

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*

BOARD MEETING NOTICE

Meeting No. 204

- DATE:** Thursday, August 14, 2008
- TIME:** 7:00 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.

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 3.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS
- 4.0 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.
- 4.1 Review and approval of the Minutes of Regular Business Meeting No. 203 dated June 12, 2008.
ACTION p. 1
- 4.2 Review and approval of Resolution 08-38 authorizing the C/CAG Chair to execute an amendment to the Cooperative Agreement between C/CAG, the Santa Clara Valley Transportation Authority (VTA), and the San Mateo County Transportation Authority (TA) for the "2020 Peninsula Gateway Corridor Study - Phase 1" to increase the funding in an amount not to exceed \$40,700 for a new maximum amount of \$589,700 for completion of the project.
ACTION p. 7

- 4.3 Review and approval of Resolution 08-33 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and the Metropolitan Transportation Commission (MTC) for the 2020 Peninsula Gateway Corridor Study - Phase 2 in the amount of \$250,000. ACTION p. 15
- 4.4 Review and approval of Resolution 08-34 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) between Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, San Mateo County Transportation Authority, and C/CAG to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project, and further authorizing the Executive Director to make minor changes to said MOU upon consultation with signatory agencies. ACTION p. 27
- 4.5 Review and approval of Resolution 08-35 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$738,803 for July 1, 2008 through June 30, 2009. ACTION p. 39
- 4.6 Review and approval of Resolution 08-36 authorizing the C/CAG Chair to execute an agreement with Hexagon Transportation Consultants, Inc. for the Travel Demand Modeling/Forecasting for the El Camino Real "Grand Boulevard" Multi-Modal Transportation Corridor Plan in an amount not to exceed \$164,164, with a net cost to C/CAG not to exceed \$101,177, and further authorizing the C/CAG Executive Director to execute minor amendments to the agreement. ACTION p. 105
- 4.7 Review and accept the Quarterly Investment report as of June 30, 2008. ACTION p. 121
- 4.8 Review and approval of the 2nd Cycle Lifeline Transportation Program Call for Projects. ACTION p. 127
- 4.9 Review of the Draft FY 07-08 C/CAG Management Finance Report ending June 30, 2008. INFORMATION p. 161
- 4.10 Status report on the Hydrogen Shuttle for FY 07-08. INFORMATION p. 171
- 4.11 Review and approval of Resolution 08-37 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2008/2009 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,193,400. ACTION p. 181

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.

5.0 REGULAR AGENDA

- 5.1 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. 201
- 5.2 Executive Director Presentation on C/CAG's FY 07-08 Performance. INFORMATION p. 203

5.3 Review and approval for distribution to C/CAG member agencies of the Draft San Mateo County Energy Strategy. ACTION p. 205

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

6.2 Chairperson's Report.

7.0 EXECUTIVE DIRECTOR'S REPORT

8.0 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 5991406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

- 8.1. Letter from Deborah C. Gordon, C/CAG Chair, to Honorable Darrell Steinberg, California State Senate, dated 7/24/08. Re: Request for changes to SB 375. p. 217
- 8.2. Letter from Deborah C. Gordon, C/CAG Chair, to Honorable Bill Dodd, Metropolitan Transportation Commission, dated 7/24/08. Re: Proposed Dumbarton Rail swap of \$91M of RM 2 Funds. p. 219
- 8.3. Letter from Richard Napier, Executive Director C/CAG, to E. Dotson Wilson, Chief Clerk, State of California Assembly, dated 7/30/08. Re: California Government Code 65089.11-15 (AB 1546) - Update to Three-Year Report to the California Legislature. p. 221

Next scheduled meeting: September 11, 2008 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 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

August 6, 2008	2020 Peninsula Gateway Corridor Study TAC - Menlo Park City Hall - canceled.
August 13, 2008	2020 Peninsula Gateway Corridor Study PAC - Menlo Park City Hall - 4:00 p.m.
August 14, 2008	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
August 14, 2008	C/CAG Board - SamTrans 2 nd Floor Auditorium - 7:00 p.m.
August 19, 2008	NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
August 21, 2008	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15 p.m.
August 25, 2008	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
August 28, 2008	Airport Land Use Committee (ALUC) - Burlingame City Hall - Council Chambers - 4:00 P.M.
August 28, 2008	Bikeway and Pedestrian Advisory Committee - 7:00 P.M.
September 2, 2008	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City - Noon

C/CAG

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Meeting No. 203
June 12, 2008

1.0 CALL TO ORDER/ROLL CALL

Chair Gordon called the meeting to order at 7:06 p.m. Roll Call was taken.

Jerry Carlson - Atherton
Rosalie O'Mahony - Burlingame, San Mateo County Transportation Authority
Judith Christensen - Daly City
Linda Koelling - Foster City
Bonnie McClung - Half Moon Bay
Tom Kasten - Hillsborough
Kelly Ferguson - Menlo Park
Gina Papan - Millbrae
Julie Lancelle - Pacifica
Diane Howard - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos
Carole Groom - San Mateo
Rose Jacobs-Gibson - County of San Mateo
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent:

Belmont
Brisbane
Colma
East Palo Alto
Portola Valley

Others:

Richard Napier, Executive Director - C/CAG
Sandy Wong, Deputy Director - C/CAG
Nancy Blair, Administrative Assistant - C/CAG
David Silberman, C/CAG - Legal Counsel
Tom Madalena, C/CAG Staff
John Hoang, C/CAG Staff
Matt Fabry, C/CAG Staff
Jean Higaki, C/CAG Staff
Brian Lee, San Mateo County - Public Works
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Onnalee Trapp, CMEQ Committee, League of Women Voters of San Mateo County

ITEM 4.1

Jerry Grace, Union City
Pat Giorni, Burlingame
Gladwyn d'Souza, Belmont, Peninsula Bicycle and Pedestrian Coalition

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Jim Bigelow, Redwood City/San Mateo County Chamber, provided an update on the Dumbarton Rail project: MTC is considering loaning funds from the Dumbarton Rail to help pay for an extension of BART to Fremont's Warm Springs District. This could stall the Dumbarton Rail Bridge Project. MTC's Board will be make a decision on 7/09/08.

Jerry Grace, Union City, told about his trip to Sacramento urging Legislators not to cut public transportation.

Pat Giorni, Burlingame, updated the Board on a proposal submitted to the Parks and Recreation Department. The proposal was to request funding for bicycle signage in San Mateo County. The proposal was declined for failure to follow policy guidelines.

Jean Higaki, C/CAG's new Transportation System Coordinator, was introduced to the Board.

3.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS

3.1 Review and approval of Resolution 08-24 expressing appreciation to Arne Croce, City Manager of the City of San Mateo, for his years of dedicated services and contribution to C/CAG.

APPROVED

The Board expressed their appreciation and gratitude to Mr. Croce for his years of dedication, leadership, and service.

Board Member O'Mahony expressed her gratitude and appreciation, "Arne Croce has provided consulate guidance to the administrative organization of C/CAG from its beginnings and attended every Administrators' Advisory meeting when I was Chair, and prior to that when I was Vice Chair. Arne had faith and confidence in C/CAG when some organizations did not, and those organizations wanted to mold it like the PTA. We are glad for people like Arne, John Martin, and others who have helped us to become the organization that we are, representing each of the twenty cities."

Chair Gordon agreed with her thoughts.

Richard Napier, Executive Director, reflected on his beginning with C/CAG and the invaluable guidance Arne provided. He noted Arne's significant contributions to C/CAG, the County, and how Arne will be remembered and missed.

Board Member Groom MOVED approval of Item 3.1. Board Member O'Mahony SECONDED. **MOTION CARRIED** 16-0.

4.0 CONSENT AGENDA

Board Member Koelling MOVED approval of Consent Items 4.1, 4.3, 4.4, 4.7, and 4.8. Board Member O'Connell SECONDED. **MOTION CARRIED** 16-0.

- 4.1 Review and approval of the Minutes of Regular Business Meeting No. 202 dated May 8, 2008. APPROVED
- 4.3 Review and approval of Resolution 08-25 authorizing the C/CAG Chair to execute a funding agreement with the City of San Bruno for the Downtown and Transit Corridors Specific Plan in an amount not to exceed \$50,000. APPROVED
- 4.4 Review and approval of Resolution 08-26 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) between San Mateo County Transit District, Santa Clara Valley Transportation Authority, and C/CAG to prepare the Grand Boulevard Multimodal Transportation Corridor Plan. APPROVED
- 4.7 Review and approval of Resolution 08-29 authorizing the C/CAG Chair to execute an amendment to the Technical Consultant Contract with Eisenberg, Olivieri, and Associates Inc. to approve 2008-09 costs of \$632,000 for support of the Countywide Water Pollution Prevention Program. APPROVED
- 4.8 Status report on the 2008 State Transportation Improvement Program (STIP) for San Mateo County. INFORMATION

Items 4.2, 4.5, 4.6, 4.9, 4.10 were removed from the Consent Calendar.

- 4.2 Review and approval of the revised El Camino Real Incentive Program Planning Grant process. APPROVED

Gladwyn d'Souza, Belmont, asked the Board to consider using electric powered buses for transit. Electric buses are cheap, quiet, and zero pollution - the only zero pollution vehicle in mass transit choices.

Board Member O'Mahony MOVED approval of Item 4.2. Board Member Christensen SECONDED. **MOTION CARRIED** 16-0.

- 4.5 Review and approval of Resolution 08-32 authorizing the C/CAG Chair to execute an agreement with Bottomley Associates for the Context Sensitive Design Practice & Guidelines and the Multi-Modal Access Strategy in an amount not to exceed \$140,692, with \$0 net cost to C/CAG, and further authorizing the C/CAG Executive Director to execute minor amendments to the agreement. APPROVED

Gladwyn d'Souza, Belmont, asked the Board to consider true multi modality.

This study is focused on El Camino Real. This did not go through an RFP process, and will be paid for by a grant and SamTrans.

Board Member Howard MOVED approval of Item 4.2. Board Member Koelling SECONDED. **MOTION CARRIED** 16-0.

- 4.6 Review and approval of Resolution 08-28 authorizing the C/CAG Chair to execute a Technical Consultant Contract with San Mateo County Division of Environmental Health for a cost of \$311,320 for support of the Countywide Water Pollution Prevention Program in Fiscal Year 2008-09. APPROVED

Board Member Kasten questioned why the hourly rate increased 26% from 2008 to 2009. Staff will look into this and bring the information back to the Board at a future meeting.

Board Member Kasten MOVED approval of Item 4.6 in accordance with staff recommendation. Board Member Howard SECONDED. **MOTION CARRIED** 16-0.

- 4.9 Review and approval of Resolution 08-31 authorizing the C/CAG Chair to execute a Memorandum of Understanding (MOU) between C/CAG and the San Mateo County Department of Public Works to provide matching funds in an amount not to exceed \$30,000 for a Resource Conservation Specialist position to support the San Mateo County Energy Strategy. APPROVED

The funds will be used to help build in-house capacity for anticipated countywide initiatives, to increase energy efficiency, conserve water, reduce greenhouse gas emissions, provide workshops for the cities in the County, and establish a pool of unpaid volunteer staff for the cities.

Board Member Howard MOVED approval of Item 4.9. Board Member O'Mahony SECONDED. **MOTION CARRIED** 16-0.

- 4.10 Review and accept the list of projects for the second submittal to the Metropolitan Transportation Commission (MTC) for consideration in the Regional Transportation Plan (RTP). INFORMATION

Gladwyn d'Souza, Belmont, asked the Board to:

- Increase funding to complete Regional Bicycle Network and Comprehensive Bicycle Plan in San Mateo County to \$200M over the next 25 years.
- Increase funding for Safe Routes to Transit by investing an additional \$2 million/ year for the next 25 years.
- Create a new Safe Routes to Schools grant program to \$300M over 25 years.
- Develop working strategies to meet air quality goals for PM₁₀ and PM_{2.5} because none of the options are remotely expected to succeed by 2035.

Staff reported the list in Item 4.10 is a planning document, not a program document, and reflects what was submitted to MTC's call for projects in March 2008.

5.0 REGULAR AGENDA

- 5.1 Review and approval of C/CAG Legislative priorities, positions and Legislative update. INFORMATION

The May Revision of the State Budget shows San Mateo County receiving a loss of approximately \$30 million.

Proposition 1A is currently not on the table.

SB 348 (Simitian) - The bill is in print, has passed the first committee (Senate Local Government), and will now go to the Assembly Transportation Committee.

SB 375 (Steinberg) - This bill deals with greenhouse gas emissions, targets, and transportation modeling. There is concern there can be some inadvertent impacts depending on how this bill is done. The Committee would like C/CAG to weigh in constructively without taking an oppose or support position. It is recommended that C/CAG draft a letter expressing support of the broad context of the bill, and then state what the Board feels the issues are, and how these issues should be addressed.

5.2 Review and approval of Cooperative Agreement and Status Report for the San Mateo County Smart Corridors project.

5.2.1 Status report on funding for the Smart Corridors project. INFORMATION

Gladwyn d'Souza, Belmont, commented on the Smart Corridors Project: The Smart Corridor Program has a negative impact on zero CO₂ modes creating accessibility problems for pedestrian, transit users, the disabled, and bicycles. Please ensure that the subsequent EIR, which the attorney general has fortunately enforced, takes the water and air pollution issues from restricted multi modality into consideration.

A segment of the Smart Corridors project (I-380 in the City of San Bruno to Holly Street in the City of San Carlos) was awarded \$10M from the TLSP (Traffic Light Synchronization Program). C/CAG has programmed \$10M in the 2008 STIP (State Transportation Improvement Program) for this segment of the Smart Corridors for a total project implementation (design and construction) cost of \$20M.

5.2.2 Review and approval of Resolution 08-30 authorizing the C/CAG Chair to execute a Cooperative Agreement with Caltrans for the Project Approval/Environmental Document (PA/ED) phase of the San Mateo County Smart Corridors project. APPROVED

Board Member O'Connell MOVED approval of Item 5.2.2. Board Member Kasten SECONDED. **MOTION CARRIED** 16-0.

5.3 Review and approval of Resolution 08-22 approving the C/CAG 2008-09 Program Budget and Fees. APPROVED

C/CAG member fees will be the same as 2007-08. A Countywide Housing Element Update fee of \$5,000 per city will also be addressed.

Board Member Kasten MOVED approval of Item 5.3. Board Member O'Connell SECONDED. **MOTION CARRIED** 16-0.

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

Rosalie O'Mahony, C/CAG Board Member and Representative to the San Mateo County Transportation Authority, provided a summary of the approved FY 08-09 Transportation Authority budget.

6.2 Chairperson's Report.

Chair Gordon appointed the following members to the Compensation Committee:

Tom Kasten,
Diane Howard,
Irene O'Connell
Rosalie O'Mahony
Carole Groom

Chair Gordon asked that the Performance Review Forms, for the Executive Director, be ready by August.

7.0 EXECUTIVE DIRECTOR'S REPORT

The Activity Report was distributed to the Board Members.

8.0 COMMUNICATIONS - Information Only

- 8.1. Letter from Henry L. Gardner, Association of Bay Area Governments, to Duane Bay, Director, Department of Housing, and Richard Napier, Executive Director C/CAG, dated 5/21/08. Re: Praise for C/CAG and San Mateo County 's success in the Regional Housing Need Allocation as a sub-region.

9.0 MEMBER COMMUNICATIONS

Burlingame celebrated its 100th anniversary of June 6, 2008.

10.0 ADJOURN

Meeting adjourned at 8:55 p.m.

C/CAG AGENDA REPORT

Date: August 14, 2008

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 08-38 authorizing the C/CAG Chair to execute an amendment to the Cooperative Agreement between C/CAG, the Santa Clara Valley Transportation Authority (VTA), and the San Mateo County Transportation Authority (TA) for the "2020 Peninsula Gateway Corridor Study – Phase 1" to increase the funding in an amount not to exceed \$40,700 for a new maximum amount of \$589,700 for completion of the project.

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

RECOMMENDATION

Review and approval of Resolution 08-38 authorizing the C/CAG Chair to execute an amendment to the Cooperative Agreement between C/CAG, the Santa Clara Valley Transportation Authority (VTA), and the San Mateo County Transportation Authority (TA) for the "2020 Peninsula Gateway Corridor Study – Phase 1" to increase the funding in an amount not to exceed \$40,700 for a new maximum amount of \$589,700 for completion of the project.

FISCAL IMPACT

The total net cost increase to the Cooperative Agreement is \$40,700 (based on adjustments to the project tasks and redistribution of the cost sharing between the agencies). C/CAG's cost sharing amount is \$13,907.

The revised total maximum project contribution from each party is: VTA - \$295,636; TA - \$147,032; and C/CAG – \$147,032

The C/CAG cost is included in the Congestion Management Program budget for FY 07/08.

SOURCE OF FUNDS

Funding sources for the 2020 Gateway Peninsula Corridor Study comes from the C/CAG Congestion Management Program, TA, and VTA.

BACKGROUND/DISCUSSION

The 2020 Peninsula Gateway Study, which began in 2003, identifies short, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and

ITEM 4.2

Highway 101 between Routes 84 and 85. The objective of the study is to define and evaluate traffic improvements in the study area that address the Study goals which includes: facilitating access; enhancing economic opportunities; optimizing use of existing infrastructure; reducing congestion and local community impacts; and minimizing environmental impacts on sensitive resources.

In April 2002, the C/CAG Board passed Resolution 02-13 approving C/CAG to enter into a Cooperative Agreement with the TA and VTA for the Study for an original project cost of \$500,000, which was divided as follows: C/CAG - 25%; TA - 25%; and VTA - 50%.

In December 2006, the C/CAG Board approved Resolution 06-46 for an Amendment No. 1 to Cooperative Agreement to increase the total amount by \$49,000 for a maximum total of \$549,000 for additional services and time extension. Accordingly, the consultant contract was amended to reflect the revised amount.

