as of September 30, 2010

Alternatives:

- 1- Review and accept the Quarterly Investment Report ending September 30, 2010 in accordance with the staff recommendations.
- 2- No action.

ITEM 5.6

CITY AND COUNTY ASSOCIATION OF GOVERNMENTS

Board of Directors Agenda Report

To: Richard Napier, Executive Director
From: Rebecca Mendenhall, Acting Administrative Services Director
Date: November 2010

SUBJECT: Quarterly Investment Report as of September 30, 2010

RECOMMENDATION:

It is recommended that the C/CAG Board review and accept the Quarterly Investment Report.

ANALYSIS

The attached investment report indicates that on September 30, 2010, funds in the amount of \$9,692,618 were invested producing a weighted average yield of 0.76%. Accrued interest this quarter totaled \$16,094.

Below is a summary of the changes in the portfolio:

| | Qtr Ended 09/30/10 | Qtr Ended 06/30/10 | Increase (Decrease) |
|-------------------|-------------------------------|-------------------------------|--------------------------------|
| Total Portfolio | \$ 9,692,618 | \$ 8,677,271 | \$ 1,015,347 |
| Wgtd Avg Yield | 0.76% | 0.75% | 0.01% |
| Interest Earnings | \$ 16,094 | \$ 15,348 | \$ 746 |

The portfolio increased in the first quarter of the fiscal year due to the receipt of annual contributions from the member agencies. The increase in interest income is due to the slight increase in market rates. Although the portfolio grew in the first quarter, the timing of the increase was in the last month. Therefore, interest income in the second quarter will increase due to the slight increase in yield on a larger portfolio balance.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG's investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of September 30, 2010, the portfolio contains enough liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past seven quarters.

The City's Investment Advisory Committee has reviewed and approved the attached Investment Report.

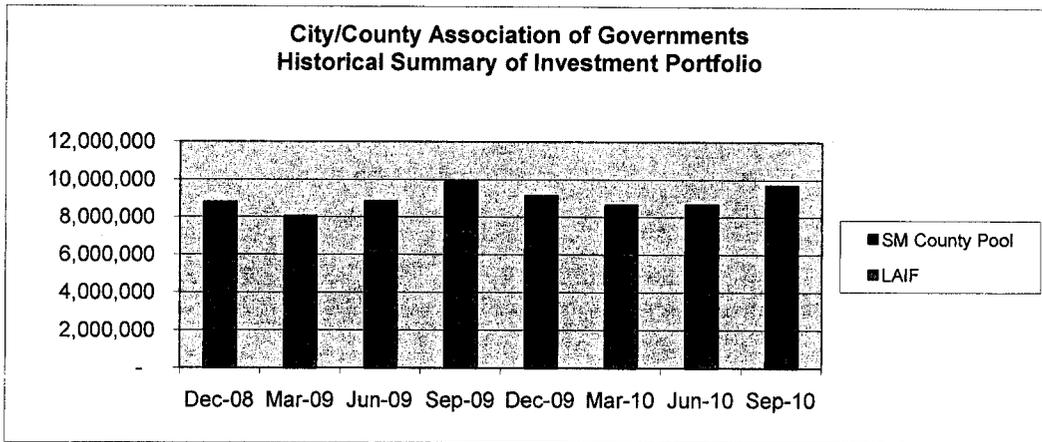
Attachments

- 1 – Investment Portfolio Summary for the Quarter Ended September 30, 2010
- 2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending September 30, 2010

| Category | Maturity | | Weighted Average Interest Rate | HISTORICAL Book Value | GASB 31 ADJ Market Value |
|--|----------|--------|--------------------------------|-----------------------|--------------------------|
| | Days | Months | | | |
| Liquid Investments: | | | | | |
| Local Agency Investment Fund (LAIF) | 1 | | 0.51% | 7,133,941 | 7,133,941 |
| San Mateo County Investment Pool (COPOOL) | 2 | | 1.45% | 2,558,677 | 2,558,677 |
| Agency Securities | | | | | |
| Total - Investments | | | 0.76% | 9,692,618 | 9,692,618 |
| GRAND TOTAL OF PORTFOLIO | | | 0.76% | 9,692,618 | 9,692,618 |
| Total Accrued Interest this Quarter | | | | | 16,094 |
| Total Interest Earned (Loss) Fiscal-Year-to-Date | | | | | 16,094 |



City/County Association of Governments Investment Portfolio

| | Dec-08 | Mar-09 | Jun-09 | Sep-09 | Dec-09 | Mar-10 | Jun-10 | Sep-10 |
|----------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| LAIF | 5,703,382 | 5,540,310 | 6,318,815 | 7,342,689 | 6,606,282 | 6,116,947 | 6,125,449 | 7,133,941 |
| SM County Pool | 3,087,734 | 2,508,254 | 2,519,784 | 2,534,221 | 2,539,947 | 2,546,235 | 2,551,821 | 2,558,677 |
| Total | \$ 8,791,116 | \$ 8,048,565 | \$ 8,838,599 | \$ 9,876,910 | \$ 9,146,229 | \$ 8,663,182 | \$ 8,677,271 | \$ 9,692,618 |

C/CAG AGENDA REPORT

Date: December 9, 2010

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

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

(For further information or questions contact Joseph Kott at 599-1453)

RECOMMENDATION

That the C/CAG Board adopt the proposed set of 2011 State Legislative Priorities.

FISCAL IMPACT

Many of the priorities listed in the attached document have the potential to greatly increase or decrease the fiscal resources available to C/CAG member agencies.

SOURCE OF FUNDS

New legislation.

BACKGROUND/DISCUSSION

Each year, the C/CAG Board adopts a set of legislative priorities to provide direction to its Legislative Committee, staff, and its Lobbyist. In the past, the C/CAG Board established the policies and priorities that:

- Clearly defined a policy at the beginning of the Legislative Session.
- Identified specific priorities to be accomplished during this session by the Lobbyist
- Limited the activities of C/CAG to areas where we can have the greatest impact.

The adoption of a list of priorities will hopefully maximize the impact of having a Lobbyist represent C/CAG in Sacramento and will also significantly reduce the amount of C/CAG staff time needed to support the program.

ALTERNATIVES

1. Accept proposed C/CAG Legislative Policies and Priorities for 2011 with changes
2. Postpone decision until next meeting.

ATTACHMENT

C/CAG Proposed Legislative Policies and Priorities For 2011

ITEM 6.1

ATTACHMENT

PROPOSED C/CAG LEGISLATIVE PRIORITIES FOR 2011

Priority #1 -

Protect against the diversion of local revenues including the protection of redevelopment funds and programs.

- 1.1 Support League and CSAC Initiatives to protect local revenues.
- 1.2 Protect and preserve the 20% redevelopment housing funding set aside.

Priority #2 -

Protect against increased local costs resulting from State action without 100% State reimbursement for the added costs.

- 2.3 Oppose State action to dictate wages and benefits for local employees.
- 2.4 Oppose State action to restrict the ability of local jurisdictions to contract for services.
- 2.5 Advocate for State actions that are required to take into consideration the fiscal impact to local jurisdictions.

Priority #3 -

Secure stable funding to pay for increased NPDES mandates.

- 3.1 Primary focus on maximizing funds from the adopted infrastructure bonds.
- 3.2 Support efforts to exempt NPDES from the super majority voting requirements, imposed by Proposition 218.
- 3.3 Include NPDES as a priority for funding in new sources of revenues (e.g. water bonds).
- 3.4 Advocate for C/CAG and San Mateo County jurisdictions to be identified as a pilot project to receive earmarked funding.
- 3.7 Support efforts to place the burden/ accountability of reporting, managing and meeting the NPDES requirements on the responsible source not the City or County.
- 3.8 Oppose efforts to require quantitative limits and Total Maximum Daily Load (TMDL) measures since there are insufficient scientific methods to evaluate the benefits. For this

reason C/CAG instead supports the implementation of Best Management Practices (BMP's) to the maximum extent practicable.

- 3.9 Pursue/Support NPDES Program appeals from the new Municipal Regional Permit to the Commission on State Mandates

***Priority #4 -
Support lowering the 2/3rd super majority vote for local special purpose taxes.***

- 4.1 Support bills that reduce the vote requirement for special taxes but increase the vote requirement for general taxes.
- 4.2 Oppose bills that lower the 2/3rd super majority threshold for the special tax category, but impose restrictions on the expenditures, thereby reducing flexibility.
- 4.3 Support modification or elimination of Proposition 26 requirements.

***Priority #5-
Encourage the State to protect transportation funding and develop an equitable cost-sharing arrangement to pay for any cost overruns on the construction of the Bay Bridge.***

- 5.1 Urge the State to eliminate transfer of State transportation funds to the State General Fund.
- 5.2 Oppose efforts to divert any of the Regional Measure 2 funds to pay for any Bay Bridge cost overruns.

***Priority #6 -
Advocate for revenue solutions to address State budget issues that are also beneficial to Cities/Counties***

- 6.1 Support measures to realign the property tax with property related services.
- 6.2 Support measures to ensure that local governments receive appropriate revenues to service local communities.

***Priority #7 -
Support reasonable climate action/Greenhouse Gas legislation***

- 7.1 Support incentive approaches toward implementing AB32.
- 7.2 Support county-based planning for sustainable communities in SB 375.

- 7.3 Oppose climate legislation that would conflict with or override projects approved by the voters.

***Priority #8 -
Support energy conservation***

- 8.1 Support local government partnerships to foster energy conservation.

***Priority #9 –
Other***

- 9.1 Support/sponsor legislation to allow transportation planning funds to be used to fund comprehensive land use plans for airports.
- 9.2 Support efforts that will engage the business community in transportation demand management.

C/CAG AGENDA REPORT

Date: December 9, 2010

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolution 10-64 (1) accepting the certificate of the Chief Elections Officer as the statement of the result of the vote as determined by the official canvass of the November 2, 2010, Measure M election; (2) declaring and accepting the passage of Measure M; and (3) imposing a \$10 Vehicle Registration Fee on vehicles registered in San Mateo County in accordance with Measure M.

(For further information contact Richard Napier at 599-1420)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 10-64 (1) accepting the certificate of the Chief Elections Officer as the statement of the result of the vote as determined by the official canvass of the November 2, 2010, Measure M election; (2) declaring and accepting the passage of Measure M; and (3) imposing a \$10 Vehicle Registration Fee on vehicles registered in San Mateo County in accordance with Measure M.

FISCAL IMPACT

The estimated revenue from the fees to be collected is \$6.7 million annually for 25 years (May 2011 to April 2036). The DMV initial setup and programming cost is estimated to be \$37,000. The cost of placing Measure M on the ballot is estimated at \$300,000.

SOURCE OF FUNDS

Funds are derived from the imposition of \$10 Vehicle Registration Fee (VRF) on each motor vehicle registered in San Mateo County pursuant to California Government Code 65089.20 and approval of Measure M by the voters on November 2, 2010.

The cost for the DMV initial setup and programming and cost of placing the Measure M on the ballot will be advanced by C/CAG from either the current VRF program or the Congestion Relief Program Funds and be repaid from the new \$10 VRF.

ITEM 6.2

BACKGROUND/DISCUSSION

C/CAG placed Measure M (copy attached) on the November 2, 2010, ballot seeking voter approval of the imposition of an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County, through a simple majority vote ballot measure, with the proceeds of the fee to be used for transportation-related congestion mitigation and water pollution mitigation programs. Measure M, which was approved by the voters of San Mateo County, and enables C/CAG to generate an estimated \$6.7 million annually (\$167 million over the next 25 years) to help fund various transportation programs for the 20 cities and the County.

The California Elections Code provides that the Chief Elections Officer, within 28 days of an election, is to inspect, process, and count all ballots and prepare a certified statement of the result, and to deliver a Certificate of Election declaring the results thereof. C/CAG has received such a certificate from the Chief Elections Officer with regard to Measure M and pursuant to Elections Code §15400 C/CAG is authorized to declare the election results as to Measure M.

As indicated in the Expenditure Plan approved by this Board at its special meeting on July 8, 2010, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school programs. The estimated distribution of \$3.18 million to the cities and County is included in the attached allocation table. An Implementation Plan will be developed over the next several months with detailed program information including defining the percentages breakdown for the Countywide Transportation Programs.

The Department of Motor Vehicles (DMV) has requested that C/CAG submit authorizing documentation including 1) Board resolution indicating that the fee is consistent with California Government Code 65089.20 and that the Board authorizes the collection of the fee, and 2) Certification of Election Results.

The San Mateo County Chief Elections Officer certified the election results on November 29, 2010. The official result indicates that Measure M passed with a majority vote of 54.92% approving (110,549 – Yes, 90,740 – No). A copy of the certification is attached.

The initial setup and programming costs for collection of the new \$10 Vehicle Registration Fee (VRF) is estimated to be \$185,000, to be divided by the five counties that passed the measure (San Mateo, Alameda, Marin, San Francisco, and Santa Clara), therefore, the cost to C/CAG is estimated at \$37,000. After the initial startup costs, the DMV has indicated that they will charge an administrative fee of approximately \$0.005 (one-half of a cent) of the gross amount collected. The actual administrative fee that is charged will be established by the DMV at a later date. For comparison, the administrative fee for the current \$4 VRF is \$0.00125.

ATTACHMENTS

- Resolution 10-64
- Certificate of Chief Elections Officer
- Measure M (Resolution 10-37) - Full text as presented on the ballot. Includes Expenditure Plan as part of Attachment A
- Measure M - Local Streets and Roads Allocations

RESOLUTION 10-64

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (1) ACCEPTING THE CERTIFICATE OF THE CHIEF ELECTIONS OFFICER AS THE STATEMENT OF THE RESULT OF THE VOTE AS DETERMINED BY THE OFFICIAL CANVASS OF THE NOVEMBER 2, 2010, MEASURE M ELECTION; (2) DECLARING AND ACCEPTING THE PASSAGE OF MEASURE M; AND (3) IMPOSING A \$10 VEHICLE REGISTRATION FEE ON VEHICLES REGISTERED IN SAN MATEO COUNTY IN ACCORDANCE WITH MEASURE M.

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 (the "CMA") created pursuant to Chapter 2.6, of Division 1, of Title 7, of the California Government Code, responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, Pursuant to California Government Code Section 65089.20, C/CAG placed Measure M on the November 2, 2010 ballot seeking voter authorization for the imposition of an additional fee of ten dollars (\$10) on each motor vehicle registered within San Mateo County (the "Vehicle Registration Fee"); and

WHEREAS, the Chief Elections Officer has completed the official canvass of the complete returns of the votes cast at the election held throughout the County of San Mateo on November 2, 2010, has prepared a certification of the results of that election indicating that Measure M passed by a majority vote, and has presented a copy of that certification to C/CAG as the Governing Body responsible for the measure; and

WHEREAS, the Measure M Expenditure Plan approved by this Board on July 8, 2010, allocates up to five percent of the proceeds to be used for program administration with fifty percent (50%) of the net revenue allocated to the 20 cities and the County for local streets and roads and 50% allocated to countywide transportation-related congestion and water pollution mitigation programs in San Mateo County; and

WHEREAS, California Government Code Section 9250.4 authorizes C/CAG to request the Department of Motor Vehicles (DMV) to collect the \$10 vehicle registration imposed pursuant to Section 65089.20 of the California Government Code and that C/CAG shall pay for the initial setup and programming costs identified by the DMV; and

WHEREAS, the Vehicle Registration Fee is to apply to each original vehicle registration in San Mateo County occurring on or after six months following the November 2, 2010 election and to a each renewal of registration in San Mateo County

with an expiration date on or after that six-month period.

NOW THEREFORE, IT IS HEREBY ORDERED AND DETERMINED,
that:

1. The certificate of the Chief Elections Officer as the statement of the result of the vote as determined by the official canvass of the November 2, 2010, Measure M election, is accepted.
2. The passage of Measure M is hereby declared and accepted.
3. The \$10 Vehicle Registration Fee per the passage of Measure M and in accordance with California Government Code Section 65089.20, is imposed and the State of California, Department of Motor Vehicles is directed and authorized to collect the annual fee of ten dollars (\$10.00) on motor vehicles registered within San Mateo County beginning on the date that is six months after November 2, 2010, and continue for a period of 25 years, in accordance with California Government Code Section 9250.4.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF DECEMBER 2010.