In December 2007, the C/CAG Board approved an amendment to the consultant contract for \$40,700 (total of \$589,700) for additional services to complete the project, specifically for completing the traffic demand forecasting and traffic operational analyses. At that time, development of the Amendment No. 2 to the Cooperative Agreement for cost sharing between C/CAG, TA, and VTA was underway.

The Amendment No. 2, which includes the cost reimbursement stipulations for the additional work and cost adjustments, has since been reviewed and approved by the respective agencies. The execution of this Amendment No. 2 will finalize the cost split between the agencies and will enable staff to submit the final reimbursement requests to the TA and VTA.

The 2020 Gateway Peninsula Corridor Study Final Project Report was completed in July 2008. Staff is in the process of scheduling presentations of the findings to the stakeholders and public and preparing action plans for development of Phase 2 of the project.

ATTACHMENTS

- Resolution 08-38
- Cooperative Agreement - Amendment No. 2

RESOLUTION 08-38

* * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE CHAIR TO EXECUTE AN AMENDMENT TO THE COOPERATIVE AGREEMENT BETWEEN C/CAG, THE SANTA VALLEY TRANSPORTATION AUTHORITY (VTA), AND THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA) FOR THE “2020 PENINSULA GATEWAY COORIDOR STUDY – PHASE 1” TO INCREASE THE FUNDING IN AN AMOUNT NOT TO EXCEED \$40,700 FOR A NEW MAXIMUM AMOUNT OF \$589,700 FOR COMPLETION OF THE PROJECT

* * * * *

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

WHEREAS, C/CAG, the Santa Clara Valley Transportation Authority (VTA), and the San Mateo County Transportation (TA) have entered into a Cooperative Agreement for the “2020 Peninsula Gateway Corridor Study”; and

WHEREAS, the parties agree that the updated project cost will be \$589,700. VTA will contribute \$295,636, the San Mateo County entities of the TA and C/CAG will each contribute \$147,032; and

WHEREAS, the cost breakdown of the \$40,700 for this additional work is as follows:

Description	Original Cost (Incl. Amend No. 1)	Final Cost (Incl. Amend No. 2)	Final Reimbursements
• 2020 Peninsula Gateway Study Report	\$500,000	\$555,628	C/CAG – 25% TA – 25% VTA – 50%
• PSR Equivalent for US 101 Auxiliary Lanes without “Added lanes”	\$25,000	\$25,000	C/CAG – 25% TA – 25% VTA – 50%
• PSR Equivalent for US 101 Auxiliary Lanes with “Added lanes”	\$16,500	\$1,572	VTA – 100%
• Project Nomination Documents	\$7,500	\$7,500	C/CAG – 25% TA – 25% VTA – 50%

WHEREAS, the Cooperative Agreement is based on cost reimbursement basis, therefore, C/CAG will make payments to the consultant and will be reimbursed by the VTA and TA; and

WHEREAS, the Cooperative Agreement term is set to expire August 29, 2008 or upon presentation of the final report to each party; and

WHEREAS, C/CAG is authorized to act on behalf of the parties as lead agency and Project Manager for the "2020 Peninsula Gateway Corridor Study" project; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an amendment to the Cooperative Agreement between C/CAG, VTA, and TA for the "2020 Peninsula Gateway Corridor Study – Phase 1" to increase the funding in an amount not to exceed \$40,700 for additional services, for a new maximum amount of \$589,700, and to extend the term to August 29, 2008.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF AUGUST 2008.

Deborah C. Gordon, Chair

**AMENDMENT NO. 2 TO
COOPERATIVE AGREEMENT
BETWEEN THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY,
AND THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”), the Santa Clara Valley Transportation Authority (hereinafter referred to as “VTA”), and the San Mateo County Transportation Authority (hereinafter referred to as “TA”) entered into a Cooperative Agreement for the “2020 Peninsula Gateway Corridor Study” on May 1, 2002, and amended May 21, 2007 (the “Existing Cooperative Agreement”); and,

WHEREAS, the parties wish to amend the Existing Cooperative Agreement to modify services and add funding;

WHEREAS, the Existing Cooperative Agreement, as amended by this Amendment No. 2, shall be referred to as the “Cooperative Agreement”.

IT IS HEREBY AGREED by C/CAG, VTA, and TA that the Cooperative Agreement is hereby revised and amended to provide that:

1. Additional services for performing travel demand forecasting and traffic operational analyses are required to complete the 2020 Peninsula Gateway Study Report, and the total cost is increased by \$55,628 for such additional services; and
2. The project scope of work for the Project Study Report (PSR) equivalent for the US 101 Auxiliary Lanes with “Added lanes” (VTA project) is modified by a reduction in project scope and the total cost is decreased to \$1,572; and
3. The Cooperative Agreement total cost amount shall be increased by \$40,700 for such modifications in services, for a revised maximum contribution of \$589,700; and
4. The final project cost is \$589,700 and redistributed as follows:

Description	Original Cost (Incl. Amend No. 1)	Final Cost (Incl. Amend No. 2)	Final Reimbursements
• 2020 Peninsula Gateway Study Report	\$500,000	\$555,628	C/CAG – 25% TA – 25% VTA – 50%
• PSR Equivalent for US 101 Auxiliary Lanes without “Added lanes”	\$25,000	\$25,000	C/CAG – 25% TA – 25% VTA – 50%
• PSR Equivalent for US 101 Auxiliary Lanes with “Added lanes”	\$16,500	\$1,572	VTA – 100%
• Project Nomination Documents	\$7,500	\$7,500	C/CAG – 25% TA – 25% VTA – 50%

The revised total maximum project contribution from each party is:

- VTA - \$295,636
- TA - \$147,032
- C/CAG – \$147,032

5. The term of the Cooperative Agreement shall expire on August 29, 2008 or upon presentation of the final report to each party, whichever is later; and
6. This amendment shall take effect upon signature by all parties.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

By: _____
Michael T. Burns
General Manager

Date: _____

By: _____
Counsel

Date: _____

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

By: _____
Michael J. Scanlon
Executive Director

Date: _____

By: _____
Counsel

Date: _____

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Deborah C. Gordon
C/CAG Chair

Date: _____

By: _____
Counsel

Date: _____

C/CAG AGENDA REPORT

Date: August 14, 2008

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 08-33 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and the Metropolitan Transportation Commission (MTC) for the 2020 Peninsula Gateway Corridor Study - Phase 2 in the amount of \$250,000.

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

RECOMMENDATION

Review and approval of Resolution 08-33 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and the Metropolitan Transportation Commission (MTC) for the 2020 Peninsula Gateway Corridor Study - Phase 2 in the amount of \$250,000.

FISCAL IMPACT

\$250,000 will be used in conjunction with other local funds (amount to be determined) towards the projects identified within the 2020 Peninsula Gateway Corridor Study - Phase 2.

SOURCE OF FUNDS

Bay Area Toll Authority (BATA) funds

BACKGROUND/DISCUSSION

The 2020 Gateway Study was one of the recommendations from the Bay Crossing Study. The purpose of the Study, which began in 2003, is to identify short, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. The objective of the study is to define and evaluate traffic improvements in the study area that address the Study goals which includes: facilitating access; enhancing economic opportunities; optimizing use of existing infrastructure; reducing congestion and local community impacts; and minimizing environmental impacts on sensitive resources.

The Study includes the establishment of the universe of potential project alternatives, preliminary review and identification of potential issues, and the development of next step strategies to further evaluate and implement specific projects. An assessment of relative benefits, costs, and impacts for these project alternatives was conducted and summarized in assessment tables that utilizes a simple "high-medium-low" approach.

ITEM 4.3

At the May 8, 2008 C/CAG Board Meeting, staff provided the Board with a project status update. Since then, the Study Report was finalized in July 2008 and the report will be made available in August 2008. Current activities include development of a project Action Plan to implement selective project alternatives identified from the study results and performing outreach to stakeholders (Councils, Boards, and communities). The Action Plan, once approved and funded, will provide a framework for advancing proposed projects in Phase 2. The 2020 Peninsula Gateway Corridor Study - Phase 2 will include both implementation (design/construction) projects for proposed near-term improvements and projects that will require additional planning and engineering analysis for proposed long-term improvements.

In addition to the MTC contribution, it is anticipated that additional funding will be provided by a combination of project sponsors (C/CAG, Transportation Authority, Santa Clara Valley Transportation Authority) and local city stakeholders towards proposed implementation projects and projects requiring additional engineering analyses. The additional fund amounts and funding sources will be established as part of the Action Plan in advance of the start of Phase 2.

ATTACHMENTS

- Resolution 08-33
- Funding Agreement between MTC and C/CAG for Planning Assistance in the amount of \$250,000

RESOLUTION 08-33

* * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE CHAIR TO EXECUTE AN AMENDMENT TO THE COOPERATIVE AGREEMENT BETWEEN C/CAG AND THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE 2020 PENINSULA GATEWAY CORRIDOR STUDY – PHASE 2 IN THE AMOUNT OF \$250,000

* * * * *

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

WHEREAS, C/CAG, the Metropolitan Transportation Commission (MTC) has entered into a Funding Agreement for the “2020 Peninsula Gateway Corridor Study – Phase 2”; and

WHEREAS, the 2020 Peninsula Gateway Corridor Study – Phase 2 will focus on projects that are recommend for implementation and further project development to address traffic congestion relating to the connections of the Dumbarton Bridge and US 101 between SR 84 and SR 85; and

WHEREAS, MTC will support Phase 2 by providing C/CAG \$250,000 (two payments of \$125,000 each, once in FY 08/09 and once in FY 09/10); and

WHEREAS, the Funding Agreement term is set to expire June 30, 2010 or upon presentation of the final project deliverables; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute a Funding Agreement between C/CAG and MTC for the "2020 Peninsula Gateway Corridor Study – Phase 2" in the amount of \$250,000.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF AUGUST 2008.

Deborah C. Gordon, Chair

FUNDING AGREEMENT
BETWEEN METROPOLITAN TRANSPORTATION COMMISSION
AND THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY
FOR PLANNING ASSISTANCE

THIS AGREEMENT is made and entered into as of the 1st day of June, 2008, by and between the Metropolitan Transportation Commission (herein called "MTC"), a regional transportation planning agency established pursuant to California Government Code § 66500 *et seq.*, and the City/County Association of Governments of San Mateo County (herein called "RECIPIENT").

W I T N E S S E T H

WHEREAS, MTC has two hundred fifty thousand (\$250,000) to support Phase 2 of a planning study known as the 2020 Peninsula Corridor Gateway Study ("the Project") to identify short, medium and long-range options for addressing traffic congestion relating to the connections of the Dumbarton Bridge and US 101 between SR 84 and SR 85; and

WHEREAS, Phase 1 of the Project was successfully completed; and

WHEREAS, Phase 2 of the Project will address projects that are recommended for further study to resolve issues and identified mitigations and development of projects with identifiable and immediate benefits; and

WHEREAS, MTC will participate in the Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) and monitor the study as it relates to the Freeway Performance Initiative (FPI); and

WHEREAS, MTC has agreed to provide funding for this planning effort, and has programmed funds in FY 2008-09 and FY 2009-10 to fund this project;

NOW, THEREFORE, the parties hereto agree as follows:

1. SCOPE OF WORK

RECIPIENT agrees to perform, or to engage a consultant to perform, the Project activities described in Attachment A, Scope of Work, attached hereto and incorporated herein by

this reference as though set forth in full. RECIPIENT agrees, in addition, to provide all necessary staff support to deliver the activities in Attachment A.

2. TIME OF PERFORMANCE

The activities funded by this Agreement shall commence on or after June 1, 2008 and RECIPIENT shall complete them by June 30, 2010, unless earlier terminated as hereinafter provided.

3. FUNDING AND METHOD OF PAYMENT

A. MTC agrees to provide RECIPIENT up to two hundred fifty thousand dollars (\$250,000) from Bay Area Toll Authority (BATA) funds for the purpose of funding the Project described in Attachment A.

B. Payment to RECIPIENT shall be made in two payments of one hundred twenty-five thousand dollars (\$125,000) each. The first payment will be made in the 2nd quarter of fiscal year 2008/2009, or between October 1 and December 31, 2008, at the MTC Project Manager's discretion. The second payment will be made in the 1st quarter of fiscal year 2009/2010, or between July 1 and September 20, 2009, at the MTC Project Manager's discretion.

C. Payment shall be made within thirty (30) days after receipt by MTC of an acceptable invoice, which shall be subject to the review and approval of MTC's Project Manager. RECIPIENT shall deliver or mail invoice to MTC, as follows:

Accounting Department
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 – 8th Street
Oakland, CA 94607-4700

D. Subject only to duly executed amendments, it is expressly understood and agreed that in no event will the total compensation to be paid under this Agreement exceed the sum of two hundred fifty thousand dollars (\$250,000).

4. AMENDMENTS

Any changes in the activities to be performed under this Agreement shall be incorporated in written amendments, which shall specify the changes in work performed and any adjustments in compensation and schedule. All amendments shall be executed by the MTC Executive

Director or a designated representative and RECIPIENT. No claim for additional compensation or extension of time shall be recognized unless contained in a duly executed amendment.

5. TERMINATION

MTC may terminate this Agreement without cause upon ten (10) days prior written notice. If MTC terminates this Agreement without cause, RECIPIENT will be entitled to payment for all costs incurred through the effective date of termination, including costs for incomplete deliverables, up to the maximum amount payable for each deliverable. If RECIPIENT fails to perform as specified in this Agreement, MTC may terminate this Agreement for cause by written notice and RECIPIENT will be entitled only to costs incurred for work product acceptable to MTC, not to exceed the maximum amount payable under this Agreement for such work product.

9. INDEMNIFICATION

CONSULTANT shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability (including any and all costs and expenses in connection therewith), incurred by reason of any negligent or otherwise wrongful act or omission of RECIPIENT, its officers, agents, employees and subcontractors, or any of them, under or in connection with this Agreement.

6. RECORDS AND AUDITS

RECIPIENT shall retain all documents, working papers, records, accounts and other materials relating to its performance under this Agreement for four years following the fiscal year of the last expenditure under this Agreement, and MTC and its authorized representatives may inspect and audit such records during that period of time.

7. MEETINGS

RECIPIENT agrees to include MTC as a member of the Technical Advisory Committee, and invite MTC to participate in all meetings held in connection with this Project, including public meetings and Project stakeholder meetings.

8. IDENTIFICATION OF DOCUMENTS

RECIPIENT will ensure that all documents related to the Project including meeting notices and reports state that the Project is funded by the Metropolitan Transportation Commission.

9. NOTICES

All notices or other communications to either party by the other shall be deemed given when made in writing and delivered or mailed to such party at their respective addresses as follows:

To MTC: Attention: Sean Co
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

To RECIPIENT: Attention: Sandy Wong
C/CAG of San Mateo County
555 County Center
Redwood City, CA 94063

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto as of the day and year first written above.

METROPOLITAN TRANSPORTATION
COMMISSION

C/CAG of San Mateo County

Steve Heminger, Executive Director

Deborah C. Gordon, C/CAG Chair

ATTACHMENT A 2020 PENINSULA GATEWAY STUDY PHASE 2

SCOPE OF WORK

Introduction

At the time that the existing approaches to the Dumbarton Bridge were being developed, the magnitude of the traffic that would be using the Bridge was not fully recognized. The seriousness of the congestion that has since developed has created major problems for local communities. The 2020 Peninsula Gateway Corridor Study – Phase 1, which was one of the recommendations that came out of the Bay Crossing Study done by the Metropolitan Transportation Commission, was the first step in approaching this problem.

RECIPIENT's 2020 Peninsula Gateway Corridor Study - Phase 2 shall continue the process by performing further studies and developing supported projects from Phase 1 identified as short, medium and long-range options for addressing congestion problems relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. The process will continue to address political and environmental issues associated with establishing acceptable solutions to mitigating congestion in this area. RECIPIENT's staff may perform the project, or the RECIPIENT may engage a consultant to perform the project.

Two committees were formed to provide guidance on the Phase 1 Study and will continue to oversee the development and implementation of this Phase 2 project. The Technical Advisory Committee will be responsible for analyzing information, providing a mechanism for giving staff input to RECIPIENT's staff or consultant, reviewing the work of RECIPIENT's staff or consultant, determining the reasonableness of the work done by RECIPIENT's staff or the consultant, and providing local transportation expertise to the study. The Policy Advisory Committee will provide guidance on the broad shape and direction of the study. The Policy Committee will also oversee the process and determine what policies and options will work in the real world. RECIPIENT's staff will carefully coordinate the work of both committees. Information from the Technical Committee will be provided to the Policy Committee on a regular basis for review and consideration. It is anticipated that both committees will offer different perspectives to the process.

Study Area

The study area for this project is defined as U.S. Highway 101 from CA Highway 84 West (Woodside Road) in Redwood City to CA Highway 85 in Mountain View and the connection of Highway 101 to the Dumbarton Bridge (CA Highways 84, 109, and 114). This is the direct study area with traffic impacts. However, it is critical that the study address the impact in the vicinity of the study area, which includes areas directly impacted by traffic to and from the Dumbarton Bridge and extending to Middlefield Road on the west.

Project Goals

The 2020 Peninsula Gateway Corridor Study - Phase 2 project goal is to address the two types of projects that resulted from the Phase 1 Study. The first project types are categorized as ones that are recommended for further studies to resolve issues and identified mitigations. Projects that will require further study may include projects initially analyzed as part of the "Universe of projects" and also other project ideas that were not originally considered. Additional studies for these projects may include more in depth development of traffic forecasting and operational analyses, preliminary determination of environmental and social impacts, and development of a conceptual project cost estimates.

The second category is defined as projects that appear to have clearly identifiable and immediate benefits, have general support, have a high likelihood of being fundable, and have a favorable cost benefit ratio. These projects would either be developed or implemented immediately or within a period of up to 10-years. The intent is to generate project study reports that can be programmed through the Regional Transportation Plan and the California Department of Transportation (Caltrans).

The purpose of these projects is to optimize utilization of existing infrastructure and implement solutions to improve traffic flow in the study area and minimize its impact on local communities. The goals of the project includes identification and development of potential transportation improvements that will facilitate access to existing and planned commercial, industrial, residential, and cultural/institutional and enhance and promote economic opportunities in the study area.

Advisory Committees

A Policy Advisory Committee and also a Technical Advisory Committee will provide oversight for the project. These two Committees will include representatives from:

- San Mateo County Transportation Authority (SMCTA)
- Santa Clara Valley Transportation Authority (VTA)
- City/County Association of Governments of San Mateo County (C/CAG)
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC)
- Cities of Menlo Park, East Palo Alto, Atherton, Redwood City, Palo Alto, Mountain View, and the County of San Mateo
- Silicon Valley Manufacturing Group
- Mid Peninsula Regional Open Space District

The Policy Advisory Committee includes elected officials from the aforementioned jurisdictions, board members, and senior level staff where appropriate. The Policy Advisory Committee will provide policy input to the Project Manager based on a consensus of the Committee. This Committee will review the RECIPIENT's work products regularly.

The Technical Advisory Committee includes staff level representatives from the aforementioned jurisdictions and agencies. This Committee will provide technical input to the Project Manager based on a consensus of the Committee. This Committee will review the RECIPIENT's work products at its monthly meetings.

RECIPIENT shall submit to the MTC Project Manager 3 copies of the Phase 2 Study on or before June 30, 2010.

C/CAG AGENDA REPORT

Date: August 14, 2008

To: C/CAG Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 08-34 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) between Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, San Mateo County Transportation Authority, and C/CAG to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project, and further authorizing the Executive Director to make minor changes to said MOU upon consultation with signatory agencies.

(For further information please contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 08-34 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) between Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, San Mateo County Transportation Authority, and C/CAG to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project, and further authorizing the Executive Director to make minor changes to said MOU upon consultation with signatory agencies.

FISCAL IMPACT

Total cost of the funded portion of the Smart Corridors project is projected to cost \$24 million. Fund sources are outlined as follows:

- \$10M TLSP - Traffic Light Synchronization Program (Prop. 1B: Infrastructure Bond)
- \$3M San Mateo County Transportation Authority Measure A (swap – to be paid back by STIP)
- \$367K Metropolitan Transportation Commission
- \$5.605M Regional Transportation Improvement Program (STIP)
- \$1.082M C/CAG: Congestion Relief Program; Vehicle License Fee Program

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SOURCE OF FUNDS

The funds will be derived from the Congestion Relief Program, Traffic Light Synchronization Program, and State Transportation Improvement Program, and Local match funds from Measure A.

BACKGROUND/DISCUSSION

The San Mateo County Smart Corridors Project is a cooperative effort by the San Mateo City/County Association of Governments (C/CAG), SMCTA, multiple local jurisdictions, Caltrans, and countywide and regional transportation agencies. An Incident Management Committee (IMC) was established to evaluate and strategize programs that can be implemented in San Mateo County to manage traffic congestion during incidents. The program focused on increasing the coordination between Caltrans, CHP, local agency public safety, and local agency public works staff during freeway incidents when it is desirable to direct traffic that is expected to leave the freeway onto an alternative route on local streets.

The San Mateo County Incident Management - Alternative Route Plan (currently in draft) identified parallel arterial streets that are the best candidates as alternative routes for moving a higher demand of traffic during incidents and seek to contain and/or minimize the impacts of the diverted traffic onto the local street network. The San Mateo County Smart Corridors Program builds upon the foundation identified in the Incident Management - Alternative Route Plan.

The San Mateo County Smart Corridors Project will implement traffic management strategies by deploying Intelligent Transportation System (ITS) elements along conventional state highway routes and major local streets such that these designated routes will have the tools to manage traffic congestion and improve mobility.

Staff have met with and gained informal support, for the Smart Corridor concept, from each City Manager and Public Works Director of all the cities involved with this MOU. Future agreement will be executed which address details related to the maintenance and operations of the Smart Corridors Project.

The purpose of this MOU is to acknowledge the agreement of all participating jurisdictions to work cooperatively to develop and implement the Smart Corridors project. Attached is a copy of the MOU with the partner agencies that defines the vision and goals and general roles and responsibilities associated with the development of the Smart Corridor project.

The attached MOU is in draft form and is subject to Legal Counsel approval as to form. The Board will also authorize C/CAG staff to make minor changes to the agreement upon consultation with the participating agencies within the parameters identified in this report.

ATTACHMENTS

- Resolution 08-34
- MOU between Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, San Mateo County Transportation Authority, and C/CAG to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project.

RESOLUTION 08-34

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY AND/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN CALTRANS DISTRICT 4, THE COUNTY OF SAN MATEO, CITY OF BELMONT, CITY OF BURLINGAME, CITY OF FOSTER CITY, CITY OF MILLBRAE, CITY OF REDWOOD CITY, CITY OF SAN BRUNO, CITY OF SAN CARLOS, CITY OF SAN MATEO, SAN MATEO COUNTY TRANSPORTATION AUTHORITY, AND C/CAG TO ACKNOWLEDGE THE SMART CORRIDORS PROJECT, AND TO AGREE TO WORK COOPERATIVELY TO ASSIST IN DEVELOPMENT OF THE SMART CORRIDORS PROJECT, AND FURTHER AUTHORIZING THE EXECUTIVE DIRECTOR TO MAKE MINOR CHANGES TO SAID MOU UPON CONSULTATION WITH SIGNATORY AGENCIES

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 sponsor agency for the development and implementation of the Smart Corridors Project in San Mateo County; and

WHEREAS, C/CAG seeks to develop a Memorandum of Understanding (MOU) to acknowledge agreement of the participating jurisdictions to work cooperatively in the development of the Smart Corridors Project; and

WHEREAS, C/CAG desires to enter into a MOU with Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of East Palo Alto, City of Foster City, City of Menlo Park, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, County of San Mateo, San Mateo County - Transportation Authority, to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project; and

WHEREAS, the participating jurisdictions listed above and C/CAG are currently working together to finalize the Memorandum of Understanding.

NOW, THEREFORE, BE IT RESOLVED that the Chair the Board of Directors of C/CAG is hereby authorized to execute the Memorandum of Understanding (MOU) between Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, San Mateo County Transportation Authority, and C/CAG to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project, and further authorizing the Executive Director to make minor changes to said MOU upon consultation with signatory agencies. The final draft of the MOU will be reviewed and approved by Legal Counsel as to form.

PASSED, APPROVED, AND ADOPTED THIS 14th DAY OF AUGUST 2008.

Deborah C. Gordon, Chair

**MEMORANDUM OF UNDERSTANDING
FOR
SAN MATEO COUNTY
SMART CORRIDORS PROJECT**

This memorandum of understanding (MOU) by and between the City/ County Association of Governments (C/CAG), Caltrans District 4, the County of San Mateo, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, County of San Mateo, and San Mateo County Transportation Authority (SMCTA), known as “Parties”, is to acknowledge the agreements between the agencies for the development of the Smart Corridors Project.

The purpose of this MOU is to acknowledge the agreement of all Parties to work cooperatively to develop and implement the Smart Corridors project within the Parties’ jurisdiction. It is solely a guide to the intentions of the participating agencies.

This MOU is only intended to address the general objectives and framework of the Smart Corridors Project. This MOU is not intended to commit any agency to funding, or maintenance and operations responsibilities.

Applicability of the Alternative Route

The alternative routes will only be activated during a major traffic incident on US 101. It is not the intent nor does this document authorize use of the alternate routes for routine congestion management.

Separate future agreements will define and address specifics regarding hardware and software components for installation, information sharing and restrictions, signal and sign control/ location, phase plan initiation and overriding authority, cost sharing, specific maintenance and operation responsibilities, and other related issues.

Vision and Goal of the Smart Corridors Project

The Parties agree on the vision and goals articulated in the San Mateo County, Intelligent Transportation Systems, Strategic Plan, 20- Year ITS Strategic Plan.

“improve mobility, improve travel time reliability, and enhance the transportation system safety for all travelers in San Mateo County through the integrated and strategic use of advanced technologies and interagency cooperation”

The Parties agree that this vision will guide the implementation of the Smart Corridors project, guide the development of associated Smart Corridors agreements and, guide any future expansion or revisions to the Smart Corridors infrastructure by any agency.

The Parties also agree that the Smart Corridors project, in concept, will support the following incident management strategies, as described on ITS strategic planning document.

- Provide reliable and timely information to all travelers to support informed decision-making – Installing remote cameras and control systems will provide visual information of real time traffic conditions to assist transportation agencies and Traffic Management Centers in making informed decisions.
- Enhance roadway network operations to ensure safe and reliable travel – Installing new communication and control structures will enhance and expedite traffic communication between jurisdictions, and facilitate the conveyance of reliable alternate route information to the traveling public in the event of a major traffic incident on US 101.
- Enhance the ability to respond to emergencies and incidents to improve safety and reduce impacts to the transportation system – The main focus of the Smart Corridors project is to provide a focused alternate route on appropriate local streets and state highways during major traffic incidents on US 101. Installation of new communication and detection devices are anticipated to facilitate communication between jurisdictions and facilitate conveyance of reliable alternate route information to the traveling public in the event of a major traffic incident on US 101.
- Enhance the efficiency, safety and attractiveness of transit to increase transit mode share – Addressing local congestion on alternate routes during major traffic incidents on US 101, has the potential to benefit transit travel time as it is intended to facilitate overall traffic flow in general.
- Enhance and support interagency operability and coordination to support efficient system management –Implementation of a regional Traffic Management Center under the Smart Corridors project is expected to directly support communications and coordination among the Parties. The ability of a single entity to activate devices, during a major traffic incidents on US 101, directly supports efficient system management.

The Smart Corridors project directly addresses the following 3 of the 7 goals listed on Incident Management section (Section 9) of the San Mateo County ITS Strategic Plan.

- Develop and implement Countywide Incident Management Plans
- Install CCTV cameras at key locations throughout San Mateo County
- Implement Incident Management Support software to support efficient incident response

General Objectives of the Smart Corridors

The Smart Corridors Project will serve as a vehicle, which allows the Parties to work cooperatively together to promote safe and effective transportation management and operations on local arterials and highways within San Mateo County during major traffic incidents. It is hereby agreed that the Smart Corridors Project will provide participants to this MOU with the following items:

- The ability to quickly identify the location of major traffic incidents in San Mateo County;
- The ability to share real-time traveler information and video among agencies;
- The ability to share cross-jurisdictional signal timing data and operations to manage non-recurring traffic congestion on El Camino Real and local streets due to major traffic incidents;
- The ability to promote safe and orderly flow of traffic that are diverted due to a major traffic incident through the use of cameras, signal timing, dynamic signs, and other traffic control devices;
- The ability to coordinate and communicate traffic management plans among emergency service providers, cities, the county, state agencies;
- The ability to safely direct the public and emergency responders on local streets and highways during a major traffic incident; and
- The ability to implement proactive traffic management and restore the roadway network to full capacity as soon as possible following a major traffic incident.

The Alternate Routes for Traffic Incident (ARTI) Guide addresses the effects of non-recurring traffic congestion caused by major freeway incidents within San Mateo County. The document identifies emergency alternate routes, establishes general traffic management response guidelines, and facilitates interagency traffic management communication and coordination. The Guide is intended to be a “resource guide” for emergency responders to use concurrently with existing agency procedures, practices, communication structure, and chain of command.

General Roles and Responsibilities

The Parties commit to work together to implement traffic management strategies and alternate routes to mitigate non-recurring traffic congestion on local streets and state highways, utilizing the pre-determined alternate routes as outlined in the ARTI Guide.

When there is a major traffic incident that diverts traffic into their jurisdiction or a nearby jurisdiction, the parties associated with this MOU agree on the following general statements:

- Allow an alternate route, for major traffic incidents, within their jurisdiction.
- Collaborate to develop and implement a Smart Corridor in their jurisdiction.
- Provide technical resources to help design and achieve a Smart Corridor that includes their jurisdiction.
- During major traffic incidents, to allow control of the Smart Corridors by the Traffic Management Center.
- During non-incidents, the local segments of the Smart Corridors will be operated and controlled by respective jurisdiction with no limitations. For the conventional state highway segments, pre-approved scenarios for special events can be negotiated between Caltrans and the cities that can then be implemented upon local request.

Stakeholders Committee

- Role – Stakeholder committee will provide technical review of the design, communicate local issues affecting the project, and ensure that the project reflects the needs of the local jurisdictions. The Stakeholder Committee will also provide technical guidance and recommendations to the project consultant.
- Members – The members of the Stakeholders committee will be comprised of technical staff members, with one member representing each of the participating Parties. Each Party will ensure that their representative attends regularly scheduled meetings.

Steering Committee

- Role - Steering Committee will serve as project managers responsible for maintaining high-level support for the Smart Corridors Project and conveying the project status and policy issues to the Parties' governing boards, as necessary. The Steering committee will also resolve administrative issues and disagreements between the Parties surrounding the design and implementation of the Smart Corridors project. The Steering committee will have the authority to modify this MOU to add new Parties that execute this MOU, as amended and make other minor changes as deemed necessary.
- Members – The members of the Steering Committee will consist of executive level staff from the following agencies: San Mateo County Transportation Authority (SMCTA), C/CAG, City of San Mateo, Caltrans District 4 – Operations, MTC – Operations.

Term of the MOU

This MOU is effective until the Smart Corridors is either replaced with another regional communications and/or control system or the regional communication and control system is no longer needed.

Parties to the MOU

Initial Parties to the MOU include all agencies as shown on the signatory page. These agencies are affected by the currently funded project. As the Smart Corridors obtain funding and other jurisdictions are added to the Smart Corridors, it may be advantageous for those additional agencies to become party to the MOU. The participating agencies acknowledge that, upon an amendment to this MOU, additional participating agencies may subsequently join the Smart Corridors and become signatory to this MOU. Amendments to the MOU adding a new agency shall be effective once it is properly executed by the new agency and approved by the Steering Committee on behalf of all other participating agencies.

Other Agreements

Future cooperative agreements between certain parties designating responsibilities for design, construction, operations, maintenance, and cost sharing will be generated separately and on an as-needed basis.

AGREED AND EXECUTED BY:

City of Belmont

Date: _____

City of Burlingame

Date: _____

City of Foster City

Date: _____

City of Millbrae

Date: _____

City of Redwood City

Date: _____

City of San Bruno

Date: _____

City of San Carlos

Date: _____

City of San Mateo

Date: _____

County of San Mateo

Date: _____

Caltrans District 4

Date: _____

C/CAG

Date: _____

San Mateo County Transportation Authority

Date: _____

C/CAG AGENDA REPORT

Date: August 14, 2008

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 08-35 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$738,803 for July 1, 2008 through June 30, 2009.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 08-35 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$738,803 for July 1, 2008 through June 30, 2009 in accordance with staff recommendation.

FISCAL IMPACT

The total additional funding obligated through the extensions will not exceed \$738,803 in order to continue services through June 30, 2009.

SOURCE OF FUNDS

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and included in the Fiscal Year 08/09 budget. The Transportation Authority is providing matching funds for those shuttles that take riders to a Caltrain Station.

BACKGROUND/DISCUSSION

The C/CAG Shuttle Program was developed out of the Congestion Relief Plan. In connection with the Congestion Management Program, individual cities do not have to prepare deficiency plans on a biannual basis, instead C/CAG took on the responsibility by setting up the Congestion Relief Plan. One of the measures in the Congestion Relief Plan is the local shuttle program. The objective of the Congestion Relief Plan is to absolve cities from the responsibility of preparing a deficiency plan.

There are nine jurisdictions with shuttles and these will all be continuations of ongoing shuttle operations. A Shuttle Review Committee was convened and has recommended the shuttles be funded at the amounts listed in the table below with the exception of the Low Income Subsidy Program portion of the East Palo Alto application, because the Review Committee believed the Low Income Subsidy Program would be better suited for funding by the Lifeline Program which is also administered by C/CAG. However, due to the unknown timing and eligibility criteria of

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the Lifeline Program at this time, staff is recommending that East Palo Alto receive the grant in the amount requested of \$72,405, which includes the Low Income Subsidy Program amount of \$11,500. Staff will recommend that East Palo Alto pursue other potential funding sources such as the Lifeline Program for this portion of their program in future funding cycles.

City	Requested Funding for FY 08/09	FY 07/08 Grant Amount	Funding Recommendation for FY 08/09
Brisbane / Daly City	\$89,309	\$84,839	\$89,309
Burlingame	\$54,000	\$50,000	\$54,000
East Palo Alto	\$72,405	\$68,526	\$72,405
Foster City	\$151,000	\$87,050	\$151,000
Menlo Park	\$116,089	\$81,881	\$116,089
Millbrae	\$16,000	\$21,000	\$16,000
Redwood City	\$90,000	\$67,400	\$90,000
South San Francisco	\$150,000	\$90,000	\$150,000
Total	\$738,803	\$550,696	\$738,803

C/CAG's budget for Local Service Programs for FY 08/09 is \$500,000 plus \$300,000 in matching funds from the Transportation Authority. Each of the shuttles will require amendments to the existing agreements for an increase of funds and extension of time. The amendments shall be in a form approved by City/County Association of Governments' Legal Counsel.

Please see the table below to view the operating cost per passenger for each of the shuttles. The C/CAG benchmark for the operating cost per passenger as a performance standard is \$6.00 per passenger for fixed route shuttles and \$15.00 per passenger for door-to-door shuttles.