Thomas M. Kasten, Chair

CERTIFICATE OF CHIEF ELECTIONS OFFICER

In the Matter of the Canvass of Votes Cast)
at the Gubernatorial General Election)
Held on November 2, 2010)

I, WARREN SLOCUM, Chief Elections Officer of the County of San Mateo, State of California hereby certify;

THAT an election was held within the boundaries of the City/County Association of Governments of San Mateo County on Tuesday, November 2, 2010, for the purpose of submitting Measure M to the qualified electors and; I caused to have processed and recorded the votes from the canvass of all ballots cast at said election within the boundaries of the City/County Association of Governments of San Mateo County.

I HEREBY FURTHER CERTIFY that the record of votes cast at said election are set forth in the results report attached hereto and incorporated herein by reference as though fully set forth at length.

IN WITNESS WHEREOF, I hereunto affix my hand and seal this 29th day of November, 2010 and file this date with the Executive Director of the City/County Association of Governments of San Mateo County.

Warren Slocum
Chief Elections Officer &
Assessor-County Clerk-Recorder

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|--|---------------------|-----|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | | COUNTY OF SAN MATEO | | | | | |
| | | | | | | YES | NO | | | YES | NO | | | | |
| 1001 | | 1,004 | 690 | 68.7 | | 357 | 245 | | | 360 | 181 | | | | |
| 1002 | | 823 | 593 | 72.1 | | 283 | 226 | | | 286 | 146 | | | | |
| 1003 | | 1,302 | 901 | 69.2 | | 388 | 308 | | | 418 | 203 | | | | |
| 1006 | | 985 | 672 | 68.2 | | 307 | 288 | | | 297 | 210 | | | | |
| 1007 | | 732 | 461 | 63.0 | | 239 | 169 | | | 202 | 146 | | | | |
| 1008 | | 1,304 | 814 | 62.4 | | 388 | 329 | | | 411 | 236 | | | | |
| 1009 | | 673 | 484 | 71.9 | | 231 | 201 | | | 243 | 134 | | | | |
| 1011 | | 855 | 442 | 51.7 | | 206 | 167 | | | 214 | 100 | | | | |
| 1012 | | 748 | 524 | 70.1 | | 284 | 183 | | | 247 | 151 | | | | |
| 1013 | | 916 | 615 | 67.1 | | 306 | 239 | | | 305 | 187 | | | | |
| 1015 | | 645 | 463 | 71.8 | | 228 | 181 | | | 238 | 112 | | | | |
| 1016 | | 781 | 554 | 70.9 | | 287 | 192 | | | 275 | 131 | | | | |
| 1017 | | 880 | 638 | 72.5 | | 298 | 264 | | | 310 | 185 | | | | |
| 1018 | | 808 | 613 | 75.9 | | 309 | 223 | | | 331 | 135 | | | | |
| 1019 | | 841 | 585 | 69.6 | | 259 | 245 | | | 289 | 162 | | | | |
| 1020 | | 515 | 310 | 60.2 | | 160 | 118 | | | 162 | 87 | | | | |
| 1021 | | 1,260 | 838 | 66.5 | | 359 | 379 | | | 403 | 230 | | | | |
| 1023 | | 206 | 144 | 69.9 | | 51 | 68 | | | 67 | 42 | | | | |
| 1024 | | 189 | 142 | 75.1 | | 63 | 66 | | | 67 | 41 | | | | |
| 1025 | | 105 | 72 | 68.6 | | 35 | 28 | | | 48 | 14 | | | | |
| 1201 | | 224 | 172 | 76.8 | | 65 | 94 | | | 89 | 44 | | | | |
| 1202 | | 241 | 170 | 70.5 | | 62 | 85 | | | 78 | 53 | | | | |
| 1203 | | 121 | 78 | 64.5 | | 29 | 38 | | | 34 | 18 | | | | |
| 1204 | | 164 | 108 | 65.9 | | 42 | 57 | | | 45 | 36 | | | | |
| 1301 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 1302 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 1401 | | 1,037 | 778 | 75.0 | | 341 | 337 | | | 352 | 226 | | | | |
| 1402 | | 171 | 135 | 78.9 | | 55 | 67 | | | 64 | 44 | | | | |
| 1403 | | 1,671 | 1,152 | 68.9 | | 502 | 518 | | | 567 | 323 | | | | |
| 1405 | | 248 | 172 | 69.4 | | 80 | 68 | | | 85 | 44 | | | | |
| 1406 | | 850 | 499 | 58.8 | | 218 | 212 | | | 225 | 141 | | | | |
| 1407 | | 1,552 | 1,150 | 74.2 | | 473 | 506 | | | 525 | 329 | | | | |
| 1409 | | 713 | 507 | 71.1 | | 212 | 244 | | | 236 | 173 | | | | |
| 1410 | | 509 | 366 | 71.9 | | 149 | 170 | | | 180 | 105 | | | | |
| 1411 | | 254 | 196 | 77.2 | | 78 | 108 | | | 82 | 78 | | | | |
| 1412 | | 194 | 144 | 74.2 | | 78 | 49 | | | 74 | 34 | | | | |
| 1501 | | 859 | 485 | 56.5 | | 218 | 226 | | | 263 | 183 | | | | |
| 1502 | | 840 | 443 | 52.7 | | 193 | 182 | | | 212 | 121 | | | | |
| 1503 | | 235 | 152 | 64.7 | | 69 | 62 | | | 86 | 33 | | | | |
| 1504 | | 1,467 | 949 | 64.7 | | 396 | 440 | | | 462 | 266 | | | | |
| 1506 | | 903 | 584 | 64.7 | | 257 | 272 | | | 311 | 156 | | | | |
| 1507 | | 822 | 581 | 70.7 | | 264 | 247 | | | 273 | 168 | | | | |
| 1508 | | 936 | 562 | 60.0 | | 283 | 228 | | | 261 | 163 | | | | |
| 1509 | | 850 | 553 | 65.1 | | 254 | 229 | | | 245 | 178 | | | | |
| 1510 | | 724 | 435 | 60.1 | | 195 | 199 | | | 223 | 122 | | | | |
| 1511 | | 656 | 424 | 64.6 | | 202 | 176 | | | 218 | 121 | | | | |
| 1512 | | 1,029 | 712 | 69.2 | | 318 | 319 | | | 322 | 227 | | | | |
| 1514 | | 887 | 613 | 69.1 | | 266 | 269 | | | 281 | 187 | | | | |
| 1515 | | 981 | 671 | 68.4 | | 288 | 290 | | | 343 | 148 | | | | |
| 1501 | | 1,035 | 560 | 54.1 | | 279 | 209 | | | 288 | 166 | | | | |
| 1502 | | 136 | 53 | 39.0 | | 29 | 13 | | | 28 | 14 | | | | |
| 1603 | | 920 | 501 | 54.5 | | 251 | 201 | | | 240 | 180 | | | | |
| 1604 | | 835 | 460 | 55.1 | | 210 | 188 | | | 236 | 137 | | | | |
| 1605 | | 832 | 449 | 54.0 | | 208 | 197 | | | 229 | 143 | | | | |
| 1606 | | 884 | 594 | 67.2 | | 244 | 274 | | | 276 | 180 | | | | |
| 1607 | | 750 | 482 | 64.3 | | 230 | 192 | | | 236 | 140 | | | | |
| 1608 | | 983 | 591 | 60.1 | | 286 | 251 | | | 275 | 169 | | | | |
| 1610 | | 875 | 593 | 67.8 | | 288 | 242 | | | 300 | 179 | | | | |
| 1612 | | 948 | 621 | 65.5 | | 286 | 265 | | | 287 | 197 | | | | |
| 1613 | | 1,095 | 612 | 55.9 | | 320 | 210 | | | 323 | 150 | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|--|---------------------|-----|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | | COUNTY OF SAN MATEO | | | | | |
| | | | | | | YES | NO | | | YES | NO | | | | |
| 1614 | | 984 | 604 | 61.4 | | 287 | 245 | | | 324 | 184 | | | | |
| 1617 | | 1,678 | 1,151 | 68.6 | | 455 | 522 | | | 564 | 317 | | | | |
| 1619 | | 1,268 | 870 | 67.5 | | 378 | 387 | | | 421 | 248 | | | | |
| 1621 | | 1,423 | 832 | 58.5 | | 370 | 368 | | | 403 | 248 | | | | |
| 1622 | | 1,010 | 614 | 60.8 | | 269 | 274 | | | 320 | 183 | | | | |
| 1623 | | 251 | 138 | 55.0 | | 57 | 64 | | | 79 | 29 | | | | |
| 1624 | | 713 | 466 | 65.4 | | 233 | 187 | | | 244 | 131 | | | | |
| 1626 | | 834 | 522 | 62.6 | | 259 | 221 | | | 280 | 161 | | | | |
| 1627 | | 222 | 142 | 64.0 | | 65 | 59 | | | 63 | 48 | | | | |
| 1628 | | 785 | 488 | 62.2 | | 223 | 217 | | | 257 | 141 | | | | |
| 1629 | | 165 | 74 | 44.8 | | 43 | 20 | | | 43 | 16 | | | | |
| 1630 | | 167 | 115 | 68.9 | | 56 | 50 | | | 71 | 20 | | | | |
| 1631 | | 97 | 68 | 70.1 | | 30 | 32 | | | 38 | 15 | | | | |
| 1632 | | 128 | 82 | 65.1 | | 38 | 42 | | | 50 | 23 | | | | |
| 1633 | | 92 | 43 | 46.7 | | 20 | 21 | | | 25 | 11 | | | | |
| 1701 | | 1,206 | 910 | 75.5 | | 395 | 428 | | | 464 | 247 | | | | |
| 1703 | | 777 | 592 | 76.2 | | 305 | 237 | | | 300 | 173 | | | | |
| 1704 | | 661 | 503 | 76.1 | | 283 | 181 | | | 287 | 118 | | | | |
| 1705 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 1801 | | 587 | 408 | 69.2 | | 209 | 152 | | | 219 | 117 | | | | |
| 1802 | | 638 | 410 | 64.3 | | 191 | 176 | | | 223 | 100 | | | | |
| 1803 | | 827 | 444 | 53.7 | | 230 | 173 | | | 276 | 92 | | | | |
| 1804 | | 652 | 408 | 62.6 | | 216 | 152 | | | 232 | 101 | | | | |
| 1805 | | 1,497 | 759 | 50.7 | | 418 | 263 | | | 430 | 188 | | | | |
| 1806 | | 1,458 | 858 | 58.9 | | 420 | 328 | | | 468 | 231 | | | | |
| 1807 | | 1,326 | 832 | 62.7 | | 424 | 318 | | | 407 | 275 | | | | |
| 1809 | | 997 | 578 | 58.0 | | 288 | 231 | | | 335 | 143 | | | | |
| 1810 | | 1,512 | 766 | 50.7 | | 414 | 272 | | | 433 | 188 | | | | |
| 1814 | | 834 | 444 | 53.2 | | 241 | 144 | | | 242 | 115 | | | | |
| 1815 | | 1,407 | 817 | 58.1 | | 407 | 302 | | | 418 | 222 | | | | |
| 1817 | | 117 | 66 | 56.4 | | 32 | 31 | | | 43 | 14 | | | | |
| 1941 | | 238 | 186 | 78.2 | | 86 | 77 | | | 94 | 49 | | | | |
| 1942 | | 232 | 161 | 69.4 | | 77 | 69 | | | 86 | 33 | | | | |
| 1943 | | 230 | 173 | 75.2 | | 87 | 64 | | | 99 | 42 | | | | |
| 1944 | | 131 | 101 | 77.1 | | 59 | 29 | | | 47 | 26 | | | | |
| 1945 | | 222 | 158 | 71.2 | | 83 | 58 | | | 76 | 44 | | | | |
| 1946 | | 221 | 164 | 74.2 | | 104 | 51 | | | 106 | 54 | | | | |
| 1947 | | 207 | 165 | 79.7 | | 88 | 64 | | | 78 | 48 | | | | |
| 1948 | | 158 | 122 | 76.7 | | 56 | 53 | | | 57 | 31 | | | | |
| 1949 | | 161 | 116 | 72.0 | | 70 | 32 | | | 63 | 26 | | | | |
| 1970 | | 677 | 522 | 77.1 | | 281 | 184 | | | 271 | 133 | | | | |
| 2101 | | 504 | 336 | 66.7 | | 163 | 144 | | | 170 | 102 | | | | |
| 2102 | | 708 | 404 | 57.1 | | 185 | 171 | | | 211 | 113 | | | | |
| 2103 | | 784 | 503 | 64.2 | | 264 | 183 | | | 273 | 127 | | | | |
| 2104 | | 1,371 | 904 | 65.9 | | 429 | 351 | | | 457 | 238 | | | | |
| 2106 | | 695 | 534 | 76.8 | | 256 | 219 | | | 247 | 159 | | | | |
| 2107 | | 1,322 | 963 | 72.8 | | 492 | 379 | | | 474 | 279 | | | | |
| 2109 | | 1,438 | 1,046 | 72.7 | | 502 | 438 | | | 545 | 282 | | | | |
| 2110 | | 730 | 538 | 73.7 | | 257 | 234 | | | 281 | 140 | | | | |
| 2112 | | 785 | 581 | 74.0 | | 263 | 255 | | | 288 | 170 | | | | |
| 2113 | | 1,549 | 1,147 | 74.0 | | 559 | 492 | | | 592 | 329 | | | | |
| 2115 | | 1,019 | 780 | 76.5 | | 350 | 337 | | | 366 | 232 | | | | |
| 2117 | | 1,058 | 635 | 60.0 | | 330 | 230 | | | 332 | 169 | | | | |
| 2118 | | 220 | 125 | 56.8 | | 58 | 51 | | | 70 | 23 | | | | |
| 2119 | | 688 | 437 | 63.5 | | 221 | 167 | | | 220 | 111 | | | | |
| 2120 | | 752 | 557 | 74.1 | | 282 | 214 | | | 291 | 142 | | | | |
| 2121 | | 154 | 119 | 77.3 | | 51 | 57 | | | 57 | 41 | | | | |
| 2122 | | 155 | 125 | 80.6 | | 51 | 58 | | | 71 | 27 | | | | |
| 2201 | | 1,197 | 821 | 68.6 | | 403 | 319 | | | 415 | 221 | | | | |
| 2203 | | 644 | 420 | 65.2 | | 193 | 181 | | | 225 | 103 | | | | |