Shuttle	FY 07/08 Operating Cost / Passenger		
	Quarter 1	Quarter 2	Quarter 3
Brisbane/Daly City (door-to-door)	\$5.10	\$9.17	\$24.74
Burlingame	\$7.94	\$6.84	\$6.82
East Palo Alto Senior/Shopper (door-to-door)	\$23.74	\$16.15	\$16.37
East Palo Alto Weekend	\$6.77	\$5.62	\$9.89
Foster City Blue	\$2.70	\$2.72	\$2.84
Foster City Red	\$1.42	\$1.66	\$1.54
Menlo Park Marsh	\$2.86	\$3.81	\$6.32
Menlo Park Willow	\$3.17	\$3.34	\$5.56
Menlo Park Middy	\$2.79	\$3.23	\$8.68
Millbrae (door-to-door)	\$7.72	\$13.61	\$9.37
Redwood City	\$13.05	\$9.10	\$7.35
South San Francisco OP BART	\$4.55	\$4.71	\$4.61
South San Francisco UG BART	\$6.66	\$6.61	\$6.62
South San Francisco OP Caltrain	\$3.77	\$4.88	\$4.88
South San Francisco UG Caltrain	\$7.26	\$8.46	\$7.50

The Brisbane/Daly City Shuttle experienced reduced ridership during the third quarter of FY 07/08 that appears to be due to station constraints at the Bayshore Caltrain Station. Starting on May 5, 2008 there was a new shuttle route that launched to address the issues at the Bayshore

Caltrain Station. When we included the ridership from this new route serving Caltrain, the fourth quarter of FY 07/08 cost per passenger was back down to \$8.01.

Due to the increasing demand for shuttle funds, staff will evaluate the effectiveness of the program policy and may recommend changes for the C/CAG Board for future cycles.

ATTACHMENTS

- Resolution 08-35
- 8 Shuttle Program applications
- 8 shuttle agreement amendments

ALTERNATIVES

1. Review and approval of Resolution 08-35 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$738,803 for July 1, 2008 through June 30, 2009 in accordance with staff recommendation.
2. Review and approval of Resolution 08-35 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$738,803 for July 1, 2008 through June 30, 2009 in accordance with staff recommendation with modifications.
3. No action

RESOLUTION 08-35

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENTS TO THE AGREEMENTS WITH VARIOUS CITIES AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO EXTEND THE PROVISION OF LOCAL AND EMPLOYER BASED SHUTTLE SERVICES FOR A TOTAL ADDITIONAL COST NOT TO EXCEED \$738,803 FROM JULY 1, 2008 THROUGH JUNE 30, 2009. THESE FUNDS ARE DERIVED FROM THE CONGESTION RELIEF PROGRAM WITH SOME MATCHING FUNDS FROM THE TRANSPORTATION AUTHORITY.

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 14, 2002 meeting approved the Countywide Traffic Congestion Relief Plan; and,

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

WHEREAS, on June 9, 2005 the C/CAG Board selected through a request for proposals process, six programs to be funded through June 30, 2006; and

WHEREAS, on August 10, 2006 the C/CAG Board approved an agreement with the Peninsula Traffic Congestion Relief Alliance for the support of an employer-based shuttle program in the City of South San Francisco; and

WHEREAS, on June 14, 2007 the C/CAG Board approved an agreement for the Redwood City shuttle program; and

WHEREAS, all of these programs have been successfully operating and the C/CAG Board desires to extend these services for an additional year; and

WHEREAS, C/CAG has determined that the added cost of these extensions shall not cumulatively exceed seven hundred thirty-eight thousand eight hundred and three dollars (\$738,803); and

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

<u>Agency</u>	<u>Increase in Funding</u>
City of Burlingame	\$54,000
City of East Palo Alto	\$72,405
City of Foster City	\$151,000
City of Menlo Park	\$116,089
City of Millbrae	\$16,000
Cities of Brisbane and Daly City	\$89,309
South San Francisco and the Alliance	\$150,000
Redwood City	\$90,000
Total	\$738,803

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to execute amendments to these agreements with the

aforementioned agencies increasing the funding by the amounts listed above and extending the contract period through June 30, 2009. The amendments shall be in a form approved by C/CAG Legal Counsel. In accordance with C/CAG adopted policy, the C/CAG Chair may administratively authorize up to an additional 5% of the original total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF AUGUST 2008.

Deborah C. Gordon, 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*

Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: Bayshore/Brisbane _route_ Daly City and Brisbane

Amount of funding requested: \$89,309

Contact person: Fred Smith, Joseph Curran

For technical issues Richard Cook

Phone: 650-508-7979

EmailCookr@Samtrans.com

Shuttle project summary: The Bayshore/Brisbane shuttle is a community shuttle that operates in the midday period to serve the population of the Bayshore and Brisbane areas. It operates during these hours in an on demand mode scheduled by the driver.

For FY -09 this shuttle will be expanded to cover the Caltrain schedules in commute hours in order to better serve this community. This schedule is being developed by the ALLIANCE and will operate along a fixed route during commute hours.

Attach a shuttle route map for each shuttle route that is being considered for funding.



For booking phone
415.740.9458
 or e-mail
parkingco22@sprintpcs.com

Bayshore / Brisbane Shuttle

The driver will return your call within 15 minutes or from the next stop.

A pilot program funded by SamTrans and the San Mateo County Transportation Authority with the co-operation of Daly City, Brisbane, BAAQMD and CCAG.



Free Shuttle weekdays only

Caltrain Information:

Llame para información sobre Caltrain

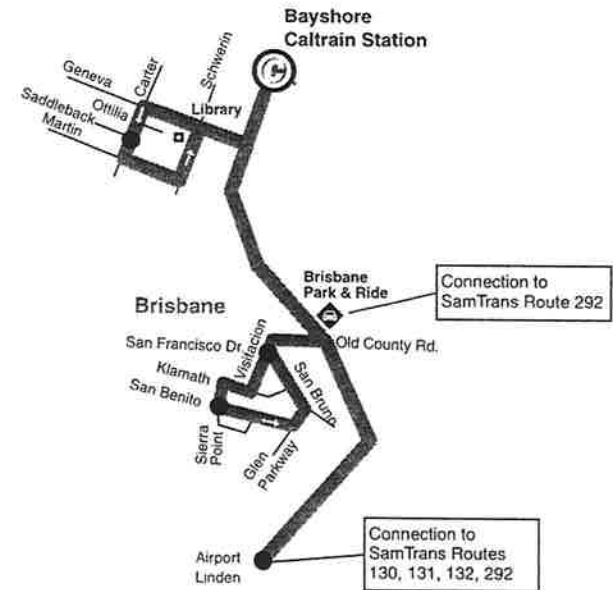
1.800.660.4287

Hearing Impaired: (TTY Only) 650.508.6448

www.caltrain.com

Effective April 2, 2007

BAYSHORE BRISBANE COMMUTER SHUTTLE



Passengers pay a fare on the train but **ride free** on the Caltrain Shuttle. Caltrain offers Monthly and 10-Ride passes. Caltrain also has a Ticket-by-Mail program.

BAYSHORE BRISBANE COMMUTER SHUTTLE SCHEDULE

FROM: SAN JOSE/GILROY

TRAIN	TRAIN NO.	231	139	147
		9:31	11:27	1:27
		↓	↓	↓
SHUTTLE	Carter/Saddleback	9:55	11:55	1:55
	Bayshore Caltrain	10:00	12:00	2:00
	Old County San Francisco	10:06	12:06	2:06
	Sierra Pt. San Benito	10:09	12:09	2:09
	Old County San Francisco	10:13	12:13	2:13
	Airport Linden	10:18	12:18	2:18

Bayshore/Brisbane Shuttle pilot program

The shuttle will circle on the route until it gets a phone call booking a trip. If the driver is operating the bus he/she will attempt to return your call from the next stop. If the phone is busy the driver will attempt to return your call with 15 minutes. If the driver is able he/she will do your trip the same day, but if demand is high or he/she is booked to another area, your trip will be booked in the next available time. This may mean your trip will be on the next day.

Trips can start only in the Bayshore/Brisbane area.

On Monday and Friday the shuttle may be booked to Serramonte shopping center or any stop along the way.

On Tuesday and Thursday the shuttle may be booked to Tanforan or any stop along the way. Caltrain and BART connections should be able to be booked at any time, but trip times are subject to bus availability. It may be necessary to drop you at another BART station other than your choice.

These rules will be for the establishment of the program only and will be subject to monthly review. If the trip patterns that emerge dictate changing these projected destinations we will respond as soon as possible.

Please be patient with your drivers as they learn the route and find individual homes for pickups.

FROM: SAN FRANCISCO

TRAIN	TRAIN NO.	142	150	158
		↓	↓	↓
SHUTTLE	Carter/Saddleback	11:34	1:34	3:34
	Bayshore Caltrain	11:40	1:40	3:40
	Old County San Francisco	11:44	1:44	3:44
	Sierra Pt. San Benito	11:47	1:47	3:47
	Old County San Francisco	—	1:50	3:50
	Airport Linden	11:54	1:54	3:54

* Not all Caltrain stops and shuttle stops are shown. For a complete Caltrain timetable, please contact your commute coordinator or call Caltrain at 1.800.660.4287. On-line schedule information is available at www.caltrain.com.

Commute.org Working Together to Improve Your San Mateo County Commute
[Home](#) | [Shuttle Info](#) | [Easy Commuting](#) | [Programs](#) | [Commute News & Help](#)

QuickLinks

Bayshore/Brisbane Commuter Caltrain Shuttle

Route Description

CALTRAIN STATION: Bayshore

The Bayshore/Brisbane Commuter Caltrain shuttle runs between the Bayshore Caltrain and the Brisbane - Crocker Industrial Park area as well as serving various residential streets on San Bruno Avenue during commute hours Monday through Friday. For more information about the shuttle service, please contact the Peninsula Traffic Congestion Relief Alliance at (650) 1600. [Email Alliance](#) with a shuttle question or comment.

For more information about the shuttle program, please contact the Peninsula Traffic Congestion Relief Alliance at (650) 588-8170. [Email Alliance](#) with other questions or comments.

[Alliance Shuttle Information](#)

[Alliance Shuttle Program](#)

[Rider Alerts](#)

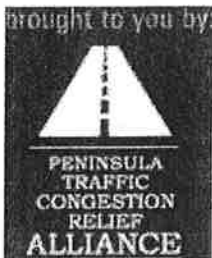
[Shuttles by Employer Area](#)

[Shuttle by City](#)

[Other Shuttles](#)

Bayshore/Brisbane Commuter Caltrain Shuttle

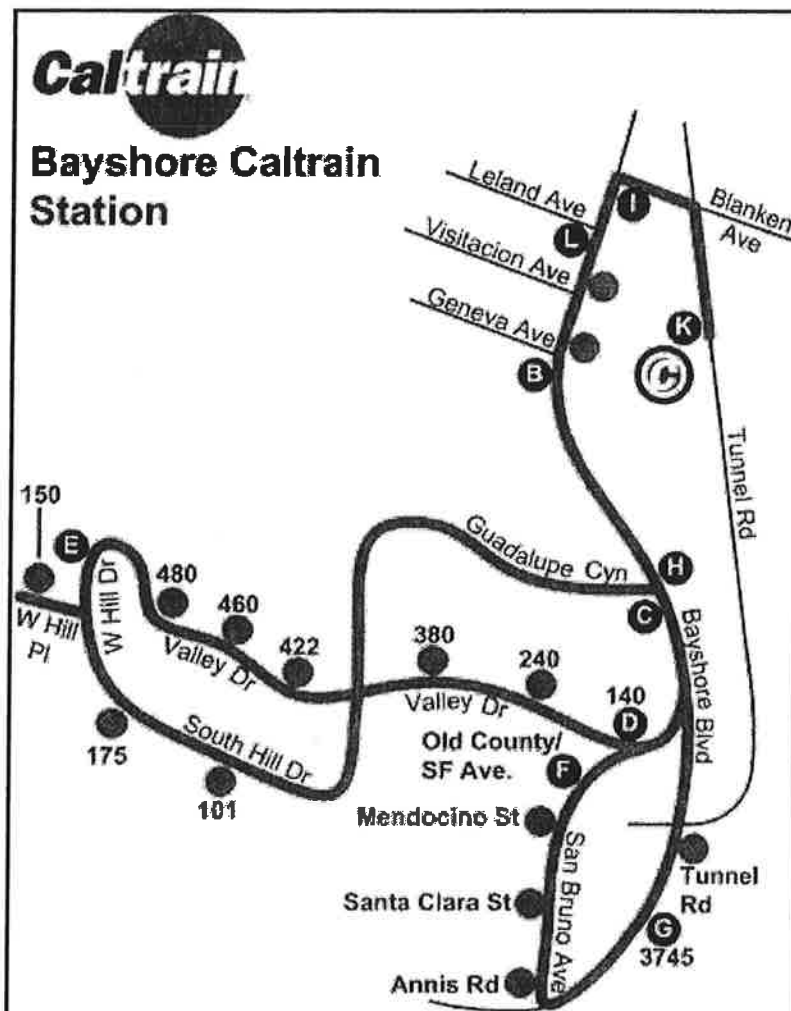
[View Schedule](#)  [Download Schedule](#)  [Download PDF reader](#)  [RiderAlert Register](#)



Participating Employers

- Bay Area Air Quality Management District
- City/County Association of Governments
- Peninsula Corridor Board
- San Mateo County Transportation Authority Measure "A" Fund





Caltrain Shuttles are funded in part by the Bay Area Air Quality Management District's Clean Air, City/County Association of Governments, Peninsula Corridor Joint Powers E Mateo County Transportation Authority - Measure "A" Funds. This shuttle is FREE to be open to the general public.

For more information, contact the Alliance Shuttle Department at 650.588.1600 or send mail.

Shuttle Schedule: Bayshore/Brisbane Commuter Caltrain Schedule

Parking Company of America (Shuttle Vendor)

Supervisor: 415-378-0974

Alliance: 650-588-8170

Email Alliance Shuttle Department

For the latest information on this route, see the [Rider Alert](#) page.

- [How to Use the Timetable](#)
- [Morning Shuttle Schedule](#)
- [Afternoon Shuttle Schedule](#)
- [Shuttle Stop Descriptions](#)
- [Shuttle Service Holidays](#)

- [NEW Printable Brisbane/Cocker Park Shuttle Schedule \(Effective 05/05/08\)](#)
- [Description of New Shuttle Service \(Effective 05/05/08\)](#)
- [Caltrain Timetable & Fare Information \(Effective 4/2/07\)](#)
- [Download PDF Reader](#)

Sign Up for Shuttle E-mail Updates

Stay informed as to what is happening regarding your shuttle. Registration also entitles eligible for quarterly giveaways. All information remains confidential. The Alliance does not distribute personal information.

- [eRiderAlert Registration](#)

HOW TO USE THE TIMETABLE: Locate a "lettered" time point, shown in **bold** text, or **prior** to where you want to board the shuttle. Find the same "lettered" time point on the timetable. The departure and arrival times are listed under each time point. Expect the bus to arrive shortly after the time associated with the selected time point.

Morning Schedule: Effective 05/05/08 (follow columns down for connecting shuttle times)
 * **Times in BOLD** are scheduled timing points listed on the printable shuttle schedule.

Trains Arrives Bayshore Caltrain Station:

Train No:	Train Numbers	103	211
Northbound Caltrain (to SF)	Bayshore	6:22	7:33
Train No:	Train Numbers	208	218
Southbound Caltrain (to SJ)	Bayshore	6:34	7:34

BAYSHORE CALTRAIN STATION

Shuttle Departs Bayshore Caltrain Station (K)	Bayshore Caltrain Station	6:40	7:40
SHUTTLE STOPS			
Bayshore & Leland (L)	(MUNI bus stop)	6:42	7:42
Bayshore & Geneva (B)	(SamTrans bus stop)	6:44	7:44
Bayshore & Guadalupe (C)	SW corner	6:46	7:46
140 Valley (D)	Shuttle Stop	5:52	6:48 7:48
<i>240 Valley</i>	<i>Shuttle Stop</i>	<i>5:52</i>	<i>6:48</i> <i>7:48</i>
<i>380 Valley</i>	<i>Shuttle Stop</i>	<i>5:52</i>	<i>6:48</i> <i>7:48</i>
<i>422 Valley</i>	<i>Shuttle Stop</i>	<i>5:52</i>	<i>6:48</i> <i>7:48</i>
<i>460 Valley</i>	<i>Shuttle Stop</i>	<i>5:52</i>	<i>6:48</i> <i>7:48</i>
<i>480 Valley</i>	<i>Shuttle Stop</i>	<i>5:52</i>	<i>6:48</i> <i>7:48</i>
W. Hill Dr. & W. Hill PL (E)	Shuttle Stop	5:57	6:53 7:53
<i>150 West Hill PL</i>	<i>Shuttle Stop</i>	<i>5:57</i>	<i>6:53</i> <i>7:53</i>
<i>175 South Hill</i>	<i>Shuttle Stop</i>	<i>5:57</i>	<i>6:53</i> <i>7:53</i>
<i>101 South Hill</i>	<i>Shuttle Stop</i>	<i>5:57</i>	<i>6:53</i> <i>7:53</i>
Old County / San Francisco Ave. (F)	Shuttle Stop	6:02	6:58 7:58
<i>San Bruno / Mendocino</i>	<i>Shuttle Stop</i>	<i>6:02</i>	<i>6:58</i> <i>7:58</i>

<i>San Bruno / Santa Clara</i>	<i>Shuttle Stop</i>	6:02	6:58	7:58
<i>San Bruno / Annis</i>	<i>Shuttle Stop</i>	6:02	6:58	7:58
3745 Bayshore (G)	(SamTrans bus stop)	6:08	7:04	8:04
<i>Bayshore & Tunnel</i>	<i>Park-n-Ride Lot</i>	6:08	7:04	8:04
Bayshore & Guadalupe (H)	NE corner	6:11	7:07	8:07
<i>Bayshore & Geneva</i>	<i>(SamTrans bus stop)</i>	6:11	7:07	8:07
<i>Bayshore & Visitacion</i>	<i>(MUNI bus stop)</i>	6:11	7:07	8:07
Bayshore & Blanken (I)	(MUNI bus stop)	6:15	7:12	8:12

BAYSHORE CALTRAIN STATION

Shuttle Arrives Bayshore Caltrain Station (K)	Bayshore Caltrain Station	6:17	7:14	8:14
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Trains Depart Bayshore Caltrain Station:

Train No:	Train Numbers	103	211	221
Northbound Caltrain (to SF)	Bayshore	6:22	7:33	8:33
Train No:	Train Numbers	208	218	228
Southbound Caltrain (to SJ)	Bayshore	6:34	7:34	8:34

***Drop-off ONLY**

Afternoon Schedule: Effective 05/05/08 (follow columns down for connecting shuttle
*** Times in BOLD** are scheduled timing points listed on the printable shuttle schedule.

Trains Arrives Bayshore Caltrain Station:

Train No.	Train Numbers	159	263
Northbound Caltrain (to SF)	Bayshore	4:24	5:13
Train No.	Train Numbers	266	276
Southbound Caltrain (to SJ)	Bayshore	4:40	5:40

BAYSHORE CALTRAIN STATION

Shuttle Departs Bayshore Caltrain Station (K)	Bayshore Caltrain Station	4:45	5:45
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SHUTTLE STOPS

Bayshore & Leland (L)	(MUNI bus stop)	4:47	5:47
Bayshore & Geneva (B)	SW corner	4:49	5:49
Bayshore & Guadalupe (C)	SW corner	4:51	5:51
Old County / San Francisco Ave. (F)	Shuttle Stop	4:54	5:54
<i>San Bruno / Mendocino</i>	<i>Shuttle Stop</i>	4:54	5:54
<i>San Bruno / Santa Clara</i>	<i>Shuttle Stop</i>	4:54	5:54
<i>San Bruno / Annis</i>	<i>Shuttle Stop</i>	4:54	5:54
3745 Bayshore (G)	(SamTrans bus stop)	5:00	6:00
<i>Bayshore & Tunnel</i>	<i>Park-n-Ride Lot</i>	5:00	6:00
140 Valley (D)	Shuttle Stop	5:03	6:03
<i>240 Valley</i>	<i>Shuttle Stop</i>	5:03	6:03
<i>380 Valley</i>	<i>Shuttle Stop</i>	5:03	6:03

422 Valley	Shuttle Stop	5:03	6:03
460 Valley	Shuttle Stop	5:03	6:03
480 Valley	Shuttle Stop	5:03	6:03
W. Hill Dr & W. Hill Pl (E)	Shuttle Stop	5:08	6:08
150 West Hill Pl.	Shuttle Stop	5:08	6:08
175 South Hill	Shuttle Stop	5:08	6:08
101 South Hill	Shuttle Stop	5:08	6:08
Bayshore & Guadalupe (H)	Shuttle Stop	5:13	6:13
Bayshore & Geneva	Shuttle Stop	5:13	6:13
Bayshore & Visitacion	Shuttle Stop	5:13	6:13
Bayshore & Blanken (I)	Shuttle Stop	5:17	6:17

CALTRAIN SHUTTLE STOP

Shuttle Arrives Bayshore Caltrain Station (K)	NW corner	5:18	6:18
Trains Depart Bayshore Caltrain Station:			
Train No.	Train Numbers		
Northbound Caltrain (to SF)	Bayshore		
Train No.	Train Numbers	276	284
Southbound Caltrain (to SJ)	Bayshore	5:40	6:40

***Drop-off ONLY**

Shuttle Stop Descriptions

Bayshore/Brisbane Commuter Caltrain Shuttle Stops

Bayshore Caltrain Station (K)	In the parking lot at the Bayshore Caltrain station.
Bayshore & Leland (L)	MUNI Bus Stop on Bayshore at Bayshore & Leland
Bayshore & Geneva (B)	Southwest corner on Bayshore at Bayshore & Geneva
Bayshore & Guadalupe (C)	Southwest corner on Bayshore at Bayshore & Guadalupe
140 Valley (D)	In front of 140 Valley (Across from City of Brisbane-City Hi
240 Valley	<i>In front of 240 Valley (Flax Art & Design)</i>
380 Valley	<i>In front of 380 Valley (bebe - Northeast corner on Valley)</i>
422 Valley	<i>In front of 422 Valley</i>
460 Valley	<i>In front of 460 Valley (Across from Monster Cable)</i>
480 Valley	<i>In front of 480 Valley (Across from DHL Danzas)</i>
W. Hill Dr. & W. Hill Pl. (E)	In front of 100 West Hill Drive (Louis Raphael / Kizan Int'l)
150 W. Hill Place	<i>In front of 150 West Hill Place (Kuehne & Nagel Inc.)</i>
175 South Hill	<i>In front of 175 South Hill (Dolby Laboratories)</i>
101 South Hill	<i>In front of 101 South Hill (at driveway of Air Technical Publishe</i>
Old County & San Francisco Ave. (F)	In front of the Post Office (at the SamTrans Bus Stop)
San Bruno & Mendocino	<i>Northeast corner on San Bruno at San Bruno & Mendocino</i>
San Bruno & Santa Clara	<i>Northeast corner on San Bruno at San Bruno & Santa Clara</i>
San Bruno & Annis	<i>Top of the hill on San Bruno at the corner of San Bruno & Anni</i>

3745 Bayshore (G)	SamTrans Bus Stop on Bayshore (In front of stairs to VWF
<i>Bayshore & Tunnel</i>	<i>SamTrans Bus Stop on Bayshore at the corner of Bayshore &</i>
Bayshore & Guadalupe (H)	Northeast corner on Bayshore at Bayshore & Guadalupe
<i>Bayshore & Geneva</i>	<i>SamTrans Bus Stop on Bayshore at Bayshore & Geneva</i>
<i>Bayshore & Visitacion</i>	<i>MUNI Bus Stop on Bayshore at Bayshore & Visitacion</i>
Bayshore & Blanken (I)	MUNI Bus Stop on Bayshore at Bayshore & Blanken

Brisbane/Crocker Business Park Shuttle Service Holiday

The Brisbane/Crocker Business Park Shuttle observes a number of holidays each year. On these "Service Holidays," this route will not be in operation. Following is the list of City non-service days:

New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day.

In addition to the days listed above, Caltrain may operate limited service on President's Day, the day after Thanksgiving. On these two days, the Brisbane shuttle will observe a reduced schedule.

Unless noted elsewhere, the shuttle will maintain its normal schedule on days not observed as "Shuttle Holidays".

Rev. 04/30/08

San Mateo County's Transportation Demand Management Agency whose mission is to reduce the number of single occupant vehicles traveling in, to or through San Mateo County, reducing vehicle emissions and improving air quality.

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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*

Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: **City of Burlingame – North Burlingame Shuttle**

Amount of funding requested: **\$54,000** funding for estimated \$108,000 annual service expense.

Contact person: **Jane Gomery – Engineering Department**

Phone: **(650) 558-7240**

Email: **JGomery@burlingame.org**

Reporting Responsibility

Contact person: **Michael Stevenson – Shuttle Program Manager**

– Peninsula Traffic Congestion Relief Alliance

Phone: **(650) 588-8170**

Email: **mike@commute.org**

Shuttle project summary:

This shuttle runs between the Millbrae Intermodal BART & Caltrain Station, Mills-Peninsula Medical Center, Sisters of Mercy of the Americas and also serves the residential area of the Easton-Burlingame neighborhood during commute hours, Monday through Friday. Commuters, residents and students utilize this service.

The shuttle currently operates seven-daily service hours from 5:45a – 9a and 3p – 6:40p with 16-daily trips. The service is timed to serve shift workers at the Mills-Peninsula Medical Center as well as students and staff attending Sisters of Mercy.

The requested grant funding is being matched with funds from a public/private partnership between the City of Burlingame, Mills-Peninsula Health Services and Sisters of Mercy of the Americas.

As of the end of March 2008, the shuttle experienced almost 3,500 boardings (54 Average Weekday Riders - AWR) for FY 07-08 Q3, which was a 19% increase over the year ago quarter. Over the previous 12-months the shuttle experienced over 12,500 boardings (49 AWR), which was a 31% increase over the same year ago period. During this period and after the deduction of shuttle trips, almost 8,500 SOV trips were eliminated by this shuttle. January through April 2008 ridership (available data to date), shows monthly increases in average weekday ridership. In April 2008, the shuttle averaged almost 70 daily riders.

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*

Following is the ridership usage percentage based on the February 2008 On/Off report provided by the shuttle vendor:

Sisters of Mercy of the Americas: 70.0%
Mills-Peninsula Health Services: 23.3%
Burlingame Residents: 6.7%

30% of the daily usage during the school year is directly attributable to the first “after school” trip from Sisters of Mercy.

The City of Burlingame is asking for additional funds due to an annual rate increase and substantial expected fuel surcharges.

Attach a shuttle route map for each shuttle route that is being considered for funding.



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*

Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: City of East Palo Alto

Amount of funding requested: 50% of total cost

<u>Weekend Caltrain Shuttle:</u>	<u>\$18,522</u>
<u>Shopper Shuttle:</u>	<u>\$42,383</u>
<u>Low Income Subsidy Program:</u>	<u>\$11,500</u>
<u>Total:</u>	<u>\$72,405</u>

Contact person: Mary Flamer

Phone: (650) 853-7143

Email: mobility_epamanager@yahoo.com

Shuttle project summary:

- 1) **Weekend Caltrain Shuttle.** The weekend Community Shuttle is a free community service designed to link East Palo Alto neighborhoods with the Palo Alto Transit Center.
- 2) **Shopper Shuttle.** Provides East Palo residents with shopping opportunities to destinations in Mountain View, Palo Alto/ Stanford, and Redwood City.
- 3) **Low Income Subsidy Program:** Under this program, up to 100 SamTrans monthly transit passes will be sold to eligible low-income residents of East Palo Alto. The program implements a recommendation of the East Palo Alto Community Based Transportation Plan. It is a partnership among City of East Palo Alto, SamTrans, El Concilio, Human Services of San Mateo County. El Concilio and Human Services of San Mateo County are ensuring that recipients are low-income residents. Subsidized passes will be sold to eligible residents at \$25 for a monthly passes, a \$23 monthly subsidy.

Attached are shuttle route maps for each shuttle route that is being considered for funding.

This community shuttle takes you between the Palo Alto Caltrain Station and East Palo Alto.

The shuttle is funded jointly by:

- SamTrans
- SMC Transportation Authority
- City of East Palo Alto
- Bay Area Air Quality Management District
- SMC Human Services Agency

Transit Information:

Llame para información sobre Caltrain y SamTrans

1.800.660.4287

Hearing Impaired: (TTY Only) 650.508.6448

www.smctd.com

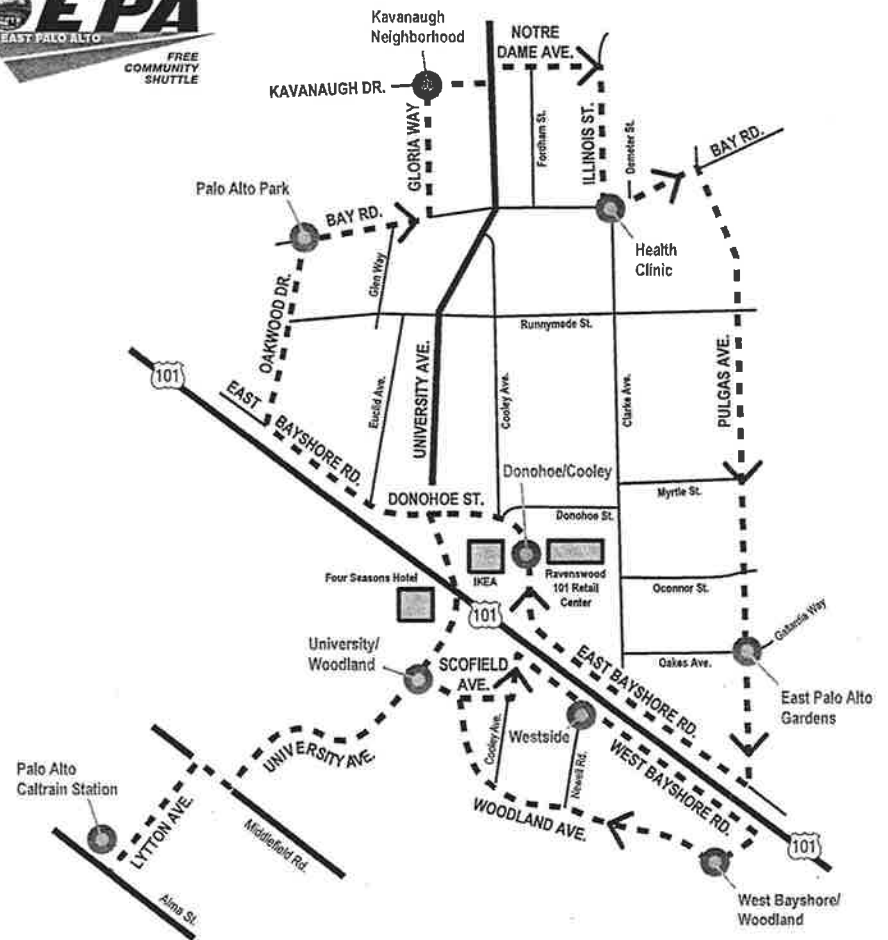
SamTrans Community Shuttle Service



Between Palo Alto Caltrain Station and the City of East Palo Alto

- Palo Alto Caltrain Station
- Bay Rd. / Oakwood Dr. Palo Alto Park
- Kavanaugh Dr. / University Ave. Kavanaugh Neighborhood
- Bay Rd. / Illinois St. Health Clinic
- Pulgas Ave. / Gallardía Way East Palo Alto Gardens
- Donohoe St. / Cooley Ave. IKEA
- West Bayshore Rd. / Newell Ave. Westside
- Woodland Ave. / West Bayshore Rd.

Effective: December 3, 2007



WEEKDAY SHUTTLE SCHEDULE

CALTRAIN WEEKDAY SCHEDULE

Mornings

North		South	
#101 / 5:01	#102 / 5:51		
#103 / 5:36	#104 / 6:21		
#305 / 6:05	#206 / 6:57		
#309 / 6:23	#208 / 7:18		
#207 / 6:36	#210 / 7:26		
#313 / 7:05	#314 / 7:51		
#215 / 7:16	#216 / 8:01		
#319 / 7:23	#218 / 8:18		
#217 / 7:36	#220 / 8:26		
#323 / 8:05	#324 / 8:51		
#225 / 8:16	#226 / 9:01		
#329 / 8:23	#228 / 9:18		
#227 / 8:36	#230 / 9:26		
#233 / 9:11	#134 / 10:03		
#135 / 9:41	—		
#237 / 10:11	—		

Evenings

North		South	
#159 / 3:38	#256 / 3:25		
#261 / 4:16	#158 / 4:03		
#263 / 4:24	#260 / 4:25		
#267 / 5:16	#362 / 4:44		
#369 / 5:06	#264 / 5:01		
#271 / 5:24	#368 / 5:12		
#275 / 5:54	#270 / 5:38		
#277 / 6:16	#372 / 5:49		
#379 / 6:06	#274 / 6:02		
#281 / 6:24	#378 / 6:12		
#285 / 6:54	#280 / 6:38		
#287 / 7:10	#382 / 6:49		
#189 / 7:21	#386 / 7:12		
#191 / 8:41	#288 / 7:38		
—	#190 / 8:16		

NOTE: Not all times shown
12:15 A.M. times
11:05 P.M. times

Mornings

Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma	Caltrain - Lytton / Alma	University / Woodland	Bay / Oakwood
5:10	5:12	5:15	5:20	5:25	5:30	5:35	5:45	5:55	6:05	6:10
5:40	5:42	5:45	5:50	5:55	6:00	6:05	6:15	6:15	6:25	6:30
6:15	6:17	6:20	6:25	6:30	6:35	6:40	6:50	6:50	7:00	7:05
6:35	6:37	6:40	6:45	6:50	6:55	7:00	7:10	7:10	7:20	7:25
7:05	7:07	7:10	7:15	7:20	7:27	7:32	7:43	7:45	7:55	8:00
7:25	7:28	7:33	7:38	7:43	7:50	7:55	8:10	8:25	8:35	8:40
8:00	8:03	8:07	8:13	8:18	8:23	8:37	8:43	—	—	—
8:40	8:43	8:46	8:52	8:57	9:02	9:07	9:20	—	—	—

Evenings

Caltrain - Lytton / Alma	University / Woodland	Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma
4:20	4:30	4:35	4:38	4:43	4:48	5:03	5:10	5:15	5:27
5:15	5:25	5:30	5:33	5:38	5:43	5:48	5:55	6:00	6:12
5:30	5:40	5:45	5:48	5:53	5:58	6:03	6:10	6:15	6:27
6:17	6:27	6:32	6:35	6:40	6:45	6:50	6:57	7:02	7:14
6:30	6:40	6:45	6:48	6:53	6:58	7:03	7:10	7:15	7:26
7:17	7:27	7:32	7:35	7:40	7:45	7:50	7:57	—	—
7:41	7:51	7:56	7:59	8:04	8:09	8:14	8:21	—	—

Service does not operate on New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas

Late Night

VTA Line 22 (West)	SamTrans KX (East)	SamTrans 300 (South)	Caltrain North	Caltrain South	Caltrain - Lytton / Alma	Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma
10:39	10:36	11:05	11:01	10:56	11:10	11:20	11:22	11:25	11:30	11:35	11:43	11:48	11:58
11:05	—	—	—	—	—	—	—	—	—	—	—	—	—
11:34	11:38	—	—	—	—	—	—	—	—	—	—	—	—
12:02	—	12:03	—	—	12:08	12:18	12:20	12:23	12:28	12:33	12:41	12:46	12:56
12:30	—	—	—	—	—	—	—	—	—	—	—	—	—
12:59	—	1:01	12:57	—	1:06	1:16	1:18	1:21	1:26	1:31	1:38	1:43	1:53

Description of Service

The schedule shows scheduled timepoints. The shuttle driver will also stop along the route in East Palo Alto if you wave to the driver in a safe location. In the late evenings, shuttle drivers will wait for late Caltrain or VTA buses (when Caltrain is not operating) for up to 10 minutes. For more information on the East Palo Alto Free Shopper Shuttle or Free Youth Shuttle, please call the East Palo Alto Mobility Manager at (650) 853-7143.