| 43 | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|---|--------------|-------------|----------------------------|-----|---------------------|-----|--|--|--|--|--|--|--|
| | Registration | Ballots Cast | Turnout (%) | CITY/COUNTY ASSOCIATION OF | | COUNTY OF SAN MATEO | | | | | | | | |
| | | | | YES | NO | YES | NO | | | | | | | |
| 2204 | 1,197 | 820 | 68.5 | 321 | 401 | 380 | 286 | | | | | | | |
| 2205 | 591 | 335 | 56.7 | 151 | 141 | 179 | 78 | | | | | | | |
| 2207 | 960 | 590 | 61.1 | 259 | 259 | 290 | 155 | | | | | | | |
| 2208 | 762 | 522 | 68.5 | 245 | 223 | 272 | 130 | | | | | | | |
| 2210 | 880 | 516 | 58.6 | 237 | 220 | 284 | 124 | | | | | | | |
| 2211 | 1,233 | 778 | 63.1 | 360 | 337 | 394 | 222 | | | | | | | |
| 2213 | 534 | 353 | 66.1 | 158 | 157 | 196 | 83 | | | | | | | |
| 2214 | 1,041 | 758 | 72.8 | 350 | 340 | 427 | 173 | | | | | | | |
| 2215 | 1,000 | 681 | 68.1 | 255 | 328 | 338 | 170 | | | | | | | |
| 2217 | 1,542 | 1,046 | 67.8 | 500 | 424 | 512 | 280 | | | | | | | |
| 2219 | 201 | 125 | 62.2 | 58 | 53 | 73 | 21 | | | | | | | |
| 2221 | 681 | 475 | 69.8 | 169 | 253 | 232 | 133 | | | | | | | |
| 2222 | 883 | 564 | 62.7 | 225 | 253 | 253 | 182 | | | | | | | |
| 2223 | 784 | 412 | 53.9 | 164 | 208 | 213 | 112 | | | | | | | |
| 2224 | 818 | 507 | 62.1 | 207 | 232 | 288 | 125 | | | | | | | |
| 2225 | 152 | 92 | 60.5 | 53 | 30 | 57 | 19 | | | | | | | |
| 2504 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | | | | | | | |
| 2505 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | | | | | | | |
| 2506 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | | | | | | | |
| 2601 | 1,757 | 1,021 | 58.1 | 506 | 410 | 565 | 265 | | | | | | | |
| 2603 | 789 | 446 | 56.5 | 225 | 186 | 245 | 128 | | | | | | | |
| 2604 | 849 | 533 | 62.8 | 277 | 204 | 277 | 155 | | | | | | | |
| 2605 | 1,134 | 603 | 53.2 | 291 | 269 | 325 | 184 | | | | | | | |
| 2607 | 775 | 517 | 66.7 | 251 | 207 | 252 | 155 | | | | | | | |
| 2608 | 825 | 488 | 59.1 | 235 | 216 | 271 | 143 | | | | | | | |
| 2609 | 778 | 563 | 72.4 | 250 | 259 | 286 | 187 | | | | | | | |
| 2610 | 839 | 519 | 61.9 | 278 | 258 | 329 | 146 | | | | | | | |
| 2611 | 1,370 | 777 | 56.7 | 373 | 321 | 416 | 199 | | | | | | | |
| 2613 | 597 | 366 | 61.3 | 167 | 168 | 196 | 108 | | | | | | | |
| 2614 | 1,070 | 638 | 59.6 | 277 | 278 | 316 | 177 | | | | | | | |
| 2615 | 189 | 131 | 69.3 | 66 | 54 | 80 | 48 | | | | | | | |
| 2616 | 222 | 132 | 59.8 | 61 | 61 | 74 | 38 | | | | | | | |
| 2617 | 901 | 616 | 68.3 | 301 | 255 | 321 | 150 | | | | | | | |
| 2618 | 227 | 137 | 60.4 | 53 | 62 | 69 | 28 | | | | | | | |
| 2619 | 986 | 685 | 69.5 | 299 | 309 | 355 | 181 | | | | | | | |
| 2620 | 657 | 397 | 60.4 | 198 | 145 | 193 | 106 | | | | | | | |
| 2621 | 875 | 535 | 61.1 | 242 | 239 | 282 | 138 | | | | | | | |
| 2622 | 1,085 | 727 | 67.0 | 371 | 275 | 391 | 193 | | | | | | | |
| 2624 | 645 | 470 | 72.9 | 229 | 194 | 259 | 103 | | | | | | | |
| 2625 | 1,021 | 709 | 69.4 | 361 | 256 | 368 | 166 | | | | | | | |
| 2627 | 626 | 404 | 64.5 | 225 | 122 | 220 | 73 | | | | | | | |
| 2628 | 868 | 506 | 58.3 | 260 | 188 | 278 | 113 | | | | | | | |
| 2629 | 630 | 329 | 52.2 | 189 | 105 | 193 | 77 | | | | | | | |
| 2630 | 502 | 305 | 60.8 | 180 | 91 | 152 | 88 | | | | | | | |
| 2631 | 119 | 74 | 62.2 | 39 | 30 | 40 | 25 | | | | | | | |
| 2632 | 995 | 655 | 65.8 | 333 | 227 | 335 | 160 | | | | | | | |
| 2633 | 653 | 384 | 58.8 | 195 | 145 | 186 | 125 | | | | | | | |
| 2634 | 781 | 517 | 66.2 | 274 | 186 | 265 | 129 | | | | | | | |
| 2636 | 942 | 642 | 68.2 | 343 | 232 | 344 | 152 | | | | | | | |
| 2637 | 819 | 428 | 52.1 | 230 | 136 | 231 | 88 | | | | | | | |
| 2638 | 871 | 637 | 73.1 | 321 | 264 | 336 | 167 | | | | | | | |
| 2639 | 867 | 683 | 78.8 | 366 | 257 | 359 | 173 | | | | | | | |
| 2643 | 831 | 547 | 65.8 | 291 | 174 | 297 | 119 | | | | | | | |
| 2644 | 756 | 538 | 71.2 | 259 | 222 | 258 | 150 | | | | | | | |
| 2646 | 1,235 | 923 | 74.7 | 476 | 332 | 485 | 221 | | | | | | | |
| 2648 | 1,276 | 855 | 67.0 | 450 | 296 | 412 | 246 | | | | | | | |
| 2650 | 1,150 | 822 | 71.5 | 402 | 333 | 401 | 242 | | | | | | | |
| 2651 | 806 | 582 | 72.2 | 262 | 249 | 289 | 152 | | | | | | | |
| 2652 | 780 | 524 | 67.2 | 243 | 220 | 264 | 130 | | | | | | | |
| 2653 | 763 | 492 | 64.5 | 251 | 177 | 258 | 123 | | | | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|--|---------------------|-----|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | | COUNTY OF SAN MATEO | | | | | |
| | | | | | | YES | NO | | | YES | NO | | | | |
| 2654 | | 1,193 | 802 | 67.2 | | 401 | 325 | | | 409 | 230 | | | | |
| 2655 | | 1,238 | 778 | 62.9 | | 412 | 279 | | | 414 | 203 | | | | |
| 2657 | | 1,301 | 980 | 75.3 | | 475 | 400 | | | 517 | 257 | | | | |
| 2659 | | 555 | 391 | 70.5 | | 196 | 157 | | | 194 | 115 | | | | |
| 2660 | | 1,317 | 939 | 71.3 | | 459 | 372 | | | 482 | 248 | | | | |
| 2662 | | 743 | 574 | 77.3 | | 289 | 232 | | | 287 | 177 | | | | |
| 2663 | | 1,188 | 792 | 67.0 | | 328 | 355 | | | 388 | 200 | | | | |
| 2664 | | 1,483 | 1,061 | 71.5 | | 501 | 447 | | | 558 | 262 | | | | |
| 2666 | | 793 | 559 | 70.6 | | 272 | 249 | | | 280 | 184 | | | | |
| 2670 | | 193 | 129 | 66.8 | | 69 | 47 | | | 66 | 29 | | | | |
| 2673 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 2701 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 3001 | | 545 | 429 | 78.7 | | 197 | 191 | | | 207 | 133 | | | | |
| 3002 | | 1,181 | 860 | 72.9 | | 389 | 381 | | | 409 | 248 | | | | |
| 3004 | | 187 | 148 | 79.1 | | 78 | 60 | | | 92 | 36 | | | | |
| 3005 | | 1,822 | 1,251 | 68.7 | | 568 | 548 | | | 626 | 325 | | | | |
| 3006 | | 1,062 | 832 | 78.3 | | 374 | 357 | | | 380 | 246 | | | | |
| 3009 | | 172 | 136 | 79.1 | | 88 | 30 | | | 82 | 25 | | | | |
| 3020 | | 552 | 419 | 75.9 | | 250 | 140 | | | 228 | 88 | | | | |
| 3121 | | 948 | 629 | 74.2 | | 327 | 223 | | | 328 | 155 | | | | |
| 3201 | | 48 | 28 | 58.3 | | 15 | 11 | | | 18 | 7 | | | | |
| 3202 | | 520 | 378 | 72.7 | | 184 | 162 | | | 188 | 112 | | | | |
| 3203 | | 18 | 16 | 88.9 | | 9 | 7 | | | 10 | 4 | | | | |
| 3210 | | 7 | 7 | 100.0 | | 1 | 5 | | | 2 | 4 | | | | |
| 3211 | | 3 | 3 | 100.0 | | 2 | 1 | | | 2 | 0 | | | | |
| 3212 | | 23 | 17 | 73.9 | | 10 | 8 | | | 10 | 4 | | | | |
| 3213 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 3301 | | 891 | 615 | 69.0 | | 321 | 235 | | | 335 | 142 | | | | |
| 3303 | | 681 | 498 | 73.1 | | 251 | 195 | | | 238 | 151 | | | | |
| 3304 | | 1,334 | 994 | 74.5 | | 508 | 393 | | | 544 | 235 | | | | |
| 3306 | | 792 | 608 | 76.8 | | 308 | 254 | | | 302 | 168 | | | | |
| 3310 | | 738 | 524 | 71.0 | | 295 | 180 | | | 291 | 125 | | | | |
| 3311 | | 792 | 581 | 73.4 | | 299 | 255 | | | 310 | 145 | | | | |
| 3312 | | 677 | 437 | 64.5 | | 218 | 160 | | | 208 | 116 | | | | |
| 3313 | | 1,328 | 1,005 | 75.7 | | 525 | 384 | | | 512 | 258 | | | | |
| 3320 | | 698 | 531 | 76.1 | | 244 | 235 | | | 283 | 127 | | | | |
| 3321 | | 758 | 520 | 68.6 | | 228 | 251 | | | 264 | 158 | | | | |
| 3322 | | 772 | 510 | 66.1 | | 229 | 242 | | | 281 | 143 | | | | |
| 3323 | | 967 | 665 | 68.8 | | 308 | 287 | | | 315 | 196 | | | | |
| 3324 | | 985 | 703 | 71.4 | | 287 | 348 | | | 347 | 196 | | | | |
| 3325 | | 854 | 580 | 67.9 | | 246 | 276 | | | 273 | 182 | | | | |
| 3326 | | 957 | 711 | 74.3 | | 287 | 379 | | | 389 | 201 | | | | |
| 3327 | | 543 | 432 | 79.6 | | 211 | 188 | | | 248 | 95 | | | | |
| 3330 | | 45 | 30 | 66.7 | | 9 | 17 | | | 7 | 10 | | | | |
| 3331 | | 289 | 178 | 60.9 | | 94 | 70 | | | 91 | 50 | | | | |
| 3340 | | 1,060 | 811 | 76.5 | | 364 | 352 | | | 413 | 211 | | | | |
| 3350 | | 793 | 577 | 72.8 | | 275 | 238 | | | 285 | 165 | | | | |
| 3360 | | 176 | 120 | 68.2 | | 46 | 63 | | | 61 | 37 | | | | |
| 3361 | | 86 | 72 | 83.7 | | 35 | 31 | | | 37 | 17 | | | | |
| 3370 | | 479 | 364 | 76.0 | | 169 | 159 | | | 186 | 91 | | | | |
| 3371 | | 127 | 95 | 74.8 | | 49 | 38 | | | 48 | 28 | | | | |
| 3372 | | 86 | 59 | 68.6 | | 29 | 23 | | | 24 | 13 | | | | |
| 3373 | | 10 | 7 | 70.0 | | 5 | 2 | | | 5 | 0 | | | | |
| 3374 | | 5 | 5 | 100.0 | | 3 | 0 | | | 3 | 0 | | | | |
| 3375 | | 14 | 10 | 71.4 | | 4 | 4 | | | 5 | 1 | | | | |
| 3376 | | 203 | 163 | 80.3 | | 83 | 62 | | | 91 | 39 | | | | |
| 3377 | | 25 | 13 | 52.0 | | 2 | 8 | | | 5 | 4 | | | | |
| 3380 | | 76 | 55 | 72.4 | | 21 | 34 | | | 30 | 20 | | | | |
| 3401 | | 861 | 679 | 78.9 | | 360 | 230 | | | 347 | 158 | | | | |
| 3402 | | 810 | 571 | 70.5 | | 293 | 216 | | | 295 | 141 | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|----|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|
|----|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|--|---------------------|-----|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | | COUNTY OF SAN MATEO | | | | | |
| | | | | | | YES | NO | | | YES | NO | | | | |
| 3403 | | 192 | 146 | 76.0 | | 80 | 47 | | | 76 | 38 | | | | |
| 3404 | | 218 | 165 | 75.7 | | 84 | 53 | | | 90 | 37 | | | | |
| 3405 | | 142 | 100 | 70.4 | | 62 | 21 | | | 43 | 20 | | | | |
| 3406 | | 200 | 145 | 72.5 | | 62 | 71 | | | 77 | 45 | | | | |
| 3410 | | 653 | 486 | 74.4 | | 270 | 146 | | | 243 | 117 | | | | |
| 3411 | | 636 | 494 | 77.7 | | 291 | 143 | | | 232 | 122 | | | | |
| 3420 | | 503 | 391 | 77.7 | | 215 | 132 | | | 180 | 92 | | | | |
| 3421 | | 31 | 24 | 77.4 | | 16 | 7 | | | 15 | 5 | | | | |
| 3501 | | 1,017 | 814 | 80.0 | | 314 | 236 | | | 332 | 162 | | | | |
| 3502 | | 1,004 | 632 | 62.9 | | 333 | 226 | | | 322 | 179 | | | | |
| 3503 | | 853 | 464 | 54.4 | | 249 | 177 | | | 248 | 119 | | | | |
| 3504 | | 699 | 443 | 63.4 | | 199 | 200 | | | 217 | 120 | | | | |
| 3505 | | 938 | 458 | 48.8 | | 234 | 187 | | | 266 | 115 | | | | |
| 3506 | | 100 | 58 | 58.0 | | 23 | 29 | | | 25 | 18 | | | | |
| 3507 | | 1,066 | 602 | 56.5 | | 311 | 223 | | | 303 | 138 | | | | |
| 3508 | | 834 | 589 | 70.6 | | 290 | 239 | | | 279 | 165 | | | | |
| 3509 | | 827 | 548 | 66.3 | | 234 | 238 | | | 263 | 144 | | | | |
| 3510 | | 633 | 425 | 67.1 | | 237 | 148 | | | 193 | 125 | | | | |
| 3512 | | 1,101 | 711 | 64.6 | | 349 | 275 | | | 352 | 181 | | | | |
| 3513 | | 700 | 478 | 68.3 | | 242 | 187 | | | 222 | 138 | | | | |
| 3515 | | 921 | 674 | 73.2 | | 316 | 280 | | | 300 | 187 | | | | |
| 3516 | | 220 | 171 | 77.7 | | 88 | 65 | | | 76 | 44 | | | | |
| 3517 | | 523 | 384 | 73.4 | | 190 | 161 | | | 161 | 106 | | | | |
| 3518 | | 826 | 592 | 71.7 | | 208 | 322 | | | 247 | 199 | | | | |
| 3519 | | 654 | 488 | 74.6 | | 233 | 206 | | | 232 | 134 | | | | |
| 3520 | | 1,381 | 999 | 72.3 | | 478 | 417 | | | 463 | 287 | | | | |
| 3522 | | 932 | 628 | 67.4 | | 289 | 280 | | | 284 | 191 | | | | |
| 3523 | | 636 | 466 | 73.3 | | 210 | 190 | | | 218 | 109 | | | | |
| 3524 | | 729 | 519 | 71.2 | | 224 | 239 | | | 241 | 147 | | | | |
| 3525 | | 1,279 | 908 | 71.0 | | 404 | 391 | | | 424 | 237 | | | | |
| 3526 | | 768 | 530 | 69.0 | | 264 | 210 | | | 256 | 132 | | | | |
| 3528 | | 785 | 557 | 71.0 | | 253 | 238 | | | 235 | 172 | | | | |
| 3529 | | 754 | 521 | 69.1 | | 249 | 201 | | | 238 | 142 | | | | |
| 3530 | | 878 | 574 | 65.4 | | 245 | 255 | | | 261 | 168 | | | | |
| 3531 | | 758 | 494 | 65.2 | | 241 | 201 | | | 226 | 147 | | | | |
| 3532 | | 238 | 165 | 69.3 | | 79 | 76 | | | 94 | 43 | | | | |
| 3533 | | 167 | 121 | 72.5 | | 68 | 57 | | | 61 | 43 | | | | |
| 3540 | | 14 | 8 | 57.1 | | 8 | 0 | | | 5 | 2 | | | | |
| 3541 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 3542 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | |
| 3601 | | 1,344 | 983 | 73.1 | | 470 | 398 | | | 488 | 271 | | | | |
| 3602 | | 1,282 | 953 | 74.3 | | 429 | 435 | | | 496 | 249 | | | | |
| 3605 | | 1,914 | 1,293 | 67.6 | | 627 | 513 | | | 647 | 324 | | | | |
| 3608 | | 1,500 | 1,065 | 71.0 | | 545 | 398 | | | 547 | 259 | | | | |
| 3609 | | 1,471 | 1,000 | 68.0 | | 489 | 381 | | | 490 | 259 | | | | |
| 3610 | | 1,417 | 1,017 | 71.8 | | 467 | 437 | | | 496 | 284 | | | | |
| 3612 | | 826 | 523 | 63.3 | | 234 | 230 | | | 250 | 156 | | | | |
| 3613 | | 791 | 540 | 68.3 | | 254 | 236 | | | 272 | 144 | | | | |
| 3614 | | 1,417 | 1,058 | 74.6 | | 520 | 407 | | | 515 | 289 | | | | |
| 3616 | | 1,269 | 967 | 76.2 | | 455 | 408 | | | 488 | 250 | | | | |
| 3620 | | 1,251 | 970 | 77.5 | | 466 | 416 | | | 455 | 303 | | | | |
| 3621 | | 1,402 | 1,034 | 73.8 | | 468 | 448 | | | 517 | 288 | | | | |
| 3624 | | 1,313 | 949 | 72.3 | | 432 | 428 | | | 477 | 264 | | | | |
| 3626 | | 874 | 665 | 76.1 | | 296 | 290 | | | 361 | 153 | | | | |
| 3627 | | 102 | 78 | 76.5 | | 28 | 44 | | | 48 | 21 | | | | |
| 3629 | | 9 | 5 | 55.6 | | 2 | 1 | | | 2 | 1 | | | | |
| 3630 | | 8 | 2 | 25.0 | | 2 | 0 | | | 2 | 0 | | | | |
| 3701 | | 895 | 707 | 79.0 | | 327 | 307 | | | 366 | 192 | | | | |
| 3702 | | 1,032 | 771 | 74.7 | | 352 | 343 | | | 421 | 197 | | | | |
| 3703 | | 990 | 743 | 75.1 | | 324 | 322 | | | 380 | 201 | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|---------------------|-----|--|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | COUNTY OF SAN MATEO | | | | | | |
| | | | | | | YES | NO | | YES | NO | | | | | |
| 3704 | | 21 | 14 | 66.7 | | 3 | 4 | | 8 | 4 | | | | | |
| 3705 | | 8 | 8 | 75.0 | | 4 | 2 | | 6 | 0 | | | | | |
| 3710 | | 896 | 531 | 78.3 | | 256 | 219 | | 285 | 121 | | | | | |
| 3711 | | 3 | 3 | 100.0 | | 3 | 0 | | 3 | 0 | | | | | |
| 3720 | | 759 | 528 | 69.6 | | 270 | 210 | | 255 | 155 | | | | | |
| 3721 | | 1,457 | 1,002 | 68.8 | | 452 | 432 | | 483 | 289 | | | | | |
| 3740 | | 1,372 | 963 | 70.2 | | 424 | 456 | | 493 | 301 | | | | | |
| 3741 | | 1,616 | 1,078 | 66.7 | | 495 | 456 | | 567 | 267 | | | | | |
| 3744 | | 960 | 634 | 66.0 | | 305 | 271 | | 318 | 196 | | | | | |
| 3745 | | 976 | 643 | 65.9 | | 312 | 249 | | 314 | 174 | | | | | |
| 3746 | | 1,280 | 786 | 61.4 | | 325 | 380 | | 376 | 210 | | | | | |
| 3801 | | 367 | 277 | 75.5 | | 124 | 114 | | 123 | 82 | | | | | |
| 3802 | | 1,642 | 1,066 | 76.3 | | 637 | 591 | | 652 | 380 | | | | | |
| 3803 | | 211 | 169 | 80.1 | | 69 | 87 | | 90 | 44 | | | | | |
| 3806 | | 629 | 488 | 77.6 | | 239 | 198 | | 256 | 117 | | | | | |
| 3807 | | 75 | 58 | 77.3 | | 24 | 30 | | 31 | 15 | | | | | |
| 3808 | | 517 | 393 | 76.0 | | 163 | 194 | | 179 | 123 | | | | | |
| 3810 | | 134 | 93 | 69.4 | | 36 | 44 | | 42 | 24 | | | | | |
| 3901 | | 1,138 | 893 | 77.9 | | 465 | 276 | | 452 | 184 | | | | | |
| 3903 | | 982 | 796 | 81.1 | | 441 | 276 | | 458 | 177 | | | | | |
| 3905 | | 1,112 | 888 | 79.7 | | 439 | 332 | | 442 | 204 | | | | | |
| 4001 | | 1,128 | 496 | 44.0 | | 314 | 129 | | 272 | 138 | | | | | |
| 4003 | | 1,526 | 693 | 45.4 | | 409 | 213 | | 385 | 195 | | | | | |
| 4005 | | 606 | 275 | 45.4 | | 161 | 77 | | 143 | 71 | | | | | |
| 4006 | | 1,732 | 807 | 46.6 | | 445 | 282 | | 418 | 235 | | | | | |
| 4008 | | 1,445 | 663 | 45.9 | | 367 | 211 | | 346 | 163 | | | | | |
| 4010 | | 491 | 222 | 45.2 | | 129 | 70 | | 129 | 48 | | | | | |
| 4011 | | 759 | 365 | 48.1 | | 217 | 108 | | 202 | 86 | | | | | |
| 4013 | | 0 | 0 | 0.0 | | 0 | 0 | | 0 | 0 | | | | | |
| 4401 | | 750 | 597 | 79.6 | | 316 | 199 | | 281 | 140 | | | | | |
| 4402 | | 886 | 500 | 72.9 | | 267 | 179 | | 277 | 99 | | | | | |
| 4403 | | 669 | 338 | 50.5 | | 195 | 105 | | 180 | 82 | | | | | |
| 4404 | | 1,122 | 546 | 48.7 | | 308 | 178 | | 269 | 167 | | | | | |
| 4406 | | 89 | 28 | 31.5 | | 19 | 8 | | 19 | 8 | | | | | |
| 4407 | | 568 | 415 | 73.1 | | 225 | 147 | | 222 | 97 | | | | | |
| 4408 | | 1,255 | 886 | 70.6 | | 488 | 299 | | 470 | 173 | | | | | |
| 4409 | | 1,528 | 1,194 | 78.1 | | 675 | 389 | | 636 | 231 | | | | | |
| 4412 | | 215 | 172 | 80.0 | | 100 | 58 | | 88 | 38 | | | | | |
| 4413 | | 1,094 | 786 | 72.1 | | 415 | 274 | | 420 | 144 | | | | | |
| 4414 | | 594 | 379 | 63.8 | | 206 | 114 | | 178 | 75 | | | | | |
| 4415 | | 635 | 455 | 71.7 | | 246 | 158 | | 211 | 107 | | | | | |
| 4416 | | 633 | 442 | 69.8 | | 205 | 177 | | 237 | 77 | | | | | |
| 4417 | | 1,394 | 1,033 | 74.1 | | 552 | 359 | | 550 | 201 | | | | | |
| 4418 | | 1,345 | 877 | 65.2 | | 471 | 274 | | 443 | 150 | | | | | |
| 4421 | | 1,380 | 1,059 | 77.9 | | 548 | 394 | | 536 | 225 | | | | | |
| 4423 | | 1,268 | 993 | 78.3 | | 523 | 352 | | 488 | 220 | | | | | |
| 4425 | | 1,295 | 903 | 69.7 | | 449 | 337 | | 490 | 191 | | | | | |
| 4426 | | 1,356 | 1,060 | 78.2 | | 503 | 415 | | 567 | 225 | | | | | |
| 4429 | | 33 | 21 | 63.6 | | 12 | 4 | | 6 | 8 | | | | | |
| 4430 | | 64 | 55 | 86.9 | | 19 | 27 | | 33 | 9 | | | | | |
| 4501 | | 740 | 371 | 50.1 | | 192 | 135 | | 205 | 99 | | | | | |
| 4502 | | 652 | 398 | 61.0 | | 216 | 145 | | 208 | 120 | | | | | |
| 4503 | | 1,128 | 785 | 69.6 | | 447 | 257 | | 386 | 200 | | | | | |
| 4505 | | 845 | 458 | 54.2 | | 236 | 169 | | 223 | 145 | | | | | |
| 4506 | | 742 | 423 | 57.0 | | 204 | 163 | | 205 | 113 | | | | | |
| 4507 | | 120 | 82 | 68.3 | | 37 | 42 | | 53 | 20 | | | | | |
| 4601 | | 932 | 537 | 57.6 | | 289 | 206 | | 295 | 156 | | | | | |
| 4602 | | 890 | 478 | 53.7 | | 219 | 200 | | 259 | 128 | | | | | |
| 4603 | | 459 | 297 | 64.7 | | 133 | 137 | | 151 | 87 | | | | | |
| 4604 | | 1,430 | 754 | 52.7 | | 404 | 284 | | 410 | 214 | | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | |
|------|--|---|--------------|-------------|--|----------------------------|-----|--|---------------------|-----|--|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF | | | COUNTY OF SAN MATEO | | | | | | |
| | | | | | | YES | NO | | YES | NO | | | | | |
| 4606 | | 780 | 407 | 52.2 | | 204 | 158 | | 233 | 89 | | | | | |
| 4607 | | 891 | 462 | 51.9 | | 218 | 209 | | 240 | 135 | | | | | |
| 4608 | | 882 | 561 | 63.6 | | 290 | 214 | | 294 | 151 | | | | | |
| 4609 | | 967 | 615 | 63.6 | | 307 | 237 | | 336 | 139 | | | | | |
| 4611 | | 832 | 598 | 71.9 | | 313 | 228 | | 336 | 145 | | | | | |
| 4612 | | 942 | 715 | 75.9 | | 344 | 288 | | 347 | 203 | | | | | |
| 4613 | | 821 | 387 | 47.1 | | 197 | 154 | | 191 | 113 | | | | | |
| 4614 | | 856 | 451 | 52.6 | | 182 | 185 | | 205 | 136 | | | | | |
| 4615 | | 732 | 453 | 61.9 | | 236 | 185 | | 240 | 134 | | | | | |
| 4616 | | 1,478 | 978 | 66.2 | | 465 | 401 | | 474 | 287 | | | | | |
| 4617 | | 624 | 396 | 63.5 | | 195 | 157 | | 203 | 109 | | | | | |
| 4618 | | 1,315 | 778 | 59.2 | | 371 | 308 | | 404 | 192 | | | | | |
| 4619 | | 644 | 357 | 55.4 | | 185 | 127 | | 198 | 81 | | | | | |
| 4620 | | 862 | 385 | 44.7 | | 188 | 153 | | 204 | 97 | | | | | |
| 4621 | | 781 | 502 | 64.3 | | 247 | 211 | | 274 | 126 | | | | | |
| 4622 | | 608 | 367 | 60.4 | | 175 | 146 | | 157 | 117 | | | | | |
| 4623 | | 551 | 300 | 54.4 | | 162 | 106 | | 140 | 97 | | | | | |
| 4625 | | 730 | 417 | 57.1 | | 222 | 132 | | 209 | 97 | | | | | |
| 4626 | | 890 | 434 | 48.8 | | 226 | 165 | | 249 | 92 | | | | | |
| 4627 | | 1,436 | 929 | 64.7 | | 536 | 378 | | 584 | 263 | | | | | |
| 4629 | | 702 | 487 | 69.4 | | 217 | 208 | | 215 | 156 | | | | | |
| 4630 | | 742 | 507 | 68.3 | | 244 | 216 | | 241 | 148 | | | | | |
| 4631 | | 723 | 519 | 71.8 | | 249 | 217 | | 255 | 154 | | | | | |
| 4633 | | 1,774 | 1,295 | 73.0 | | 601 | 565 | | 628 | 386 | | | | | |
| 4634 | | 1,511 | 1,082 | 71.9 | | 488 | 503 | | 562 | 271 | | | | | |
| 4636 | | 204 | 164 | 80.4 | | 76 | 68 | | 88 | 41 | | | | | |
| 4637 | | 445 | 321 | 72.1 | | 148 | 140 | | 159 | 84 | | | | | |
| 4639 | | 759 | 567 | 74.7 | | 253 | 261 | | 308 | 144 | | | | | |
| 4647 | | 104 | 76 | 73.1 | | 31 | 41 | | 35 | 28 | | | | | |
| 4648 | | 557 | 411 | 73.8 | | 193 | 175 | | 220 | 100 | | | | | |
| 4649 | | 207 | 159 | 76.8 | | 81 | 58 | | 85 | 37 | | | | | |
| 4650 | | 211 | 157 | 74.4 | | 72 | 65 | | 80 | 35 | | | | | |
| 4651 | | 58 | 43 | 74.1 | | 13 | 23 | | 26 | 10 | | | | | |
| 4701 | | 214 | 170 | 79.4 | | 74 | 76 | | 83 | 41 | | | | | |
| 4702 | | 182 | 143 | 78.6 | | 66 | 66 | | 78 | 39 | | | | | |
| 4949 | | 0 | 0 | 0.0 | | 0 | 0 | | 0 | 0 | | | | | |
| 5001 | | 784 | 578 | 73.7 | | 256 | 256 | | 260 | 165 | | | | | |
| 5002 | | 844 | 583 | 69.1 | | 258 | 257 | | 256 | 160 | | | | | |
| 5003 | | 757 | 448 | 59.2 | | 203 | 189 | | 207 | 130 | | | | | |
| 5101 | | 1,411 | 894 | 63.4 | | 426 | 373 | | 479 | 237 | | | | | |
| 5103 | | 1,059 | 592 | 55.9 | | 304 | 241 | | 320 | 175 | | | | | |
| 5201 | | 85 | 51 | 60.0 | | 13 | 34 | | 22 | 19 | | | | | |
| 5301 | | 634 | 347 | 54.7 | | 165 | 150 | | 183 | 102 | | | | | |
| 5601 | | 924 | 477 | 51.6 | | 228 | 198 | | 262 | 137 | | | | | |
| 5602 | | 914 | 458 | 50.1 | | 285 | 139 | | 290 | 99 | | | | | |
| 5603 | | 527 | 338 | 64.1 | | 165 | 141 | | 175 | 102 | | | | | |
| 5604 | | 911 | 497 | 54.6 | | 237 | 187 | | 233 | 134 | | | | | |
| 5605 | | 1,124 | 600 | 53.4 | | 350 | 185 | | 352 | 135 | | | | | |
| 5607 | | 803 | 383 | 47.7 | | 210 | 132 | | 220 | 103 | | | | | |
| 5608 | | 716 | 391 | 54.7 | | 222 | 129 | | 230 | 92 | | | | | |
| 5609 | | 1,616 | 812 | 50.2 | | 449 | 293 | | 488 | 211 | | | | | |
| 5611 | | 1,450 | 732 | 50.5 | | 386 | 270 | | 420 | 182 | | | | | |
| 5612 | | 1,566 | 850 | 54.3 | | 479 | 291 | | 491 | 215 | | | | | |
| 5615 | | 1,468 | 729 | 49.7 | | 392 | 258 | | 425 | 181 | | | | | |
| 5617 | | 1,769 | 898 | 50.8 | | 482 | 317 | | 518 | 207 | | | | | |
| 5619 | | 518 | 326 | 62.9 | | 177 | 124 | | 178 | 86 | | | | | |
| 5620 | | 588 | 354 | 60.2 | | 154 | 155 | | 167 | 98 | | | | | |
| 5621 | | 664 | 396 | 59.6 | | 181 | 158 | | 192 | 100 | | | | | |
| 5622 | | 646 | 417 | 64.6 | | 175 | 191 | | 212 | 98 | | | | | |
| 5623 | | 1,283 | 754 | 58.8 | | 355 | 331 | | 393 | 217 | | | | | |