Descripción del Servicio

El itinerario muestra la hora indicada de paradas del autobús. El conductor del autobús se detendrá a lo largo de la ruta en East Palo Alto si se encuentra en un lugar seguro y hace seña con la mano. Por las noches, el conductor del autobús esperará hasta por diez minutos al tren de Caltrain o por el autobús de VTA. (Aun cuando el tren no este en servicio). Para más información acerca de los autobuses gratuitos Free Shopper Shuttle o Free Youth Shuttle de East Palo Alto, por favor llame a Mary Flamer, Gerente de transporte al 650.853-7143.

WEEKEND SHUTTLE SCHEDULE

CALTRAIN WEEKEND SCHEDULE

Mornings

North		South	
#421 / 7:31	#422 / 9:02		
#423 / 8:31	#424 / 10:02		
#425 / 9:31	#426 / 11:02		
#427 / 10:31	#428 / 12:02		
#429 / 11:31	#430 / 1:02		
#431 / 12:31	#432 / 2:02		
#433 / 1:31	#434 / 3:02		

Afternoons / Evenings

North		South	
#435 / 2:31	#436 / 4:02		
#437 / 3:31	#438 / 5:02		
#439 / 4:31	#440 / 6:02		
#441 / 5:31	#442 / 7:02		
#443 / 6:31	#444 / 8:02		
#445 / 7:31	#446 / 9:02		
#447 / 8:31	#448 / 10:02		
#449 / 9:31	#450 / 11:02		
#451 / 11:01	#454 / 1:03		

NOTE: Not all times shown
12:15 A.M. times
11:05 P.M. times

Mornings

Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma	Caltrain - Lytton / Alma	Bay / Oakwood
6:45	6:47	6:50	6:55	7:00	7:10	7:15	7:25	7:35	7:45
7:45	7:47	7:50	7:55	8:00	8:10	8:15	8:25	8:35	8:45
8:45	8:47	8:50	8:55	9:00	9:10	9:15	9:25	9:35	9:45
9:45	9:47	9:50	9:55	10:00	10:10	10:15	10:25	—	—

Afternoons / Evening

Caltrain - Lytton / Alma	Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma
4:07	4:18	4:20	4:22	4:27	4:32	4:42	4:47	4:57
5:07	5:18	5:20	5:22	5:27	5:32	5:42	5:47	5:57
6:07	6:18	6:20	6:22	6:27	6:32	6:42	6:47	6:57
7:07	7:18	7:20	7:22	7:27	7:32	7:42	7:47	7:57
8:07	8:18	8:20	8:22	8:27	8:32	8:42	8:47	8:57
9:07	9:18	9:20	9:22	9:27	9:32	9:42	9:47	9:57
10:07	10:18	10:20	10:22	10:27	10:32	10:42	10:47	10:57

Service does not operate on New Year's, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

Late Evening

VTA Line 22 (West)	SamTrans 300 (South)	Caltrain - Lytton / Alma	Bay / Oakwood	Gloria / Kavanaugh	Bay / Clarke	Pugas / Oakes	Donohoe / Cooley	W. Bayshore / Woodland	University / Woodland	Caltrain - Lytton / Alma
SAT	SUN									
10:40	10:28									
11:05	10:58	10:44	11:10	11:21	11:23	11:25	11:30	11:35	11:42	11:47
11:34	11:26	11:42	12:08	12:18	12:20	12:22	12:27	12:32	12:42	12:47
12:03	11:56	12:37	1:08	1:18	1:20	1:22	1:27	1:32	1:42	1:47



See Shuttle stops and times on reverse side

The shuttle will be traveling through specific locations at specific times, however, you can also wave for the shuttle to pick you up anywhere along the route wherever it is safe for the driver to stop.

For more information call - Mary Flamer, Mobility Manager (650) 771-1637 or (650) 853-7143



EAST PALO ALTO

- Saratoga/Newbridge Senior Center
- Runnymede Gardens
- Wisteria/Camella
- Palo Mobile Estates
- Light Tree Apartments
- E. Bayshore/Donohoe
- W. Bayshore/Newell
- Downtown Palo Alto
- PAMF
- Stanford Shopping Center
- Wald Road
- Stanford Medical Center

PALO ALTO

Monday & Thursday

REDWOOD CITY

- Saratoga/Newbridge Senior Center
- Runnymede Gardens
- Wisteria/Camella
- Palo Mobile Estates
- Light Tree Apartments
- E. Bayshore/Donohoe
- W. Bayshore/Newell
- Kaiser Hospital
- Foodco
- Costco
- Sequoia Station
- K-Mart

EAST PALO ALTO

Tuesday & Friday

EAST PALO ALTO

- Saratoga/Newbridge Senior Center
- Runnymede Gardens
- Wisteria/Camella
- Palo Mobile Estates
- Light Tree Apartments
- E. Bayshore/Donohoe
- W. Bayshore/Newell
- San Antonio/Sears
- WalMart
- Sears

Hwy 101 South to Mtn View

MTN. VIEW

Wednesday



Shopper Shuttle Schedule



Effective October 29, 2007 - Runs Monday through Friday
See reverse side for MAP of Shuttle stops

Monday and Thursday

- 10:00 Saratoga/Newbridge
 - 10:10 Senior Center
 - 10:15 Runnymede Gardens
 - 10:25 Wisteria/Camellia
 - 10:28 Palo Mobile Estates
 - 10:31 Light Tree Apartments
 - 10:35 E. Bayshore/Donohoe
 - 10:45 W. Bayshore/Newell
 - 10:55 Downtown Palo Alto
 - 11:00 PAMF
 - 11:05 Stanford Shopping Center
 - 11:10 Welch Road
 - 11:15 Stanford Medical Center
 - 11:20 Stanford Shopping Center
 - 11:25 PAMF
 - 11:35 Downtown Palo Alto
 - 11:45 Saratoga/ Newbridge
 - 11:50 Senior Center
 - 11:55 Runnymede Gardens
 - 12:05 Wisteria/Camellia
 - 12:08 Palo Mobile Estates
 - 12:11 Light Tree Apartments
 - 12:15 E. Bayshore/Donohoe
 - 12:25 W. Bayshore/Newell
 - 12:35 Downtown Palo Alto
 - 12:40 PAMF
 - 12:45 Stanford Shopping Center
 - 12:50 Welch Road
 - 12:55 Stanford Medical Center
 - 1:00 Stanford Shopping Center
 - 1:10 PAMF
 - 1:15 Downtown Palo Alto
 - 1:25 Saratoga/Newbridge
 - 1:30 Senior Center
 - 1:35 Runnymede Gardens
 - 1:45 Wisteria/Camellia
 - 1:48 Palo Mobile Estates
 - 1:51 Light Tree Apartments
 - 2:06 W. Bayshore/Newell
 - 2:16 Downtown Palo Alto
 - 2:21 PAMF
 - 2:26 Stanford Shopping Center
 - 2:31 Welch Road
 - 2:35 Stanford Shopping Center
 - 2:40 PAMF
 - 2:45 Downtown Palo Alto
 - 2:55 Saratoga/Newbridge
 - 3:00 Senior Center
 - 3:05 Runnymede Gardens
 - 3:10 Wisteria/Camellia
 - 3:13 Palo Mobile Estates
 - 3:17 Light Tree Apartments
 - 3:21 E. Bayshore/Donohoe
 - 3:31 W. Bayshore/Newell
- LAST DROP OFF**

Tuesday and Friday

- 10:00 Saratoga/Newbridge
 - 10:10 Senior Center
 - 10:15 Runnymede Gardens
 - 10:25 Wisteria/Camellia
 - 10:30 Palo Mobile Estates
 - 10:33 Light Tree Apartments
 - 10:35 E. Bayshore/Donohoe
 - 10:45 W. Bayshore/Newell
 - 11:05 Kaiser Hospital
 - 11:15 Foodscs
 - 11:20 Costco
 - 11:25 Sequoia Station
 - 11:35 K-mart
 - 11:45 Kaiser Hospital
 - 11:50 Foodscs
 - 11:55 Costco
 - 12:15 Saratoga/Newbridge
 - 12:25 Senior Center
 - 12:30 Runnymede Gardens
 - 12:40 Wisteria/Camellia
 - 12:43 Palo Mobile Estates
 - 12:46 Light Tree Apartments
 - 12:50 E. Bayshore/Donohoe
 - 1:00 W. Bayshore/Newell
 - 1:20 Kaiser Hospital
 - 1:25 Foodscs
 - 1:30 Costco
 - 1:35 Sequoia Station
 - 1:40 K-mart
 - 1:43 Kaiser Hospital
 - 1:48 Foodscs
 - 1:53 Costco
 - 2:13 Saratoga/Newbridge
 - 2:23 Senior Center
 - 2:28 Runnymede Gardens
 - 2:38 Wisteria/Camellia
 - 2:41 Palo Mobile Estates
 - 2:45 E. Bayshore/Donohoe
 - 2:55 West Bayshore/Newell
- LAST DROP OFF**

Wednesday

- 10:00 Saratoga/Newbridge
 - 10:10 Senior Center
 - 10:15 Runnymede Gardens
 - 10:25 Wisteria/Camellia
 - 10:30 Palo Mobile Estates
 - 10:33 Light Tree Apartments
 - 10:36 E. Bayshore/Donohoe
 - 10:46 W. Bayshore/Newell
 - 11:05 San Antonio/Sears
 - 11:10 Wal-mart
 - 1:00 Sears
 - 1:05 Wal-Mart
 - 1:25 W. Bayshore/Newell
 - 1:35 Saratoga/Newbridge
 - 1:45 Senior Center
 - 1:50 Runnymede Gardens
 - 2:00 Wisteria/Camellia
 - 2:03 Palo Mobile Estates
 - 2:06 Light Tree Apartments
 - 2:10 E. Bayshore/Donohoe
 - 2:20 W. Bayshore/Newell
- LAST DROP OFF**

PROJECT IMPLEMENTATION
It is anticipated that the new service would start October 29, 2007

Sponsored by the City of East Palo Alto and City/County Association of Governments


EAST PALO ALTO FREE SHOPPER SHUTTLE
YOUR FREE RIDE

The East Palo Alto Shopper Shuttle is free and open to all residents. The shuttle buses will have "East Palo Alto Shopper Shuttle" written on the sides. The shuttle will be traveling through specific locations at specific times, however you can also wave for the shuttle to pick up anywhere along the route whenever it is safe for the driver to stop. When you get on the bus, kindly tell the driver where you want to be let off.

All vehicles are equipped with a wheelchair lift and space for two wheelchairs.

Please send your questions and comments to:
City of East Palo Alto - Mary Flamer, Mobility Manager
2415 University Avenue
East Palo Alto, CA 94303
Phone: (650) 771-1637
Web Site: www.ci.east-palo-alto.ca.us

Funding for this program generously provided by C/CAG




El Autobus de Personas de la Mercado de East Palo Alto
SU VIAJE GRATIS

El autobus para personas de la mercado de East Palo Alto es gratuito y esta disponible para todos los residentes de la ciudad. Estara el logo de la ciudad de East Palo Alto escrito en los lados del autobus. Viajara el autobus por localidades y hora especificas, sin embargo tambien puede pasar el autobus sobre la ruta, mientras sea seguro para el chofer de parir. Cuando se suba al autobus, favor de decirle al chofer donde le gustaria bajar.

Todos los vehiculos vienen equipados con sencion para silla de ruedas y espacio para dos sillas de ruedas.

Favor de enviar sus preguntas y comentarios al Departamento de Obras Publicas e Ingermento de la ciudad a:
City of East Palo Alto - Mary Flamer, Mobility Manager
Departamento de Ingermento de la Ciudad
2415 University Avenue
East Palo Alto, CA 94303
Phone: (650) 771-1637
Web Site: www.ci.east-palo-alto.ca.us

Financiamiento para este programa ha sido generosamente brindado por C/CAG



C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: **City of Foster City – Connections Blue & Red Line
Shuttles**

Amount of funding requested: **\$151,000** funding for estimated \$302,000 annual service expense.

Contact person: **Leslie Carmichael – Community Development Department**

Phone: **(650) 286-3236**

Email: **lcarmichael@fostercity.org**

Reporting Responsibility

Contact person: **Michael Stevenson – Shuttle Program Manager**

– Peninsula Traffic Congestion Relief Alliance

Phone: **(650) 588-8170**

Email: **mike@commute.org**

Shuttle project summary:

The Foster City Connections shuttles operate between 9:30am and 3:30pm, Monday through Friday (except holidays) with a half-hour mid-day break for the driver.

The RED LINE shuttle follows the SamTrans 251 route, stopping at the SamTrans bus stops from Hillsdale Shopping Center and Bridgepointe Shopping Center, designed for passengers to utilize either service to get to their destination. This service is unique in that it enhances the existing SamTrans service by providing scheduled 20-40 minute headways depending on the shuttle's service trip.

The BLUE LINE shuttle provides service between Bridgepointe Shopping Center and Sea Cloud Park with a connection to the Red Line/SamTrans 251 route at the Foster City Recreation Center at 650 Shell Blvd. and at E. Hillsdale Blvd./Edgewater Blvd.

The requested grant funding is being matched with dollar-for-dollar city funds to provide shuttle service to the community.

As of the end of March 2008, the two Connections shuttles combined for 18,900 boardings (295 Average Daily Riders - ADR) for FY 07-08 Q3, which was a 4% increase over the year ago quarter. Over the previous 12-months the shuttles experienced a combined 77,000

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boardings (302 AWR), which was a 37% increase over the same year ago period. During this period and after the deduction of shuttle trips, almost 73,000 SOV trips were eliminated by this shuttle network. Approximately 64% of the ridership utilizes the Red Line, with the balance taking the Blue Line shuttle.

The City of Foster City, with the assistance of the Ad Hoc Transportation Committee, is currently evaluating revised service opportunities for the Connections service as the first step in a comprehensive community transportation review.

The Red Line vehicle is dramatically over capacity related to vehicle size. Due to the volume and composition of the ridership, the single 21-passenger vehicle is consistently unable to meet its schedule. The unique nature of this operation - enhancing SamTrans 251 service – means that the Red Line shuttle timing must synchronize with the SamTrans 251 timings. As a result, simple schedule adjustments are not so simple. A mid-size vehicle began serving the route mid year and the city approved funding for a larger 40-passenger bus. The committee is reviewing the potential addition of a second vehicle and implementing a new two-vehicle schedule to resolve the timing and capacity issues.

Due to the timing of this grant request deadline versus the ad hoc committee and city council meeting dates, the City of Foster City is requesting C/CAG grant funding based on the proposed three-bus service (pending official city approval at a later date). Under this plan, the Blue Line would continue to operate approximately six hours per weekday and the Red Line would operate with a 40-passenger vehicle for approximately seven hours per weekday. On or about October 2008, the Red Line would receive a second 40-passenger vehicle with both buses operating a combined 12 hours per weekday. Also included in the request is an allocation for service promotion and potential fuel surcharges projected to be up to 10% of the expected service expense. Should the city approve a less expensive service option, the C/CAG reimbursement requests (if approved) will be based on the usual 50% maximum grant match.

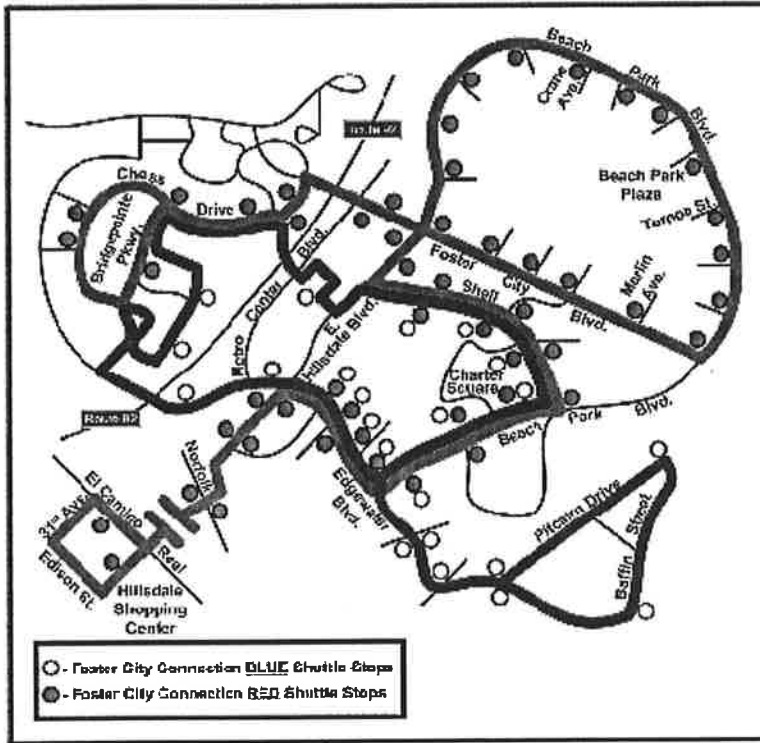
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Attach a shuttle route map for each shuttle route that is being considered for funding.

Blue and Red Line Service Map



C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: City of Menlo Park

Amount of funding requested:

	CCAG Funding	Total Cost
Midday Shuttle	\$ 71,852	\$ 143,704
Shopper Shuttle	\$ 6,564	\$ 13,128
Willow Rd. Shuttle	\$ 19,399	\$ 97,596
Marsh Road Shuttle	\$ 18,274	\$ 93,094
Total	\$ 116,089	\$ 347,522

Contact person: Debbie Helming

Phone: (650) 330-6773

Email: dahelming@menlopark.org

Shuttle project summary:

- 1) The **Midday Shuttle** provides small bus service to the front door of destinations frequented by seniors, such as shopping and medical destinations. Unlike traditional fixed-route service, the bus drops passengers off at the front door of Safeway and Macy's, instead of requiring the passenger to walk to the destination from a bus stop on a major arterial. While the Midday Shuttle service is open to the general public, it is tailored to meet the needs of seniors. The hourly headways are provided with two buses on weekdays between 9:30 am and 3:30 pm.
- 2) The **Shoppers Shuttle** is operated on Wednesdays only. The shuttle picks up residents in Sharon Heights area at home and take them shopping at the Sharon Heights Safeway, Stanford Shopping Center, and downtown Menlo Park, and then returns residents home in the afternoon.
- 3) The **Willow Road Shuttle** connects the Menlo Park Caltrain Station to major employment sites including the Veterans Medical Center, OICW Training Center, and employers along O'Brien, Adams Court, and Hamilton Court.
- 4) The **Marsh Road Shuttle** connects the Menlo Park Caltrain Station to major employment sites along the Marsh Road corridor with stops at employers along Bohannon, Scott, Jefferson, and Constitution.