| 43 | | CITY/COUNTY ASSOCIATION OF GOVERNMENTS MEASURE M; COUNTY OF SAN MATEO MEASURE U | | | | | | | | | | | | | | | |
|----------------------------|--|---|--------------|-------------|--|-----------------------------------|-------|--|--|----------------------------|-------|--|--|--|--|--|--|
| | | Registration | Ballots Cast | Turnout (%) | | CITY/COUNTY ASSOCIATION OF YES | NO | | | COUNTY OF SAN MATEO YES | NO | | | | | | |
| 5624 | | 619 | 401 | 64.8 | | 199 | 146 | | | 181 | 117 | | | | | | |
| 5625 | | 843 | 380 | 45.1 | | 240 | 103 | | | 248 | 81 | | | | | | |
| 5627 | | 969 | 431 | 44.5 | | 246 | 129 | | | 250 | 90 | | | | | | |
| 5628 | | 512 | 216 | 42.2 | | 115 | 72 | | | 114 | 57 | | | | | | |
| 5629 | | 568 | 331 | 58.3 | | 158 | 140 | | | 175 | 86 | | | | | | |
| 5631 | | 1,278 | 743 | 58.1 | | 379 | 294 | | | 388 | 210 | | | | | | |
| 5633 | | 1,315 | 728 | 55.4 | | 352 | 289 | | | 400 | 187 | | | | | | |
| 5635 | | 1,000 | 1,018 | 53.3 | | 539 | 380 | | | 551 | 247 | | | | | | |
| 5638 | | 698 | 378 | 54.2 | | 191 | 153 | | | 216 | 89 | | | | | | |
| 5639 | | 1,289 | 723 | 56.1 | | 389 | 271 | | | 426 | 186 | | | | | | |
| 5641 | | 1,736 | 991 | 57.1 | | 520 | 389 | | | 543 | 276 | | | | | | |
| 5644 | | 707 | 305 | 43.1 | | 174 | 94 | | | 184 | 64 | | | | | | |
| 5645 | | 606 | 322 | 53.1 | | 146 | 151 | | | 209 | 70 | | | | | | |
| 5646 | | 722 | 427 | 59.1 | | 243 | 130 | | | 230 | 104 | | | | | | |
| 5647 | | 827 | 457 | 55.3 | | 241 | 160 | | | 239 | 110 | | | | | | |
| 5648 | | 1,436 | 793 | 55.2 | | 406 | 304 | | | 417 | 233 | | | | | | |
| 5650 | | 822 | 410 | 49.9 | | 229 | 146 | | | 234 | 113 | | | | | | |
| 5651 | | 1,602 | 892 | 55.7 | | 503 | 293 | | | 513 | 217 | | | | | | |
| 5653 | | 723 | 458 | 63.3 | | 221 | 184 | | | 244 | 105 | | | | | | |
| 5701 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | | | |
| 5817 | | 1,241 | 777 | 62.6 | | 394 | 317 | | | 417 | 235 | | | | | | |
| 5818 | | 1,164 | 748 | 64.3 | | 331 | 339 | | | 369 | 243 | | | | | | |
| 5820 | | 1,052 | 611 | 58.1 | | 310 | 241 | | | 324 | 173 | | | | | | |
| 5822 | | 818 | 521 | 63.7 | | 285 | 181 | | | 266 | 153 | | | | | | |
| 5823 | | 669 | 416 | 62.6 | | 223 | 149 | | | 216 | 103 | | | | | | |
| 5824 | | 726 | 460 | 63.4 | | 235 | 179 | | | 238 | 144 | | | | | | |
| 5825 | | 1,881 | 821 | 48.8 | | 462 | 289 | | | 487 | 189 | | | | | | |
| 5827 | | 1,377 | 782 | 56.8 | | 427 | 273 | | | 438 | 195 | | | | | | |
| 5829 | | 1,611 | 930 | 57.7 | | 486 | 337 | | | 532 | 226 | | | | | | |
| 5832 | | 956 | 519 | 54.3 | | 281 | 189 | | | 306 | 116 | | | | | | |
| 5833 | | 1,024 | 671 | 65.6 | | 322 | 278 | | | 345 | 178 | | | | | | |
| 5834 | | 126 | 77 | 61.1 | | 43 | 26 | | | 46 | 23 | | | | | | |
| 5835 | | 1,443 | 859 | 59.5 | | 471 | 294 | | | 485 | 286 | | | | | | |
| 5837 | | 761 | 454 | 59.7 | | 215 | 177 | | | 221 | 121 | | | | | | |
| 5901 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | | | |
| 5902 | | 1 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | | | |
| 5903 | | 0 | 0 | 0.0 | | 0 | 0 | | | 0 | 0 | | | | | | |
| Early Voting Totals | | 346,516 | 1,670 | 0.5 | | 825 | 726 | | | 951 | 452 | | | | | | |
| Absentee Totals | | 346,516 | 116,173 | 33.5 | | 56716 | 48008 | | | 62614 | 29004 | | | | | | |
| Election Day Totals | | 346,516 | 108,416 | 31.3 | | 53008 | 42006 | | | 52322 | 30552 | | | | | | |
| Grand Totals | | 346,516 | 226,259 | 65.3 | | 110549 | 90740 | | | 115887 | 60008 | | | | | | |

RESOLUTION 10-37**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE IMPOSITION OF A \$10 VEHICLE REGISTRATION FEE TO BE COLLECTED ON VEHICLES REGISTERED IN SAN MATEO COUNTY BY PLACING A MEASURE ON THE NOVEMBER 2, 2010 BALLOT**

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 (the "CMA") created pursuant to Chapter 2.6, of Division 1, of Title 7, of the California Government Code, responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, as defined in Government Code section 65089.20 (the "Act"), the countywide transportation planning agency means the congestion management agency, and therefore C/CAG is the County of San Mateo's countywide transportation planning agency, and may therefore be referred to herein as either the countywide transportation planning agency or the CMA; and

WHEREAS, C/CAG manages the countywide water pollution prevention program (WPPP) that includes programs to address pollutants from motor vehicles; and

WHEREAS, the Act authorizes the CMA to impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county by a majority vote ballot measure, to be used for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, the C/CAG Board proposes that a fee of \$10 per motor vehicle registered in San Mateo County be imposed to fund the congestion and pollution mitigation programs and projects set out in the Expenditure Plan (Attachment A) and that a special election be called on whether such resolution should be approved, and consolidate the election on such measure with any other election being conducted in the jurisdiction of San Mateo County on November 2, 2010, the date of the statewide general election; and

WHEREAS, the regional transportation plan is the Transportation 2035 Plan for the San Francisco Bay Area and includes projects and programs for San Mateo County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the CMA, on July 8, 2010 at a noticed public hearing, by a majority vote of the Board, hereby acts, resolves and finds as follows:

1. Call a special election on November 2, 2010 for the approval of a measure (the "Measure") imposing an additional fee of \$10 on each motor vehicle registered in San Mateo County for 25 years herein referred to as the "Vehicle Registration Fee" or "VRF".
2. Makes the following finding of fact:
 - a. The projects and programs to be funded by the VRF are consistent with the regional transportation plan (as set forth in Attachment B), and
 - b. The projects and programs to be funded by the VRF have a relationship or benefit to the persons paying the VRF (as set forth in Attachment B)
3. The CMA will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan.
4. The proceeds of the VRF shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof, as well as the cost of the election and the cost to develop the plan (as referenced in Sections 10 and 11 below).
5. Pursuant to the Act, up to five percent (5%) of the proceeds will be allocated to the administration of the programs including the development and amendment to the Implementation Plan (which Implementation Plan is further described in section 7 below and in Attachment A hereto), with the net revenue used to fund the Expenditure Plan.

6. The Expenditure Plan for the VRF allocates fifty percent (50%) of the net revenue to the 20 cities and the County for local streets and roads and 50% towards countywide transportation programs, as indicated in Attachment A.
7. An Implementation Plan describing the detailed programs and projects will be adopted by the CMA and updated every five years.
8. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be advanced by the CMA and repaid from the fee. Any such contract payment shall be repaid to the CMA as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in the Act.
9. The proceeds of the VRF shall be spent for projects and programs only inside the geographical limits of San Mateo County. None of the proceeds, with the exception of the costs incurred by the Department of Motor Vehicles to collect the fee, or any routine license fees, permit fees or taxes, shall be available to, or taken by, the State of California.
10. The costs of placing the Measure authorizing imposition of the VRF on the ballot as advanced by the CMA, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Measure, up to a maximum of \$950,000, advanced by the CMA, shall be paid from the proceeds of the VRF, and shall not be counted towards the 5% limit on administrative costs. At the discretion of the CMA, these costs may be amortized over a period of years.
11. The costs of preparing the Expenditure Plan and associated activities, up to a maximum of \$100,000, as advanced by the CMA, shall be paid from the proceeds of the VRF subject to the 5% limit on administrative costs. At the discretion of the CMA, these costs may be amortized over a period of years.

12. If any provision of this resolution or the application thereof to any persons or circumstance is held invalid, the remainder of the resolution and the application of such provision to other persons or circumstances shall not be affected. If any proposed expenditure based on this resolution or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.

13. The authorization granted by this Resolution shall become effective at the close of polls on the Election Day it is approved by a majority of the electors voting on the Measure. Notwithstanding the effective date of this authorization, the first collection of the VRF shall occur at the earliest time as permitted under the Act.

14. The Title of the Measure shall be “Local Transportation Improvements In San Mateo County”.

15. This Resolution is intended to govern the imposition and collection in San Mateo County of an additional ten dollar (\$10) fee for transportation-related programs and projects that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee. The additional fee authorized by this Resolution shall be imposed on each original motor vehicle registration, and on each renewal of registration with an expiration date, occurring on or after six months following the adoption of the Measure, unless terminated by the voters of San Mateo County.

16. The proposed ballot question shall be submitted to the voters on the ballot in the following form:

| | |
|---|-------------------------|
| <p>To help maintain neighborhood streets, fix potholes, provide transportation options, improve traffic circulation, provide transit options including senior and disabled services, reduce congestion, reduce water pollution from oil and gas runoff, and provide safe routes to schools, shall the Congestion Management Agency for San Mateo County levy a \$10 registration fee, for 25 years, on vehicles registered in San Mateo County, requiring annual audits and all funds be spent for programs and projects in San Mateo County?</p> | <p>Yes</p> <p>No</p> |
|---|-------------------------|

17. Officers of the Board and C/CAG's Executive Director, Legal Counsel and staff are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they may deem necessary or advisable in order to proceed with the Measure and otherwise carry out, give effect to and comply with the terms and intent of this Resolution. Such actions heretofore taken by such officers, officials and staff are hereby ratified, confirmed and approved.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF JULY 2010.

/s/ Bob Grassilli, Vice-Chair

ATTACHMENT A

LOCAL TRANSPORTATION IMPROVEMENTS IN SAN MATEO COUNTY

Vehicle Registration Fee for Local Transportation Improvements in San Mateo County

The City/County Association of Governments of San Mateo County, the Congestion Management Agency for San Mateo County (CMA), is requesting an additional \$10 motor vehicle registration fee for congestion and pollution mitigation. The fee will be imposed for a period of 25 years. San Mateo County has significant unfunded transportation needs, and this money would help fund some of those needs. All funds will be spent for programs and projects in San Mateo County.

Expenditure Plan

The Expenditure Plan includes two categories: Local Streets and Roads and Countywide Transportation Programs. Up to 5% of the proceeds will be allocated to the administration of the programs with the net revenue used to fund the Expenditure Plan. Unused administration funds will be distributed to the Local Streets and Roads and Countywide Transportation Programs.

Fifty percent (50%) of the net revenue collected under the \$10 Vehicle

Registration Fee (VRF) will be allocated to local jurisdictions for local streets and roads using the distribution formula described in Table 1 on a cost reimbursement basis. Jurisdictions have the flexibility on how to use the funds for congestion mitigation and pollution mitigation programs and projects. The distribution formula for the Local Streets and Roads category shall be based on 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. The formula shall be updated every five years based on population updates provided by the State of California Department of Finance and road miles updates provided by the jurisdictions. The other 50% will be allocated to Countywide Transportation Programs.

A summary table of the Local Transportation Improvements In San Mateo County Expenditure Plan, based on an estimated \$6.7 million annual revenue, is shown below:

| Local Transportation Improvements In San Mateo County Expenditure Plan | | |
|---|---|--|
| Category | Local Streets and Roads | Countywide Transportation Programs |
| Administration | Up to 5% (estimated \$335,000) | |
| Net Annual Allocation | 50% (estimated \$3.18 million) | 50% (estimated \$3.18 million) |
| Programs | <ul style="list-style-type: none"> - Congestion Mitigation Programs (Roadway maintenance, pothole repairs, and traffic congestion management) - Pollution Mitigation Program (Water Pollution Prevention) | <ul style="list-style-type: none"> - Transit Operations including Senior and Disabled Services - Safe Routes to School - Regional Traffic Congestion Management - Water Pollution Prevention Program |
| Benefits | <ul style="list-style-type: none"> - Maintains neighborhood streets and roads - Reduces traffic congestion and delays - Reduces air pollution - Reduces water pollution from oil and gas runoff | <ul style="list-style-type: none"> - Provides transit service and local mobility options - Reduces vehicle trips to schools - Improves countywide traffic circulation - Reduces impacts of transportation on the environment |

Implementation Plan Updated Every 5 Years

A detailed Implementation Plan to carry out the Local Streets and Roads and Countywide Transportation Programs will be adopted by the CMA and will then be updated every five years. The Implementation Plan will include detailed project information for each program and for the Countywide Transportation Program specify percentages of the funds allocated to each program and project.

Annual Independent Audit

The CMA will have an annual independent audit performed on the Local Transportation Improvements In San Mateo County Program.

Local Streets and Roads – 50% of net revenue

Allocated to local jurisdictions for local congestion mitigation and pollution mitigation programs using the distribution formula described in Table 1. Allocations will be on a cost reimbursement basis. Jurisdictions have the flexibility on how to use the funds for congestion mitigation and pollution mitigation programs and projects.

- Congestion Mitigation Program (Roadway Maintenance, Pothole Repair, and Traffic Congestion Management)
Maintains optimal roadway conditions, facilitates the efficient movement of vehicles, bicycles, and pedestrians, and improves traffic safety. Typical projects include:
 - Roadway (pavement resurfacing, rehabilitation)
 - Pothole repair
 - Signage and striping
 - Traffic signal system (replace/upgrade hardware and software; signal timing, interconnect, and coordinate, detection systems)
 - Intelligent Transportation System (ITS)
 - Local shuttles/transportation

- Pollution Mitigation Program (Water Pollution Prevention)
Addresses the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel. Typical projects include:
 - Street sweeping
 - Roadway storm inlet cleaning
 - Street side runoff treatment

Countywide Transportation Programs – 50% of net revenue

Programmed by the CMA to various transportation-related and pollution mitigation programs with countywide significance as listed below:

- Transit Operations including Senior and Disabled Services (Caltrain and Samtrans)
- Safe Routes to School
- Regional Traffic Congestion Management (ITS and Smart Corridor)
- Water Pollution Prevention Program

TABLE 1

Local Transportation Improvements In San Mateo County Local Streets and Roads Allocation

The distribution formula for the Local Streets and Roads category shall be based on 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. The formula shall be updated every five years based on population updates provided by the State of California Department of Finance and road miles updates provided by the jurisdictions.