Route Maps and schedules are provided for these services.



This Caltrain shuttle takes you between the Menlo Park Caltrain Station and Marsh Road area office buildings during commute hours. The shuttle is funded jointly by the Bay Area Air Quality Management District Transportation Fund for Clean Air, Peninsula Corridor Joint Powers Board and the following:



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City of Menlo Park and local employers

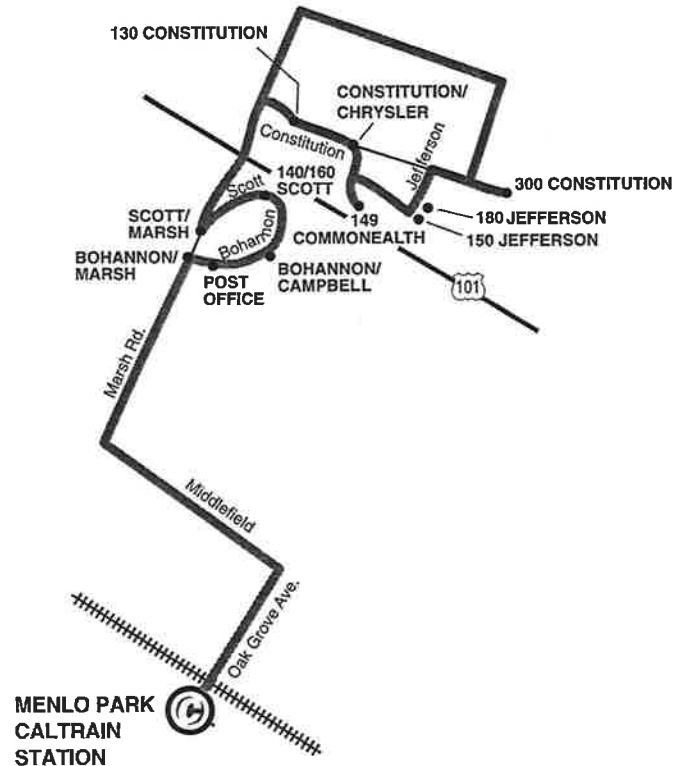
Your commute coordinator can be contacted at:



Menlo Park Caltrain ↔ Marsh Road



MARSH ROAD AREA CALTRAIN



Passengers pay a fare on the train but **ride free** on the Caltrain Shuttle. Caltrain offers Monthly and 10-Ride passes. Caltrain also has a Ticket-by-Mail program.

Caltrain Information:

Llame para información sobre Caltrain

1.800.660.4287

Hearing Impaired: (TTY Only) 650-508-6448

www.caltrain.com

Effective April 2, 2007

MARSH ROAD AREA CALTRAIN SHUTTLE SCHEDULE

FROM: SAN FRANCISCO

TRAIN NO.	210	220	230
TRAIN Menlo Park	7:23 7:35	8:23 8:35	9:23
SHUTTLE Menlo Park Caltrain Post Office Bohannon Dr./Campbell 160 Scott 140 Scott Scott/Marsh 130 Constitution Constitution/Chrysler 149 Commonwealth 150 Jefferson 180 Jefferson 300 Constitution Tyco Lobby	7:47 7:52 7:53 7:54 7:55 7:56 7:56 7:58 7:58 8:00 8:01 8:02	8:47 8:52 8:53 8:54 8:55 8:56 8:56 8:58 8:58 9:00 9:01 9:02	9:25 9:30 9:31 9:32 9:33 9:33 9:34 9:36 9:36 9:37 9:38 9:39 9:40
TRAIN NO.	207 211	217 221	227 231
TRAIN Menlo Park	6:39 6:45	7:39 7:45	8:39 8:45
SHUTTLE Menlo Park Caltrain Post Office Bohannon Dr./Campbell 160 Scott 140 Scott Scott/Marsh 130 Constitution Constitution/Chrysler 149 Commonwealth 150 Jefferson 180 Jefferson 300 Constitution Tyco Lobby	6:47 6:52 6:53 6:54 6:55 6:56 6:56 6:58 6:58 7:00 7:01 7:02	7:47 7:52 7:53 7:54 7:55 7:56 7:56 7:58 7:58 8:00 8:01 8:02	8:47 8:52 8:53 8:54 8:55 8:56 8:56 8:58 8:58 9:00 9:01 9:02

-69-
Shuttles wait 5 minutes past scheduled departure time for late trains.

MORNING SCHEDULE *

* Not all Caltrain stops and shuttle stops are shown.
For a complete Caltrain timetable, please contact your commute coordinator or call Caltrain at 1.800.660.4287. On-line schedule information is available at www.caltrain.com.

TO: SAN FRANCISCO

TRAIN NO.	257	261	365	267	275	277
SHUTTLE 130 Constitution Constitution/Chrysler 149 Commonwealth 150 Jefferson 180 Jefferson 300 Constitution Tyco Lobby Scott/Marsh 140 Scott 160 Scott Bohannon Dr./Campbell Post Office Menlo Park Caltrain	2:32 2:32 2:33 2:34 2:35 2:36 2:37 2:39 2:40 2:41 2:42 2:43 2:55	3:32 3:32 3:33 3:34 3:35 3:36 3:37 3:39 3:40 3:41 3:42 3:43 3:55	4:17 4:17 4:18 4:19 4:20 4:21 4:24 4:25 4:26 4:27 4:28 4:40	4:52 4:52 4:53 4:54 4:55 4:56 4:59 5:00 5:01 5:02 5:03 5:15	5:24 5:25 5:25 5:26 5:27 5:40	5:52 5:52 5:53 5:54 5:55 5:56 5:59 6:00 6:01 6:02 6:03 6:15
TRAIN NO.	257	261	365	267	275	277
TRAIN Menlo Park	3:14	4:19	4:46	5:19	5:57	6:19
SHUTTLE 130 Constitution Constitution/Chrysler 149 Commonwealth 150 Jefferson 180 Jefferson 300 Constitution Tyco Lobby Scott/Marsh 140 Scott 160 Scott Bohannon Dr./Campbell Post Office Menlo Park Caltrain	2:32 2:32 2:33 2:34 2:35 2:36 2:37 2:39 2:40 2:41 2:42 2:43 2:55	3:32 3:32 3:33 3:34 3:35 3:36 3:37 3:39 3:40 3:41 3:42 3:43 3:55	4:17 4:17 4:18 4:19 4:20 4:21 4:24 4:25 4:26 4:27 4:28 4:40	4:52 4:52 4:53 4:54 4:55 4:56 4:59 5:00 5:01 5:02 5:03 5:15	5:24 5:25 5:25 5:26 5:27 5:40	5:52 5:52 5:53 5:54 5:55 5:56 5:59 6:00 6:01 6:02 6:03 6:15
TRAIN NO.	154 256	158 260	266 270	276 280		
TRAIN Menlo Park	3:00 3:22	4:00 4:22	5:28 5:34	6:28 6:34		

AFTERNOON SCHEDULE *

TO: SAN JOSE/GILROY



This Caltrain shuttle takes you between the Menlo Park Caltrain Station and Willow Road area office buildings during commute hours. The shuttle is funded jointly by the Bay Area Air Quality Management District Transportation Fund For Clean Air, Peninsula Corridor Joint Powers Board and the following employers:



City of Menlo Park and local employers

Your commute coordinator can be contacted at:

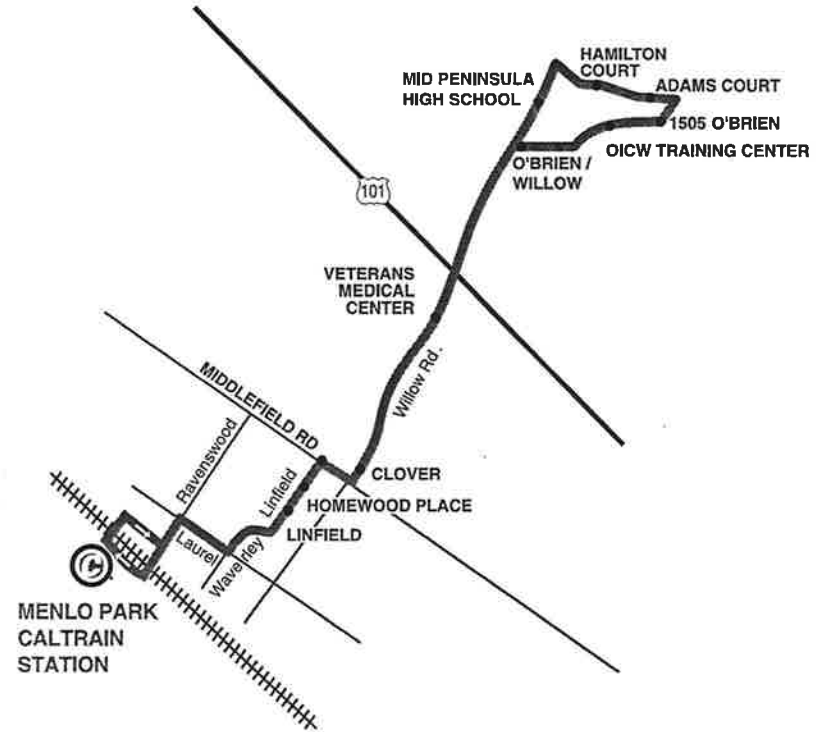
-70



Menlo Park Caltrain ↔ Willow Road



WILLOW ROAD AREA CALTRAIN SHUTTLE



Passengers pay a fare on the train but **ride free** on the Caltrain Shuttle. Caltrain offers Monthly and 10-Ride passes. Caltrain also has a Ticket-by-Mail program.

Caltrain Information:

Llame para información sobre Caltrain

1.800.660.4287

Hearing Impaired: (TTY Only) 650.508.6448

www.caltrain.com

Effective April 2, 2007

WILLOW ROAD AREA CALTRAIN SHUTTLE SCHEDULE

MORNING SCHEDULE *

FROM: SAN FRANCISCO

TRAIN	TRAIN NO.	210	220
		312	322
	Menlo Park	7:23	8:23
		7:35	8:35
		↓	↓
SHUTTLE	Menlo Park Caltrain	7:47	8:47
	Linfield Dr.	7:50	8:50
	Homewood Place	7:51	8:51
	Middlefield Rd.	7:52	8:52
	Clover Lane	7:53	8:53
	Veterans Medical Ctr.	7:55	8:55
	O'Brien/Willow	7:58	8:58
	OICW Training Center	7:59	8:59
	1505 O'Brien Dr.	8:00	9:00
	Adams Court	8:01	9:01
	Hamilton Court	8:02	9:02

Shuttles wait 5 minutes past scheduled departure time for late trains.

FROM: SAN JOSE

TRAIN	TRAIN NO.	207	217	227
		211	221	231
	Menlo Park	6:39	7:39	8:39
		6:45	7:45	8:45
		↓	↓	↓
SHUTTLE	Menlo Park Caltrain	6:47	7:47	8:47
	Linfield Dr.	6:50	7:50	8:50
	Homewood Place	6:51	7:51	8:51
	Middlefield Rd.	6:52	7:52	8:52
	Clover Lane	6:53	7:53	8:53
	Veterans Medical Ctr.	6:55	7:55	8:55
	O'Brien/Willow	6:58	7:58	8:58
	OICW Training Center	6:59	7:59	8:59
	1505 O'Brien Dr.	7:00	8:00	9:00
	Adams Court	7:01	8:01	9:01
	Hamilton Court	7:02	8:02	9:02

AFTERNOON SCHEDULE *

TO: SAN FRANCISCO

SHUTTLE	Encinal/Laurel	2:40	—	—	—
	Mid Peninsula High	3:18	—	—	—
	Hamilton Court	3:21	4:15	4:55	5:55
	Adams Court	3:22	4:16	4:56	5:56
	1505 O'Brien	3:23	4:17	4:57	5:57
	OICW Training Center	3:24	4:18	4:58	5:58
	O'Brien/Willow	3:25	4:19	4:59	5:59
	Veterans Medical Center	3:28	4:22	5:02	6:02
	Clover Lane	3:31	4:25	5:05	6:05
	Middlefield Rd.	3:32	4:26	5:06	6:06
	Homewood Place	3:33	4:27	5:07	6:07
Linfield Dr.	3:34	4:28	5:08	6:08	
Menlo Park Caltrain	3:38	4:35	5:15	6:15	
		↓	↓	↓	↓
TRAIN	TRAIN NO.	159	365	267	277
	Menlo Park	3:41	4:46	5:19	6:19

TO: SAN JOSE/GILROY

SHUTTLE	Encinal/Laurel	2:40	—	—
	Mid Peninsula High	3:18	—	—
	Hamilton Court	3:21	4:55	5:55
	Adams Court	3:22	4:56	5:56
	1505 O'Brien	3:23	4:57	5:57
	OICW Training Center	3:24	4:58	5:58
	O'Brien/Willow	3:25	4:59	5:59
	Veterans Medical Center	3:28	5:02	6:02
	Clover Lane	3:31	5:05	6:05
	Middlefield Rd.	3:32	5:06	6:06
	Homewood Place	3:33	5:07	6:07
Linfield Dr.	3:34	5:08	6:08	
Menlo Park Caltrain	3:38	5:15	6:15	
		↓	↓	↓
TRAIN	TRAIN NO.	158	266	276
		260	270	280
	Menlo Park	4:00	5:28	6:28
		4:22	5:34	6:34

* Not all Caltrain stops and shuttle stops are shown. For a complete Caltrain timetable, please contact your commute coordinator or call Caltrain at 1.800.660.4287. On-line schedule information is available at www.caltrain.com.

FREE Service!



Menlo Park Midday Shuttle

FREE Shuttle Service

Effective June 2007

Thanks to community support the Menlo Park Midday Shuttle is able to serve your destinations:

- Onetta Harris Community Ctr.
- Menlo Park Senior Center
- Boys' and Girls' Club
- Menlo Park Library
- Glenwood Inn
- Crane Place
- Menlo Medical Clinic
- Draeger's
- Santa Cruz Avenue
- Menlo Park Caltrain Station
- Safeway
- Little House
- Partridge/Kennedy
- Stanford Shopping Center
- Stanford Medical Center

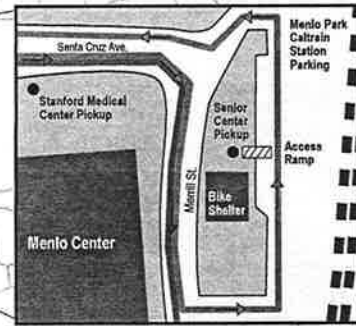
The Menlo Park Midday Shuttle connects to:

- Menlo Park Caltrain Station
- SamTrans 295, 296, 390
- Stanford Marguerite B Line



LEGEND

- Towards Senior Center
- Towards Stanford Medical Center
- ||| Caltrain Rail Line
- Shuttle Stop
- Highway 101
- El Camino Real



BAY AREA AIR QUALITY



TRANSPORTATION FUND FOR CLEAN AIR



Effective
JUNE
2007



MENLO
shuttle service

Menlo Park Midday Shuttle

Runs Monday through Friday

SHOPPER'S SHUTTLE

Shopping made easy.

Every Wednesday the Shopper's Shuttle will take you to Sharon Heights Safeway, downtown Menlo Park or Stanford Shopping Center. Call 650-330-6770 for more information.

* Passenger Pick-up at Home

10:00 a.m. Pick-up begins

* Passenger Drop-off

10:40 a.m. Sharon Heights Safeway
11:00 a.m. Stanford Shopping Center
11:20 a.m. Downtown Menlo Park

* These are approximate times.

* Pick-up Return Trip Home

(Reservations only)

11:45 a.m. Safeway Sharon Heights
12:40 p.m. Downtown Menlo Park
1:00 p.m. Stanford Shopping Center

* Arrives

1:20 p.m. Drop-off at homes

How to Ride the Shuttle

The Menlo Park Midday Shuttle is free and open to everyone. The shuttle buses are painted green and white with "Menlo Shuttle Service" written on the sides. Many bus stops are marked with a "Menlo Shuttle" sign, or with a "Midday Shuttle" sticker on a SamTrans sign. When you see the Shuttle coming, wave at the driver to indicate you want a ride.

It's easier to get on the shuttle at a bus stop, but you can also wave for the shuttle to pick you up at any place along the route where it is safe for the driver to stop. When you get on the bus, tell the driver where you want to be let off. Sometimes it is helpful to remind the driver just before you reach your stop.

It is easy to remember when the shuttle bus serves your favorite stops. The shuttle stops at the same time. For example, the bus heading towards Stanford stops at Crane Place at 53 minutes after the hour between 9:53 a.m. and 1:53 p.m.

All vehicles are equipped with a wheelchair lift and space for two wheelchairs.

Have you missed a shuttle and are uncertain as to when the next shuttle will arrive? Do you want to let the shuttle driver know in advance when you will be at a bus stop? Are you concerned about missing the shuttle? Riders in need of immediate assistance can call Parking Company of America at **415 378-0353**, Monday through Friday from 9:30 a.m. to 3:00 p.m.