The table below provides an estimated annual distribution based on the above formula with net revenue of \$3,182,500 for Local Streets and Roads and a minimum guaranteed amount of \$75,000 for each jurisdiction.

| Jurisdiction | % of Total Allocation | Estimated Net Annual Revenue |
|------------------|-----------------------|------------------------------|
| San Mateo County | 12.15% | \$ 386,806 |
| San Mateo | 11.02% | \$ 350,562 |
| Daly City | 9.62% | \$ 305,999 |
| Redwood City | 8.82% | \$ 280,747 |
| South SF | 7.17% | \$ 228,162 |
| Pacifica | 4.84% | \$ 153,891 |
| San Bruno | 4.76% | \$ 151,514 |
| Menlo Park | 4.50% | \$ 143,095 |
| San Carlos | 4.03% | \$ 128,341 |
| Burlingame | 3.95% | \$ 125,668 |
| Belmont | 3.29% | \$ 104,574 |
| Foster City | 3.12% | \$ 99,227 |
| East Palo Alto | 3.06% | \$ 97,444 |
| Hillsborough | 2.81% | \$ 89,423 |
| Millbrae | 2.74% | \$ 87,046 |
| Atherton | 2.36% | \$ 75,000 |
| Woodside | 2.36% | \$ 75,000 |
| Half Moon Bay | 2.36% | \$ 75,000 |
| Portola Valley | 2.36% | \$ 75,000 |
| Brisbane | 2.36% | \$ 75,000 |
| Colma | 2.36% | \$ 75,000 |
| Total | 100% | \$ 3,182,500 |

ATTACHMENT B

LOCAL TRANSPORTATION IMPROVEMENTS IN SAN MATEO

COUNTY

FINDINGS OF FACT

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

The Transportation 2035 Plan for the San Francisco Bay Area, which is the current regional transportation plan adopted by the Metropolitan Transportation Commission (MTC), represents the policy and vision of the region's transportation needs over the next 25 years. The Plan, which can be found at www.mtc.ca.gov, encourages and promotes the safe and efficient management, operation and development of a regional inter-modal transportation system focusing on the following principles:

- Economy (includes maintenance and safety, reliability, security and emergency management);
- Environmental (includes clean air and climate protection); and
- Equity (access and livable communities)

The City/County Association of Governments of San Mateo County, the Congestion Management Agency for San Mateo County (CMA) has determined that the programs and projects identified in the Expenditure Plan are consistent with the Transportation 2035 Plan and that the Expenditure Plan supports the following:

- Maintaining local streets and roads pavement in good condition
- Reducing injuries and fatalities from motor vehicle and non-motorized vehicles
- Enhancing traffic mobility by implementing transportation systems management to improve local and regional operations
- Implementing traffic operations systems to manage traffic flow and reduce delay and congestion on roadways
- Mitigating negative air and water pollution impacts caused by motor vehicles
- Reducing motor vehicle discharges such as oil, gas, metals, and other chemicals on the streets and roads infrastructure that eventually end up in the water
- Sustaining transit services and improving access to transit to increase mobility contributing to reduction in motor vehicles
- Reducing the impact of transportation on the environment

The CMA has requested the MTC to make an independent finding that the

Expenditure Plan is consistent with the Transportation 2035 Plan (regional transportation plan).

FINDINGS OF FACT

The findings of fact for the projects and programs identified in the Expenditure Plan indicates that the fee payers have a relationship with, or benefit by:

- Having roadways maintained and operating safely and efficiently
- Maintaining and expanding effective and efficient transit services
- Reducing vehicle trips for “at risk” drivers (seniors and disabled) by providing local alternative transportation options and improve safety for all on the roads
- Reducing vehicle trips to schools by implementing safe routes to school programs enabling school children to walk and bike to schools safely
- Regular street sweeping programs to prevent debris and trash from accumulating on the side of the road that may potentially block storm inlets during periods of rain and flooding the roadway
- Proper cleaning and maintenance of roadway storm inlet to reduce the likelihood of the drains being clogged during rain periods and flooding the roadway
- Reducing, diverting or treating water pollution from oil and gas runoff caused by motor vehicle leakage

BENEFIT AND RELATIONSHIP ANALYSIS

The benefit and relationship analysis confirms the eligibility of the programs and projects identified in the Expenditure Plan. The Analysis describes the programs and projects in more technical detail, addressing the relationship or benefit of the programs and projects to the persons who will be paying the fees as intended by California Government Code section 65089.20.

Local Streets and Roads

Congestion Mitigation Programs

Maintains optimal roadway conditions, facilitates the efficient movement of vehicles, bicycles, and pedestrian, and improves traffic safety.

- ***Roadway (pavement resurfacing, rehabilitation) and Pothole Repair***
Streets and roadway maintenance such as pavement overlays and rehabilitation and pothole repairs are on going activities that keeps

pavement and the travel ways in good condition enabling safe and efficient vehicle travels including automobiles (cars and trucks), transit (bus and shuttles).

- ***Signage and Striping / Traffic Signal System***

Traffic congestion management involves making sure that traffic signal systems are properly maintained and operational including replacing and upgrading hardware and software, performing signal timing, interconnect, coordination, synchronization and installing detection. Proper signal operations contribute to efficient traffic flows, minimizes unnecessary vehicle stops and braking, reduces local traffic congestion, and maximizes traffic operations. Properly maintained signage and pavement striping effectively regulates, guides, and informs drivers, bicyclists and pedestrians assuring the safety for all travelers.

- ***Intelligent Transportation System (ITS)***

ITS efficiently use the transportation system and includes elements to improve transportation mobility, provide efficiency and safety, manage traffic incidents and provide timely multi-modal transportation information to transportation agencies and the public to increase throughput, mitigate traffic congestion, and reduce air pollution.

- ***Local shuttles/transportation***

Local shuttle services meet local mobility needs and provide access to regional transit, therefore, reduces the number of vehicles on the roadway.

Pollution Mitigation Program (Water Pollution Prevention)

Address the negative impacts of pollutants runoff caused by oil, gas, and residue from motor vehicle parts (i.e., brake pads) and control trash generated by the vehicles on transportation infrastructure by cleaning roadway storm inlet and street side runoff.

- ***Street sweeping / Roadway storm inlet cleaning / Street side runoff treatment***

Trash and debris are major sources of pollutant in the waterways and accumulation of these pollutants on the side of the road may potentially block storm drain facilities during periods of rain and cause localized flooding on the roadway. Regular street sweeping,

cleaning of storm drain inlets cleaning, and treating of street side runoff removes debris from streets which otherwise would enter storm drain inlets before discharging into the waterways. In addition, these regular maintenance activities will keep the roadways clear of water during periods of rain improving safety for the motorists and pedestrians.

Countywide Transportation Programs

Transit Operations including Senior and Disabled Services

Expanding and preserving public transit services such as Caltrain and Samtrans for regionwide commute and local shuttles and paratransit provides traffic congestion relief by reducing the numbers of motorized vehicles on the road. Providing targeted transportation services for individuals that have special mobility needs such as seniors and disabled and accessible services for individuals who would otherwise drive, therefore reducing the aggregate congestion and air pollution.

Safe Routes to School

Providing safe access to schools enables and encourage children to walk or bicycle to schools, which would reduce number of trips to schools resulting in less traffic congestion due to school-related travels.

Regional Traffic Congestion Management

Providing operations and maintenance for the San Mateo County Smart Corridors, the countywide advanced traffic management system, including signal system hardware and software, signage, cameras, communication equipments and devices, and vehicle detection system. The Smart Corridor improves transportation mobility, provides efficiency and safety, manage traffic, and provide congestion relief and timely multi-modal transportation traveler information. Developing projects to reduce traffic congestion.

Water Pollution Prevention Program

Implementing projects that meet the requirements of the Municipal Regional Stormwater Permit (MRP) to help mitigate the impacts of water pollution runoffs caused by motor vehicles. Motor vehicles generate by-products that can be discharged direct into and pollutes storm drains, streams and waterways within San Mateo County and the Bay, which affects water quality. Developing and applying best management practices to control and reduce non-stormwater discharges mitigates pollutant discharges caused by runoffs from streets and roads infrastructure into waterways.

MEASURE M - LOCAL STREETS AND ROADS ALLOCATION

The table below provides an estimated distribution for the Local Streets and Roads allocation based a formula consisting of 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction.

| Jurisdiction | % of Total Allocation | Estimated Net Annual Revenue | Estimated Net 25-Year Revenue |
|---------------------|-----------------------|------------------------------|-------------------------------|
| San Mateo County | 12.15% | \$ 386,806 | \$ 9,670,162 |
| San Mateo | 11.02% | \$ 350,562 | \$ 8,764,048 |
| Daly City | 9.62% | \$ 305,999 | \$ 7,649,974 |
| Redwood City | 8.82% | \$ 280,747 | \$ 7,018,666 |
| South San Francisco | 7.17% | \$ 228,162 | \$ 5,704,058 |
| Pacifica | 4.84% | \$ 153,891 | \$ 3,847,269 |
| San Bruno | 4.76% | \$ 151,514 | \$ 3,787,851 |
| Menlo Park | 4.50% | \$ 143,095 | \$ 3,577,375 |
| San Carlos | 4.03% | \$ 128,341 | \$ 3,208,533 |
| Burlingame | 3.95% | \$ 125,668 | \$ 3,141,688 |
| Belmont | 3.29% | \$ 104,574 | \$ 2,614,360 |
| Foster City | 3.12% | \$ 99,227 | \$ 2,480,671 |
| East Palo Alto | 3.06% | \$ 97,444 | \$ 2,436,108 |
| Hillsborough | 2.81% | \$ 89,423 | \$ 2,235,575 |
| Millbrae | 2.74% | \$ 87,046 | \$ 2,176,158 |
| Atherton | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Woodside | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Half Moon Bay | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Portola Valley | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Brisbane | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Colma | 2.36% | \$ 75,000 | \$ 1,875,000 |
| Total | 100% | \$ 3,182,500 | \$ 79,562,496 |

Notes:

1. Population totals are updated based on the State of California Department of Finance estimates
2. Figures may be slightly off due to rounding off errors.
3. Assumes constant annual revenue over the 25-year period.
4. Final net distribution amounts will take into account deductions for one-time election costs (which could be amortized over a period of years) and DMV initial set up and programming costs.

C/CAG AGENDA REPORT

Date: December 9, 2010
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Quarterly update on the implementation of the San Mateo County Smart Corridor project

(For further information or questions contact Parviz Mokhtari at (408) 425- 2433)

RECOMENDATION

That the C/CAG Board receives this status update on the implementation of the San Mateo County Smart Corridor project.

FISCAL IMPACT

The total estimated cost of the project is \$26,000,000 and the sources of funds are as follows:

| | |
|---|---------------------|
| State Transportation Improvement Program (STIP) | \$11,000,000 |
| Traffic Light Synchronization Program (TLSP) | \$10,000,000 |
| Federal Funds | \$ 1,000,000 |
| San Mateo County Transportation Authority | \$ 3,000,000 |
| C/CAG | <u>\$ 1,000,000</u> |
| Total | \$26,000,000 |

\$3,000,000 of these total funds was approved for design. Therefore; the total funds available for construction is \$23,000,000.

STATUS UPDATE

As it has been reported previously, the entire project has been divided into the following four separate projects.

Project number 1

Project 1 consists of El Camino Real and other major streets in the City of San Mateo from Hillsdale Boulevard to Highway 92 (**The pilot project**).

The design and construction of this project is administered by the City of San Mateo. The construction of this project has been awarded to St. Francis Electric for total amount of \$2,177,288.00. Construction started on October 4, 2010 and estimated completion is July 1, 2011. The estimated total project cost, including contingencies and construction management is \$2,500,000.00 to be funded by \$1,000,000 Federal funds, 1,000,000.00 TLSP funds and \$500,000.00 local funds

ITEM 6.3

Project number 2

This project consists of all local arterials and streets (**Local portion**)

The design of this project has been completed and the plans and specifications have been delivered to the San Mateo County Department of Public Works. The total estimated construction and construction administration cost of this project is \$6,500,000.00 to be funded by \$5,270,000.00 STIP funds and \$1,230,000.00 local funds. Staff will be submitting a Request for Allocation of the STIP funds to the California Transportation Commission (CTC) to be placed on the CTC agenda of January 2011. The Metropolitan Transportation Commission (MTC) has determined that all STIP funds for this project are Federal funds and the project must meet all federal regulations before it can be advertised for construction. Staff is in process of preparing all the required federal documents to be submitted to Caltrans for review and approval and it is anticipated that Caltrans will issue authorization to construct in February 2011.

Project number 3

This project includes El Camino Real and all other locations within the State right-of-way and some work within local streets (**State portion**)

Caltrans staff has completed the design of this project and plans and specifications have been submitted to the Caltrans Headquarter for review and approval. It is estimated that District 4 will receive approval by mid-January 2011. The total estimated cost of this project is \$11,730,000.00 to be funded by \$9,000,000.00 TLSP and \$2,730.00 STIP funds. Caltrans Request fro Allocation will be placed on CTC agenda of March 2011.

Project 4

Project 4 involves procuring software and some controllers for the Signal System and integration of the entire project. A Request for Proposal (RFP) for the Signal System has been prepared and released to qualified firms and posted on the C/CAG website. The deadline for the firms to submit proposals is December 10, 2010 and it is estimated that the selection process will be completed by late January 2011. Staff recommendation and the contract may be placed on the C/CAG Board agenda of February or March 2011 for approval. The total estimated cost of this project is \$1,600,000.00 to be funded by local funds.

Based on all estimated cost and schedules, the entire project will be on budget and will be completed and be in operation by April 2012.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: December 09, 2010
To: City/County Association of Governments Board of Directors
From: Congestion Management & Environmental Quality Committee (CMEQ)
Subject: Review and approval of Resolution 10-63 reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2011 to June 30, 2015 (Special voting procedures apply).

(For further information contact Richard Napier at 599-1420 or Jean Higaki at 599-1462)

RECOMMENDATION

Review and approval of Resolution 10-63 reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2011 to June 30, 2015 in accordance with the staff recommendations. Special voting procedures apply.

FISCAL IMPACT

If reauthorized, the Congestion Relief Plan will receive \$1.85 million per year for four years.

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived primarily from C/CAG member assessment of \$1.85 million.

Annual matching funds for specific programs from the San Mateo County Transportation Authority are as follows:

- | | | |
|---|---|-------------------|
| - Local/ Employer shuttle service program | - | \$300,000 (up to) |
| - Ramp metering program | - | \$100,000 (up to) |
| - Intelligent Transportation Systems | - | \$200,000 (up to) |

Local jurisdictions applying for the Local Transportation Services Program are required to provide a minimum 50% match for services provided.

State Transportation Improvement Program (STIP) and/ or Federal Congestion Mitigation and Air Quality (CMAQ) are additional potential sources of funds that are available through competitive grants. Competitive grant funds are not identified at this time.

ITEM 6.4

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 alternative to a Countywide Deficiency Plan would be for each individual jurisdiction to research, develop, fund, and implement its own Deficiency Plan. Agencies would potentially have to contribute to multiple deficiency plans some outside their jurisdiction where they contribute 10% or more trips at the deficient location. This could result in unpredictable cost/ impact to the local agencies.

In 2002, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The adoption of the Congestion Relief Plan relieved all San Mateo County jurisdictions from having to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years.

The C/CAG Board also saw the Congestion Relief Plan as an opportunity to create a program that could make an impact on congestion. The Congestion Relief Plan was developed to respect and support the economic development efforts made by local jurisdictions. Since economic prosperity tends to create severe traffic congestion which also threatens economic growth, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction without halting economic growth.

The C/CAG Board authorizes the Congestion Relief Plan for a period of 4 years and all jurisdictions make financial contributions to the Plan based on population and trip generation. The last re-authorization in 2007 was based on 2006 population percentages and 2005 trip generation data. The proposed assessment is updated to reflect 2009 population data and is shown on Attachment A.

PROGRAM ENHANCEMENT

The 2007 reauthorization of an annual \$1.85 million in member assessments for the Congestion Relief Plan was used to finance the programs shown on the table below. It is proposed that the reauthorization of this Plan be held at the same 2007 member assessment level and that the Plan include the revised programs as shown on the table below.

| | 2007-2011 Plan | | 2011-2015 Proposed Plan | |
|---|--|-------------|---|-------------|
| 1 | Employer-Based Shuttle and Local Transportation Services Program | \$500,000 | Employer-Based Shuttle and Local Transportation Services Program | \$500,000 |
| 2 | Travel Demand Management | \$550,000 | Travel Demand Management | \$550,000 |
| 3 | Intelligent Transportation Systems | \$200,000 | Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies | \$200,000 |
| 4 | Ramp Metering | \$100,000 | Ramp Metering | \$100,000 |
| 5 | El Camino Real Planning Grants | \$500,000 | 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 | Total | \$1,850,000 |

ACCOMPLISHMENTS

The Congestion Relief Plan is C/CAG's most cost effective program leveraging approximately \$25-30 million in congestion relief activities throughout the County. The Ramp Metering Process recently received an award from the Metropolitan Transportation Commission and was funded by the Congestion Relief Plan. The following list shows some of the activities performed under the last authorization of the Congestion Relief Plan:

- 1- Funded Shuttle Programs and other local transportation services (Approximately \$1.4 million in shuttle services provided by jurisdictions per year)
- 2- Expanded Transportation Demand Management Programs (Commute incentives performed by the Peninsula Congestion Relief Alliance)
- 3- Leveraged funds to obtain a \$10 million grant to implement the "Smart Corridors project"
- 4- Implemented a MTC award winning Ramp Metering project.
- 5- Awarded \$200,000 (4 jurisdictions) in El Camino Real Planning Grants.
- 6- Under the 21 Elements program, reduced cost to jurisdictions by creating templates for use in state required housing element development.
- 7- Under the 21 Elements program, identified barriers to infill and transit oriented development and proposed strategies to overcome those barriers.
- 8- Funded the Government Energy Baseline Incentive Program to perform energy baseline

inventories, which identified opportunities to reduce climate change impacts.

SAN MATEO CONGESTION RELIEF PLAN BENEFITS

Cities and County

Contribution to a Countywide Deficiency Plan is a fixed cost that provides immunity from localized deficiency plans. This approach is more fiscally efficient than each agency developing and implementing multiple localized Deficiency Plans.

Much of the Congestion Relief Plan assessment fees are distributed back to local agencies in the form of planning grants, shuttle grants, use of the Peninsula Traffic Congestion Relief Alliance services at low or no cost, and installation of intelligent transportation system equipment for operational improvements at no cost, and development of model programs and templates for local jurisdiction use.

PROPOSED CONGESTION RELIEF PLAN REAUTHORIZATION

Given the success of the Congestion Relief Plan programs, a similar Plan is proposed. Attachment B provides details on the existing and proposed Congestion Relief Plan programs. The major difference is the addition of the Transportation Improvement Strategy to Reduce Green House Gases, Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation, and General Climate Action Activities.

Given the economic climate it is proposed that the Congestion Relief Plan assessments to the Cities and County remain at the same total level of \$1,850,000 as shown on Attachment A. The Congestion Relief Plan costs are fixed for the term of the program. The assessment is based on the 1/1/09 Population and the 2005 Total Trip Generation. The Congestion Relief Plan will continue to be considered a Countywide Deficiency Plan, providing immunity for the Cities and County from any deficiency plans for the 4-year term of this reauthorization.

COMMITTEE RECOMMENDATIONS

The Congestion Management Program Technical Advisory Committee (TAC) recommended approval of this program on November 18, 2010 and the Congestion Management & Environmental Quality (CMEQ) Program Committee recommended approval of this program on November 22, 2010. CMEQ recommended that metrics be added to the program to track effectiveness.

ATTACHMENTS

- Resolution 10-63 reauthorizing the San Mateo County Congestion Relief Plan
- Attachment A Congestion Relief Plan Assessment
- Attachment B San Mateo County Congestion Relief Plan Reauthorization Program Details for 7/11/2011-6/30/1015

RESOLUTION 10-63

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY REAUTHORIZING THE SAN MATEO COUNTY CONGESTION RELIEF PLAN FOR FOUR YEARS FROM JULY 1, 2011 TO JUNE 30, 2015

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 Plan was in effect from FY 2007/08 thru FY 2010/11; and

WHEREAS, the San Mateo County Congestion Relief Plan 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 reauthorization of the San Mateo County Congestion Relief Plan will be modified to also include Freeway Operational Improvement Strategies and activities Linking Transportation and Land Use; and

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to reauthorize the San Mateo County Congestion Relief Plan for a four-year term with an assessment of \$1,850,000. The new Congestion Relief Plan will start July 1, 2011 and expire June 30, 2015.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF DECEMBER 2010.

Thomas M. Kasten, Chair

| | Population (as of 1/1/09) | % of Total Population | 2005 % of Trip Generation | Average of Population & Trip Gen % | Member Assessment |
|---------------------|------------------------------|--------------------------|---------------------------------|--|----------------------|
| Atherton | 7,468 | 1.00% | 1.50% | 1.25% | \$23,137 |
| Belmont | 26,250 | 3.52% | 3.30% | 3.41% | \$63,080 |
| Brisbane | 3,938 | 0.53% | 1.70% | 1.11% | \$20,609 |
| Burlingame | 29,060 | 3.90% | 5.00% | 4.45% | \$82,290 |
| Colma | 1,623 | 0.22% | 1.30% | 0.76% | \$14,038 |
| Daly City | 107,099 | 14.36% | 9.80% | 12.08% | \$223,472 |
| East Palo Alto | 33,174 | 4.45% | 2.40% | 3.42% | \$63,342 |
| Foster City | 30,429 | 4.08% | 4.30% | 4.19% | \$77,513 |
| Half Moon Bay | 13,208 | 1.77% | 1.00% | 1.39% | \$25,630 |
| Hillsborough | 11,395 | 1.53% | 1.00% | 1.26% | \$23,382 |
| Menlo Park | 31,865 | 4.27% | 6.30% | 5.29% | \$97,793 |
| Millbrae | 21,536 | 2.89% | 2.80% | 2.84% | \$52,609 |
| Pacifica | 39,995 | 5.36% | 3.40% | 4.38% | \$81,051 |
| Portola Valley | 4,671 | 0.63% | 1.10% | 0.86% | \$15,968 |
| Redwood City | 77,819 | 10.43% | 13.80% | 12.12% | \$224,160 |
| San Bruno | 43,811 | 5.87% | 3.70% | 4.79% | \$88,559 |
| San Carlos | 28,839 | 3.87% | 4.40% | 4.13% | \$76,466 |
| San Mateo | 96,557 | 12.95% | 14.50% | 13.72% | \$253,873 |
| South San Francisco | 65,020 | 8.72% | 9.20% | 8.96% | \$165,737 |
| Woodside | 5,666 | 0.76% | 1.00% | 0.88% | \$16,277 |
| San Mateo County | 66,435 | 8.91% | 8.50% | 8.70% | \$161,017 |
| Assessment | 745,858 | 100% | 100% | 100% | \$1,850,000 |

Other Resources (Transportation Authority) up to \$600,000

* Assessment is based on the % of population and Countywide automobile trips generated by jurisdiction.

**SAN MATEO COUNTY CONGESTION RELIEF PLAN
REAUTHORIZATION
PROGRAM DETAILS FOR 7/1/2011 – 6/30/2015**

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 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 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.

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.

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.

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.

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 Congestion Relief Plan be reauthorized for an additional four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2015).

C/CAG AGENDA REPORT

Date: December 9, 2010
To: City/County Association of Governments Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Review and approval of Resolution 10-66 authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for Travel Demand Forecasting model license and services for a three (3) year term in an amount not to exceed \$575,000

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

RECOMMENDATION

That the C/CAG Board review and Approve Resolution 10-66 authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for Travel Demand Forecasting model license and services for a three (3) year term in an amount not to exceed \$575,000.

FISCAL IMPACT

Execution of this agreement will authorize the expenditure of up to \$575,000 over a three-year term as follows:

- \$200,000 model modification, plus license and set up fee
- \$75,000 maintenance (\$25,000 per year for three years)
- \$300,000 specific projects on a task order basis (Estimated at \$100,000 per year for three years on an as-needed basis. Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director.)

SOURCE OF FUNDS

Funding for model license and maintenance will come from C/CAG congestion management funds. The San Mateo County Transportation Authority, SamTrans, and Peninsula Joint Powers Authority will reimburse up to one half of the cost.

Funding for project level modeling on a task order basis will come from specific projects.

BACKGROUND/DISCUSSION

C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program (CMP) for San Mateo County.

ITEM 6.5

California Government Code requires Congestion Management Agencies to develop and maintain a computerized Travel Demand Forecasting Model within their jurisdiction.

The current C/CAG's travel demand forecasting model was originally developed in 1994 and was based on the old 1981 MTC FCAST model system. The model has been updated and refined several times since then by various consultants but is becoming difficult to update and maintain and is now considered out of date. The model is implemented in the older version of the EMME/2 software.

In 2008 and 2009, as part of the Grand Boulevard Multi-Modal Corridor Plan Study sponsored by C/CAG, VTA, and SamTrans, the VTA travel model was modified and expanded to include added detail within San Mateo County. The VTA model is consistent with the most current MTC BayCast 4-Step regional model and is fully GIS compatible. In October 2010, C/CAG Executive Director has approved a task order for Dowling Associates, Inc. to evaluate the VTA model for its suitability for long term use in San Mateo County. The evaluation finding indicates that with some minor technical effort, the VTA model can be a viable option for use as the countywide model for C/CAG.

The C/CAG Congestion Management Program Technical Advisory Committee (CMP-TAC) was consulted on this matter at the November 18, 2010 meeting. The general consensus was that using the VTA model in San Mateo County is a viable choice.

This agreement with VTA also includes the option of project level modeling service. Each specific work scope and cost will be performed on a task order basis to be negotiated and approved by the C/CAG Executive Director prior to execution of work.

A draft of the agreement is attached hereto and will be approved as to form by C/CAG legal counsel prior to execution.

Benefits

VTA has several well-qualified in-house travel demand forecasting staff who are highly respected in the industry. Partnering with VTA in model development and maintenance would provide C/CAG with assurance in model quality. An alternative to obtaining VTA model license and services is to contract with a consulting firm to rebuild the C/CAG model. However, such alternative would have significantly higher cost, longer lead time to develop the model, along with higher technical risks in model development.

ATTACHMENT

- Resolution 10-66
- Agreement between C/CAG and VTA on Countywide Transportation Model

RESOLUTION 10-66

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 WITH THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA) FOR TRAVEL DEMAND FORECASTING MODEL LICENSE AND SERVICES FOR A THREE (3) YEAR TERM IN AN AMOUNT NOT TO EXCEED \$575,000

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

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

WHEREAS, the California Government Code requires Congestion Management Agencies to develop and maintain a computerized Travel Demand Forecasting Model; and

WHEREAS, C/CAG has determined that its current travel demand forecast model should be overhauled or replaced; and

WHEREAS, C/CAG has decide to use the Santa Clara Valley Transportation Authority (VTA) model for San Mateo County travel demand forecasting by obtaining copies of license as well as on-going modeling services from VTA; and

WHEREAS, C/CAG 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 C/CAG Chair is authorized to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for travel demand forecasting model license and services for a three-year term in an amount not to exceed \$575,000, and that the C/CAG Executive Director is authorized to execute project task orders for on-call modeling services. Final agreement will be negotiated by C/CAG Executive Director, approval as to form by C/CAG Legal Counsel, prior to execution by C/CAG Chair.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF DECEMBER 2010.

Thomas M. Kasten, Chair

LICENSE AGREEMENT
BETWEEN SAN MATEO CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND
THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY FOR
COUNTYWIDE TRANSPORTATION MODEL

This AGREEMENT (“Agreement”), effective _____, 2010, is entered into by and between the San Mateo City/County Association of Governments, public agency (“C/CAG”) and the Santa Clara Valley Transportation Authority, a public transportation agency and the designated congestion management agency for Santa Clara County (“VTA”).

WHEREAS, for use as an advance transportation planning tool, VTA has developed a software forecasting model of the transportation system of the San Francisco Bay Area that is centered on Santa Clara County but accounts for transportation impacts from neighboring counties and regional commute sheds (the “VTA Countywide Transportation Model”); and

WHEREAS, C/CAG has need of a transportation forecasting model in order to develop travel demand analysis for San Mateo County;

WHEREAS, C/CAG wishes to license from VTA the VTA Countywide Transportation Model and to purchase from VTA the datasets necessary to develop the travel demand analysis for San Mateo County; and

WHEREAS, C/CAG wishes to contract with the VTA to provide maintenance and on-call modeling services on a task order basis; and

WHEREAS, C/CAG and VTA wish to set forth in this Agreement their respective obligations and terms for the license of the Model and subsequent annual updates and maintenance.

NOW, THEREFORE, C/CAG and VTA agree as follows:

1. Grant of License.

- a. For the term provided in this Agreement, VTA grants to C/CAG a- nonexclusive and, except as provided herein, nontransferable license to use the Model, which includes the following:
 - Base year 20057 model and datasets;
 - Forecast year 2035 model and datasets;
 - TP+/CUBE scripts;
 - Standalone programs required to execute the models;
 - Traffic Analysis Zone (TAZ) boundary shape files; and
 - Model documentation;

- b. Within 1530 days of receipt by VTA of the final Agreement signed by both parties, VTA shall provide C/CAG with a working copy of the Model (including 1g. modifications) and supporting model documentation.
- c. C/CAG may only use the Model to develop travel demand analysis for San Mateo County. Once C/CAG, its Member Agencies, or consultants under contract with C/CAG or its Member Agencies, adapt the Model for such intended purpose, such model will henceforth be referred to as the C/CAG Model.
- d. C/CAG shall not to make electronic or other copies or reproduction of any part of the Model except for those purposes necessary to complete travel demand analysis, and will not distribute the Model or any of its derivative components to any person, department, agency or firm other than to C/CAG employees, C/CAG Member Agencies and consultants under contract with C/CAG or its Member Agencies. The total allowable number of copies shall not exceed 10 unless authorized in writing by VTA. If any such distribution is made to the C/CAG member agencies or consultants, C/CAG shall obtain a written agreement from those parties to abide by the conditions of this license, and will be solely responsible for ensuring that those copies of the Model operate to the satisfaction of the C/CAG Member Agency and respective consultants.
- e. Except as provided herein, no copying, reproduction, publication, modification, adaptation, reverse-engineering, distribution or transfer is allowed. The Model (including the software scripts, files, documentation, and datasets) is proprietary, protected by copyright, and is the intellectual property of VTA. VTA retains all rights, title, and interest in said intellectual property. C/CAG shall take affirmative steps as necessary to prevent misappropriation or misuse of the Model by its employees, clients, member jurisdictions, consultants or others.
- f. All enhancements to the model will be done by the VTA. The VTA will provide archival and nominal technical support for the C/CAG Model and Variations. Minor changes made to the VTA model by a C/CAG consultant to perform specific model runs will be provided to the VTA.
- g. The VTA will make modifications to the VTA model prior to delivery to C/CAG to address findings 1 thru 4 specified in the Dowling Associates Memorandum to C/CAG titled C/CAG Model Evaluation and Strategic Plan dated November 24, 2010.

25. Fees and Payment.

C/CAG shall pay \$200,000 to the VTA for items 1,2,3, and 4 as follows: ~~the license of the Model. This fee includes the items in the Section 1.a. referenced sections above.~~
 C/CAG shall remit said payment ~~within 45 days after execution of this Agreement~~ as defined below.

| Section | Task | Cost | Remittance |
|---------|------|------|------------|
|---------|------|------|------------|

| | | | |
|----|---------------------------|---------------------|-----------------------------------|
| 1a | Grant of License | \$200,000 | 45 days after agreement execution |
| 2 | Set Up Services | Cost Included in 1a | |
| 3 | Maintenance Service | \$ 75,000 | Task Order Based |
| 4 | On Call Modeling Services | \$300,000 | Task Order Based |

32. Set Up Services.

The license fee includes initial Model setup and implementation and 24 hours of internet/telephone support.

4.3. Optional Maintenance Services.

~~C/CAG may purchase optional maintenance services, whereby VTA will provide updates of the Model for an annual fee of \$25,000 per year or \$75,000 for the three year term of this agreement. The updates include any updates of input data, model scripts, programs and/or procedures implemented by VTA staff to improve the Model. Updates to the Model will, at a minimum, be provided biannually in January and July of each calendar year. C/CAG will authorize the maintenance services on a task order basis. Should C/CAG elect to purchase the optional maintenance service, VTA will invoice C/CAG \$25,000 and payment must be received prior to VTA providing the updates. Payments must be received prior to July 1st or January 1st to begin an annual update and maintenance cycle.~~

54. On-Call Modeling Services.

- a. VTA staff will provide On-call travel demand modeling services to C/CAG based on a task order basis with a mutually agreed upon scope of services, budget, and schedule. On-call modeling services will include but not be limited to the following activities:
 - i. Base year model calibration and validation model runs,
 - ii. Development of general travel demand forecasts to support highway and/or transit corridor studies,
 - iii. Development of detailed traffic output volumes for site-specific development traffic impacts analysis,
 - iv. Implementation of FTA SUMMIT User Benefits procedures for transit cost-effectiveness analysis,
 - v. Development of base and alternative land use scenarios for input into travel demand forecasts,
 - vi. Calculation of air quality analysis impacts to support Greenhouse Gas (GHG) emissions reduction strategies, and

- vii. Development of advanced modeling applications for HOV Toll Modeling and Congestion Pricing analysis. ———
- b. ~~Annual on-call modeling services are estimated at approximately \$50k per year, but may go up or down depending on schedule, need and scope.~~

6. Limited Warranty and Representation.

- a. The Model is in a constant state of update and improvement. C/CAG acknowledges this state and therefore accepts the Model "as is" at the time of purchase.

TO THE EXTENT PERMITTED BY APPLICABLE LAW, VTA MAKES NO WARRANTY OF ANY KIND, EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE, AND DISCLAIMS ANY LIABILITY FOR THE MODEL, INCLUDING BU NOT LIMITED TO, ANY EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

However, the VTA will ensure that a fully operational version of the most recent Model as of the date of this Agreement will be provided to C/CAG. VTA will provide output files for C/CAG use to verify that the model results can be replicated on C/CAG computers.

- b. VTA warrants that it is the sole owner of the Model and has all proprietary rights therein. The Model consists of scripts written in TP+/Cube together with data. C/CAG acknowledges that it is aware that it must purchase or otherwise acquire the TP+/Cube software from Citilabs the right to use the correct version of TP+/Cube or related software to run the Model. VTA is under no obligation to supply TP+/Cube or other software or hardware necessary to run the Model.
- c. The VTA Model follows industry-accepted standards for accuracy. However, VTA assumes no liability for its accuracy and or for the use of the Model, its networks, and datasets by the C/CAG.

7. Limitation of Liability.

- a. **EXCEPT FOR THE PARTIES' INDEMNIFICATION OBLIGATIONS UNDER SECTION 6 OF THIS AGREEMENT, IN NO EVENT SHALL EITHER PARTY'S LIABILITY ARISING OUT OF OR RELATED TO THIS AGREEMENT, WHETHER IN CONTRACT, TORT OR UNDER ANY OTHER THEORY OF LIABILITY, EXCEED IN THE AGGREGATE THE TOTAL AMOUNT PAID BY C/CAG THE FOREGOING SHALL NOT LIMIT CUSTOMER'S PAYMENT OBLIGATIONS UNDER THE "FEES AND PAYMENT" SECTION ABOVE.**
- b. **IN NO EVENT SHALL EITHER PARTY HAVE ANY LIABILITY TO THE OTHER PARTY FOR ANY LOST PROFITS OR REVENUES OR FOR ANY INDIRECT, SPECIAL, INCIDENTAL, CONSEQUENTIAL, COVER OR PUNITIVE DAMAGES HOWEVER CAUSED, WHETHER IN CONTRACT,**

TORT OR UNDER ANY OTHER THEORY OF LIABILITY, AND WHETHER OR NOT THE PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THE FOREGOING DISCLAIMER SHALL NOT APPLY TO THE EXTENT PROHIBITED BY APPLICABLE LAW.

8. Indemnification.

- a. VTA shall indemnify, defend, and hold C/CAG harmless against any claim, demand, suit, or proceeding ("Claim") made or brought against C/CAG by a third party alleging (i) that the use of the Model as permitted hereunder infringes or misappropriates the intellectual property rights of a third party, and shall indemnify C/CAG for any damages finally awarded against, and for reasonable attorney's fees incurred by C/CAG in connection with any such Claim; provided that C/CAG (a) promptly gives VTA written notice of the Claim, (b) gives VTA sole control of the defense and settlement of the Claim (provided that VTA may not settle or defend any Claim unless it unconditionally releases C/CAG of all liability), and (c) provides to VTA all reasonable assistance, at C/CAG's expense.
- b. C/CAG shall indemnify, defend, and hold VTA harmless against any Claim, whether arising in tort or contract, brought by any third party for injury to or death of any person or persons, or for loss of or damage to property arising out of or in any way relating to use of the Model or the C/CAG Model by C/CAG, its Member Agencies, or consultants under contract with C/CAG or its Member Agencies, excepting only those Claims caused by the gross negligence or willful misconduct of VTA.

9. Term of Agreement.

This Agreement shall become effective upon full execution of the Agreement and shall remain in effect for ~~through June 30, 2012~~ three years from execution of the contract. Upon end of the term of agreement C/CAG will retain access to the model as then provided with no further support from the VTA.

10. Termination.

~~C/CAG may terminate this License Agreement by destroying the media upon which the Model was delivered by VTA to C/CAG together with all copies, updates, upgrades, derivatives in any form, including C/CAG Model, which are in C/CAG's possession or in the possession of C/CAG's Member Agencies or consultants under contract with C/CAG or its Member Agencies. VTA may terminate this License Agreement for any breach of this Agreement by C/CAG. Upon termination of this License Agreement, C/CAG shall cease all use of the Model and C/CAG Model and shall destroy the media upon which the Model was delivered by VTA to C/CAG together with all copies, updates, upgrades, derivatives in any form, including C/CAG Model, which are in C/CAG's possession or in the possession of C/CAG's Member Agencies or consultants under contract with C/CAG or its Member Agencies. Termination of the License Agreement will not result in a refund of any or all of the License~~

~~Fee for the use of the Model.~~ This contract may be terminated with a 60 day notice by either party. If notice is provided prior to delivery of 1 then all aspects of the agreement are terminated. If notice is provided after delivery of 1 then all aspects except 1 of the agreement are terminated. Upon termination C/CAG will retain access to the model as then provided with not further support from the VTA.

11. Parties' Representatives.

The General Manager of VTA or his designee is hereby made the representative of VTA for all purposes under this Agreement. The Chairperson for C/CAG or his designee is hereby made the representative of C/CAG for all purposes under this Agreement.

12. No Waiver.

The failure of either Party to insist upon the strict performance of any of the terms, covenant and conditions of this Agreement shall not be deemed a waiver of any right or remedy that either Party may have, and shall not be deemed a waiver of their right to require strict performance of all of the terms, covenants, and conditions thereafter.

13. Notice.

Any notice required to be given by either Party, or which either party may wish to give, shall be in writing and served either by personal delivery or sent by certified or registered mail, postage prepaid, addressed as follows:

To VTA: Santa Clara Valley Transportation Authority
John H. Ristow, Chief, Congestion Management Agency
3331 North First Street, Bldg. B-2
San Jose, CA 95134-1906

To C/CAG: San Mateo City/County Association of Governments
Richard Napier, Executive Director
555 County Center, 5th Floor
Redwood City, CA 94063

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit in the United States mail.

14. Dispute Resolution.

If a question arises regarding interpretation of this Agreement or its performance, or the alleged failure of a Party to perform, the Party raising the question or making the allegation shall give written notice thereof to the other Party. The Parties shall promptly

meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, alternative forms of dispute resolution, including mediation or binding arbitration, may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

15. Entire Agreement.

This Agreement constitutes the entire Agreement between the Parties pertaining to the subject matter contained therein and supersedes all prior or contemporaneous agreements, representations and understandings of the Parties relative thereto.

16. Amendments.

Future amendments to this Agreement shall be processed by mutual written agreement of the Parties. Whenever possible, notice to amend this Agreement shall be provided ninety (90) calendar days prior to the desired effective date of such amendment.

17. Warranty of Authority to Execute Agreement.

Each Party to this Agreement represents and warrants that each person whose signature appears hereon has been duly authorized and has the full authority to execute this Agreement on behalf of the entity that is a Party to this Agreement.

18. Severability

If any term, covenant, condition or provision of this Agreement, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions and provisions of this Agreement, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

19. Governing Law.

This Agreement shall be construed and its performance enforced under California law.

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates set forth below.

**Santa Clara Valley
Transportation Authority**

San Mateo C/CAG

By: _____
Michael T. Burns

By: _____
C/CAG Chair

General Manager

Date

Date

APPROVED AS TO FORM:

APPROVED AS TO FORM:

VTA Counsel

Counsel

Date

Date

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

November 1, 2010

Honorable R. Sean Randolph
Chairman
San Francisco Bay Conservation Development Commission
50 California Street Suite 2600
San Francisco, CA 94111

Honorable Chair Randolph and BCDC Commissioners:

The City/ County Association of Governments of San Mateo County (C/CAG) is composed of one representative from each of the 20 cities and the County. Through C/CAG the cities and the County work together to address countywide issues including congestion and land-use.

San Francisco Bay Conservation Development Commission's (BCDC) proposed Bay Plan amendment would set land-use policies, priorities, and guidelines for property under threat of the projected 55-inch sea-level rise by the end of the century. By your own estimates this is 213,000 acres with the vast majority falling outside your current purview. This will have a significant impact on the land-use policies and procedures of the cities and counties on the Bay. By all indications it appears there was minimal substantive and adequate outreach to the affected cities and counties. It is critical that those most impacted by this policy be part of its development in order to have a reasonable Bay Plan that doesn't have negative unintended consequences.

Therefore, it is requested that the Bay Plan amendment approval be delayed indefinitely and a much more inclusive and broad-based outreach be made to the cities and the counties for their input on the proposed amendment. In addition, I encourage you to include all interested stakeholders in this outreach effort. This will ensure that the Bay Plan amendment meets the needs of all concerned.

Thank you for your consideration of this request.

Sincerely,



Tom Kasten, C/CAG Board Chairperson

cc: Richard Gordon - San Mateo County Representative
Carol Groom - San Mateo County Representative
Mark Addiego - ABAG Representative

ITEM 9.1

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Date: November 18, 2010

To: All Councilpersons of San Mateo County Cities and
Members of the Board of Supervisors

From: Thomas M. Kasten, Chair, City/County Association of Governments

Subject: **Vacancies on the Congestion Management and Environmental Quality
Committee (CMEQ) and the Bicycle and Pedestrian Advisory Committee
(BPAC)**

The City/County Association of Governments (C/CAG) currently has vacancies on two of its standing Committees for elected officials of City Councils and/or the Board of Supervisors. Individuals wishing to be considered for appointment to either of these Committees should send a letter of interest to:

Richard Napier, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

or fax to 650-361-8227

or e-mail to tmadalena@co.sanmateo.ca.us

Individuals must be an elected official of one of the twenty City Councils in San Mateo County or an elected official of the County Board of Supervisors. Individuals may indicate interest in serving on one or more of the committees where there are vacancies. The letter of interest should include the reasons why the individual wishes to be appointed and any particular experience, background or qualities that they feel would bring value to that Committee. All letters of interest will be considered by the C/CAG Board.

The current vacancies are on the following committees:

1. The Congestion Management and Environmental Quality Committee (CMEQ) provides advice and recommendations to the full C/CAG Board on all matters relating to transportation planning, congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing the local jurisdictions in San Mateo County. The role of the CMEQ Committee also includes making recommendations to the C/CAG Board on the allocation of funding for specific projects and activities addressing these programmatic areas. The Committee meets on the last Monday of each month from 3:00 p.m. to 5:00 p.m. in the San Mateo City Hall. There are two vacancies on this Committee.

2. The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning, and selection of projects for state and federal funding. This Committee has approximately six meetings per year. They generally fall on the fourth Thursday of the month from 7:00 p.m. to 9:00 p.m. in San Mateo City Hall. There is one vacancy on this Committee.

All of these vacancies are for individuals who are elected city councilpersons or elected members of the Board of Supervisors. If you would like to be considered for either of these Committees, or would like to nominate an elected official for appointment to one or more of the Committees, please submit your request to Richard Napier through letter, fax, or e-mail at the addresses provided at the beginning of this letter by December 23, 2010.

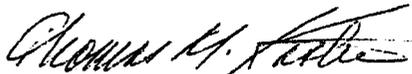
If you have any questions about any of these Committees or this appointment process, please feel free to contact any of the C/CAG Staff as follows:

Richard Napier
650-599-1420

Sandy Wong
650-599-1409
slwong@co.sanmateo.ca.us

Tom Madalena
650-599-1460
tmadalena@co.sanmateo.ca.us

Sincerely,



Thomas M. Kasten
C/CAG Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

November 22, 2010

The Honorable Ross Mirkarimi, Board Chair
San Francisco County Transportation Authority
100 Van Ness Ave, 26th Floor
San Francisco, CA 94102

Honorable Supervisor Mirkarimi,

The City/County Association of Governments of San Mateo County (C/CAG) as the Congestion Management Agency for San Mateo County is strongly opposed to Scenario 3, "The Southern Gateway", of the Mobility, Access and Pricing Study (MAPS) that would place a \$3 toll in both directions on the San Francisco - San Mateo County border. Scenario 3 should be eliminated from further consideration.

The Mobility, Access and Pricing Study (MAPS) Scenario 3, "The Southern Gateway", would collect a toll of \$3 per crossing from cars crossing the San Francisco-San Mateo county line in both directions in both the AM and PM peak hour". This would have a significant, negative impact on San Mateo County residents. Those who live in northern San Mateo County would be impacted since they cross the county border daily to go to work and shop. In some instances, a San Mateo County resident's next block neighbor would be in San Francisco and vice versa. Charging one resident each time they cross the border while not charging a neighbor who lives a block away would be unfair and unrealistic. This would affect both San Francisco and San Mateo County residents.

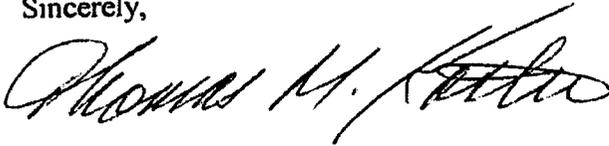
Moreover, Scenario 3 has the potential to force traffic from the main thoroughfares onto the local streets in order to avoid the charge, thereby clogging local streets and roads with the attendant negative effects of noise, pollution and wear and tear on streets not designed for that level of traffic volume. It is unrealistic for the SFCTA to unilaterally implement Scenario 3. In addition, it is likely that implementing this scenario would substantively change the traffic flows as people on both sides reconsider their choices for work, shopping, and entertainment. While this may positively affect San Mateo County businesses and services, the overall disruption and unintended consequences may clearly be more than what San Francisco is anticipating. San Francisco businesses, services, restaurants, entertainment venues will see their revenue drop as San Mateo residents chose to stay in the county for their services rather than incur an additional \$6 cost just for traveling to and from San Francisco. For these reasons C/CAG is strongly opposed to Scenario 3 C/CAG requests that Scenario 3 be deleted.

ITEM 9.3

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227

C/CAG understands that the draft of the Mobility, Access and Pricing Study (MAPS) is in process and will be presented to the SFCTA Board in December. We request that the C/CAG position and concerns identified be included in the report being drafted and that Scenario 3 be eliminated from further consideration. We also request that you keep the C/CAG staff informed as you proceed with the study. If you need any further information, please contact Richard Napier, C/CAG Executive Director, at (650) 599-1420. Your consideration of this request is appreciated.

Sincerely,



Thomas M. Kasten
Chairman of the Board
City/County Association of Governments of San Mateo County (C/CAG)