To Stanford Hospital

	Menlo Park Senior Center	Belle Haven Library (On The Corner of Ivy & Chilton)	V.A. Medical Center	Menlo Park Library	Glenwood Inn	Crane Place/ Menlo Clinic	Santa Cruz Ave. El Camino Real	Menlo Park Caltrain Station	Safeway	Little House	Partridge/ Kennedy	Macy's	Andronico's	Stanford Hospital	Blake Wilbur Clinic
		9:38	9:45	9:50	9:53	9:57	10:00	10:03	10:06	10:11	10:14	10:17	10:21	10:23	
10:30	10:33	10:38	10:45	10:50	10:53	10:57	11:00	11:03	11:06	11:11	11:14	11:17	11:21	11:23	
11:30	11:33	11:38	11:45	11:50	11:53	11:57	12:00	12:03	12:06	12:11	12:14	12:17	12:21	12:23	
12:30	12:33	12:38	12:45	12:50	12:53	12:57	1:00	1:03	1:06	1:11	1:14	1:17	1:21	1:23	
1:30	1:33	1:38	1:45	1:50	1:53	1:57	2:00	2:03	2:06	2:11	2:14	2:17	2:21	2:23	

To Menlo Park Library and Menlo Park Senior Center

	Blake Wilbur Clinic	Stanford Hospital	Andronico's	Macy's	Cambridge Ave./ University Dr.	Little House	Safeway	Menlo Park Caltrain Station	Santa Cruz Ave. El Camino Real	Crane Place/ Menlo Clinic	Glenwood Inn	Menlo Park Library	V.A. Medical Center	Belle Haven Library (On The Corner of Ivy & Chilton)	Menlo Park Sr. Ctr.
10:30	10:33	10:37	10:39	10:42	10:47	10:50	10:53	10:56	11:00	11:03	11:08	11:15	11:20	11:23	
11:30	11:33	11:37	11:39	11:42	11:47	11:50	11:53	11:56	12:00	12:03	12:08	12:15	12:20	12:23	
12:30	12:33	12:37	12:39	12:42	12:47	12:50	12:53	12:56	1:00	1:03	1:08	1:15	1:20	1:23	
1:30	1:33	1:37	1:39	1:42	1:47	1:50	1:53	1:56	2:00	2:03	2:08	2:15	2:20	2:23	
2:30	2:33	2:37	2:39	2:42	2:47	2:50	2:53	2:56	3:00	3:03	3:08	3:15	3:20	3:23	

QUESTIONS?

City of Menlo Park Transportation Division	650-330-6770
Menlo Park Senior Center (includes seniors-only van service from your door to the Center)	650-330-2280
Roadrunners Avenidas	650-326-5362 ext. 25
Peninsula Volunteers Little House	650-326-2025
SamTrans Rediwheels & Caltrain	800-660-4287
Stanford University's FREE Marguerite Shuttles	650-723-9362

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: City of Millbrae Residents

Amount of funding requested: \$16,000

Contact person: Charlene O'Connell
Phone: 650-259-2371 cell: 650-455-5236
Email: coconnell@ci.millbrae.ca.us

Shuttle project summary:

Our shuttle service is On Demand. Senior Residents call in when they need a ride. We have regular riders that we transport from their homes to Hair appointments Doctor appointments at Peninsula and Kaiser, The Chadbourne Activity Center, our Community Center and shopping downtown on Mondays and Thursdays . We do Scenic rides on Tuesdays and Fridays. If someone needs a ride during off hours, we are usually able to accommodate them. We are very flexible and try to see that no one who needs a ride is left out.

Attach a shuttle route map for each shuttle route that is being considered for funding.

On Call Service - Mills Peninsula & Kaiser Hospitals, Downtown Millbrae, Recreation Center.

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Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: **City of Redwood City – Mid Point Caltrain Employer Shuttle & Redwood City Midday On-Demand Community Shuttle (final name TBD)**

Amount of funding requested: **\$90,000** funding for estimated \$207,000 annual service expense.

Contact person: **Hon. Diane Howard – Vice Mayor**

Phone: **(650) 595-4221**

Email: **dhoward@redwoodcity.org**

Reporting Responsibility

Contact person: **Michael Stevenson – Shuttle Program Manager**

– Peninsula Traffic Congestion Relief Alliance

Phone: **(650) 588-8170**

Email: **mike@commute.org**

Shuttle project summary:

The City of Redwood City sponsors two new shuttles; Mid Point Caltrain Employer Shuttle and the Redwood City Midday On-Demand Community Shuttle.

The Mid Point Caltrain Employer Shuttle operates between the Redwood City Caltrain Station and the Mid Point Technology Business Park during the commute hours Monday thru Friday. It operates 13 weekday trips between the hours of 6:30a – 9a and 4p – 7:15p. It serves participating employers as well as students and faculty destined for three educational facilities.

As of the end of March 2008, the shuttle experienced over 3,100 boardings (49 Average Weekday Riders - AWR) for FY 07-08 Q3, which was its fourth quarter of operation. Over the previous 12-months the shuttle experienced almost 8,400 boardings (33 AWR). This was the first full year of operation. During this period and after the deduction of shuttle trips, almost 5,000 SOV trips were eliminated by this shuttle. January through April 2008 ridership (available data to date), shows monthly increases in average weekday ridership. In April 2008, the shuttle averaged almost 60 daily riders.

In FY 08-09, funding for this route is projected to be supplied by a public/private partnership composed of the City of Redwood City, participating employers and C/CAG .

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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The second shuttle is the new Redwood City Midday On-Demand Community Shuttle. Service began on June 3, 2008. This shuttle services the general Lifeline defined area of south-eastern Redwood City as well as two likely destinations outside the boundary. It operates Tuesday – Saturday between the hours of 10a – 5p in door-to-door service. Targeted ridership includes low income families as well as seniors. Due to the expected make up of the ridership, a driver was selected that is bi-lingual speaking both English and Spanish.

As the service literally began operations this week, we do not have any ridership available as of this writing. There is strong support from the community stakeholders (Parks & Rec., Senior Affairs Commission, Fair Oaks Community Center, Veterans Memorial Senior Center, Housing and Human Concerns Commission and the City Council) of this service as they have provided input as the service was being developed and have assisted in promotion of the service. Promotion included a flyer door drop describing the new service; a shuttle naming contest whereby the community can vote or provide suggestions for the new service name; business card sized flyers for distribution; a promotion slide on the community access TV channel; and planned participation in upcoming community fairs.

In FY 08-09, funding for this route is projected to include the City of Redwood City, MTC Lifeline funds and C/CAG.

Assuming a status quo employer group, C/CAG requested grant funding, expected annual vendor expense increase and a projected 10% fuel surcharge for the two-shuttle network, the following is the projected combined contribution percentage breakdown:

Redwood City:	19.2%
Employers:	16.7%
MTC Lifeline:	20.8%
C/CAG:	<u>43.3%</u>
	100.0%

The City of Redwood City is asking for additional funds due to an annual rate increase and substantial expected fuel surcharges.

C/CAG

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Shuttle Program FY 2008/2009

Jurisdiction or shuttle route location: **Peninsula Traffic Congestion Relief Alliance – South San Francisco Employer BART & Caltrain Shuttle routes of Oyster Point & Utah-Grand.**

Amount of funding requested: **\$150,000** funding for estimated \$685,000 annual service expense.

Contact person: **Michael Stevenson – Shuttle Program Manager
– Peninsula Traffic Congestion Relief Alliance**

Phone: **(650) 555-8170**

Email: **mike@commute.org**

Shuttle project summary:

The six shuttles serve participating employers in the East of 101 area of South San Francisco during the commute period Monday through Friday. The Oyster Point route connects the SSF BART (2 shuttles) or SSF Caltrain (1 shuttle) stations with the Oyster Point area employers in north-eastern South San Francisco. The Utah-Grand route connects the SSF BART (2 shuttles) or SSF Caltrain (1 shuttle) station with the central eastern/southern area of South San Francisco.

The service currently operates a combined 39-daily service hours from 5:45a – 10a and 3p – 7p with 65-combined daily trips. The service is timed to serve shifts at participating companies. There is also a limited counter-commute option for residents living at the South San Francisco marina near the Oyster Point route.

As of May 2008, twenty-eight employers financially participate in this public/private partnership. This number includes three property management firms participating on behalf of their numerous tenants – those tenants are NOT included in the participant count.

As of the end of March 2008, the shuttles combined for almost 26,500 boardings (395 Average Weekday Riders - ADR) for FY 07-08 Q3, which was an 8% increase over the year ago quarter. Over the previous 12-months the shuttle transported over 109,000 boardings (428 AWR), which was a 14% increase over the same year ago period. During this period and after the deduction of shuttle trips, almost 89,700 SOV trips were eliminated by this shuttle network.

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This grant was initially approved in 2004 to provide a financial guarantee, due to a service-funding imbalance. The grant paved the way for the Alliance to take over financial management of the six shuttles operating in SSF from the city. As a condition of this guarantee, the Alliance was asked to implement a shuttle pass program to encourage employer participation, while still providing an access mechanism for non-employer participating users.

In FY 07-08, the budget composition was:

- **SamTrans Grant - 32%**
- **SMCTA (Caltrain) Grant - 23%**
- **Employer Contributions - 31%**
- **C/CAG Grant - 7%**
- **Employer Contribution Reserve - 7%**

An “employer reserve” was created as higher than anticipated contributions were collected primarily from increased participation during the last few years. This reserve was used to reduce C/CAG grant reimbursements and to help subsidize the necessary employer rate increases. Seventy-percent of the employer reserve is expected to be utilized by the end of FY 07-08, meaning employers actually contributed 40% of the budgeted funds this year.

For FY 08-09, employer contribution rates increased 8% as we only anticipated to utilize about 50% of the initial reserve this fiscal year and the balance in FY 08-09. Since the rate change letter was distributed two months ago, we have received fuel surcharges at over twice the anticipated amount. Based on recent fuel trends, we anticipate fuel surcharges equating to an additional 6-10% above expected base service expenses.

Assuming no net loss in employer participants, no net increase in SamTrans or SMCTA grant contributions, the elimination of the remaining employer contribution reserve and up to 10% in fuel surcharges, the expected FY 08-09 budget composition will be:

- **SamTrans Grant - 28%**
- **SMCTA (Caltrain) Grant - 21%**
- **Employer Contributions - 29% (including remaining reserve)**
- **C/CAG Grant - 22%**

Should other funding sources increase or fuel surcharges come in at less than anticipated levels, those adjustments will be reflected in reduced C/CAG reimbursement requests.

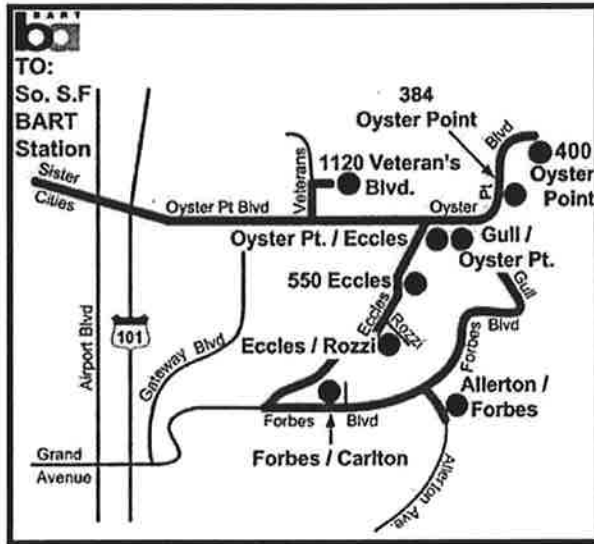
C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

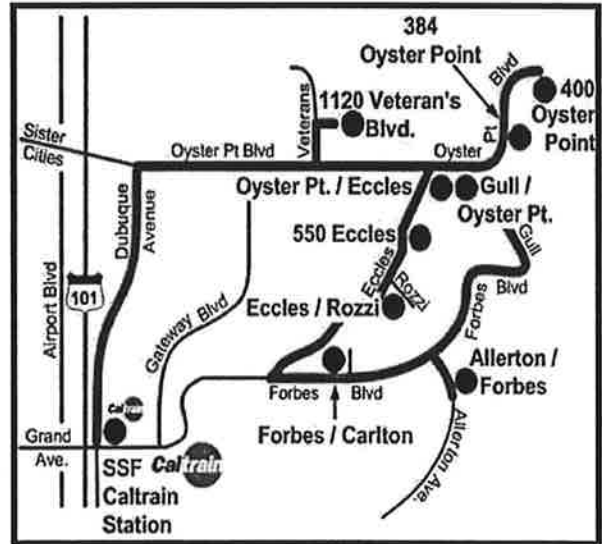
Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Attach a shuttle route map for each shuttle route that is being considered for funding.

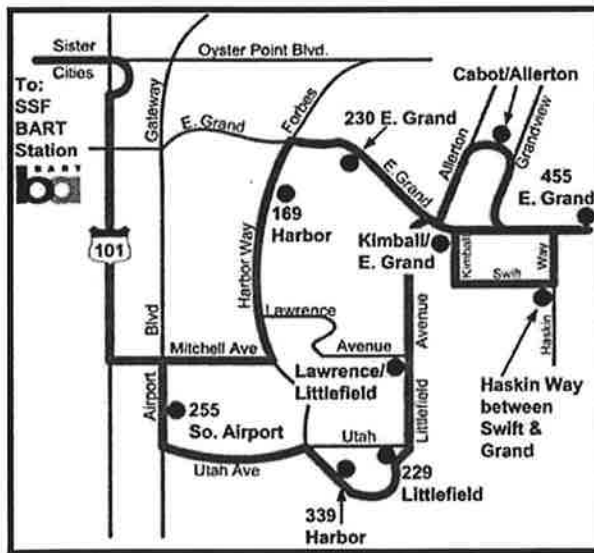
Oyster Point BART



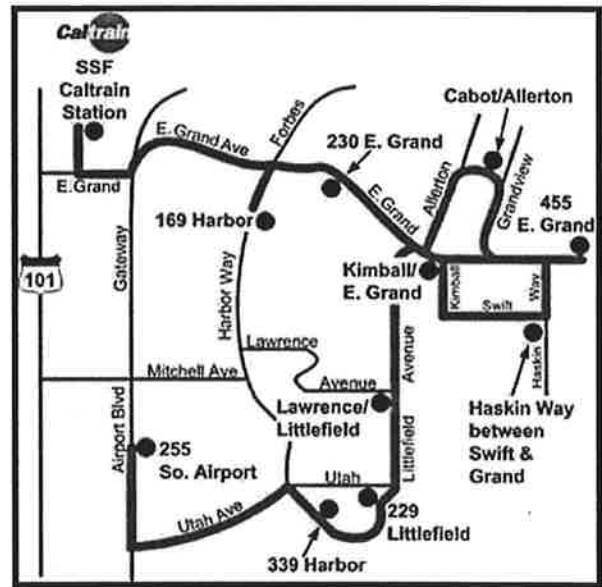
Oyster Point Caltrain



Utah-Grand BART



Utah-Grand Caltrain



**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITIES OF BRISBANE
AND DALY CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the Cities of Brisbane and Daly City (hereinafter referred to as Cities) for the provision of locally based shuttle services; and

WHEREAS, the Cities have reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the Cities to continue the provision of locally based shuttle services; and

2. The added funding provided to Cities by C/CAG under this amendment will be eighty-nine thousand, three hundred nine dollars (\$89,309), thereby making the new total contract maximum amount two hundred sixty-four thousand, one hundred thirty-seven dollars fifty cents (\$264,137.50). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be eighty-nine thousand, three hundred nine dollars (\$89,309). The additional funds will be paid based upon the receipt of invoices for the actual costs; and

3. Cities shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and

4. All other provisions of the original agreement between C/CAG and Cities dated June 9, 2005 shall remain in full force and effect; and

5. This amendment to the agreement shall take effect upon signature by all parties.

For C/CAG:

For Brisbane:

For Daly City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Date: _____ Date: _____

Approved as to form:

Lee Thompson
C/CAG Legal Counsel

City Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITY OF BURLINGAME**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of Burlingame (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and

2. The added funding provided to City by C/CAG under this amendment will be fifty four thousand dollars (\$54,000), thereby making the new total contract maximum amount one hundred ninety-six thousand, nine hundred fifty dollars (\$196,950). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be fifty four thousand dollars (\$54,000). The additional funds will be paid based upon the receipt of invoices for the actual costs; and

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and

4. All other provisions of the original agreement between C/CAG and City dated June 9, 2005 shall remain in full force and effect; and

5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE
CITY OF EAST PALO ALTO**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of East Palo Alto (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and
2. The added funding provided to City by C/CAG under this amendment will be seventy two thousand four hundred and five dollars (\$72,405), thereby making the new total contract maximum amount two hundred eighty-eight thousand, seven hundred sixty-one dollars (\$288,761). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be seventy two thousand, four hundred five dollars (\$72,405). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and City dated June 9, 2005 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITY OF FOSTER CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of Foster City (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and
2. The added funding provided to City by C/CAG under this amendment will be one hundred fifty-one thousand dollars (\$151,000), thereby making the new total contract maximum amount three hundred eighty-two thousand, one hundred dollars (\$382,100). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be one hundred fifty-one thousand dollars (\$151,000). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and City dated June 9, 2005 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITY OF MENLO PARK**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of Menlo Park (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and
2. The added funding provided to City by C/CAG under this amendment will be one hundred sixteen thousand, eighty-nine dollars (\$116,089), thereby making the new total contract maximum amount three hundred seventy-one thousand, one hundred twenty-seven dollars (\$371,127). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be one hundred sixteen thousand, eighty-nine dollars (\$116,089). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and City dated June 9, 2005 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITY OF MILLBRAE**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of Millbrae (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and
2. The added funding provided to City by C/CAG under this amendment will be sixteen thousand dollars (\$16,000), thereby making the new total contract maximum amount one hundred thirty-eight thousand dollars (\$138,000). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be sixteen thousand dollars (\$16,000). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and City dated June 9, 2005 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah C. Gordon, Chair

Date: August 14, 2008

Date: _____

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE CITY OF REDWOOD
CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the City of Redwood City (hereinafter referred to as City) for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this amendment;

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

1. This amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services; and
2. The added funding provided to the City by C/CAG under this amendment will be ninety thousand dollars (\$90,000), thereby making the new total contract maximum amount one hundred fifty-seven thousand, four hundred dollars (\$157,400). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be ninety thousand dollars (\$90,000). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and City dated June 14, 2007 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For City:

Deborah Gordon, Chair

Date: August 14, 2008

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH THE PENINSULA TRAFFIC
CONGESTION RELIEF ALLIANCE**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its August 14, 2008 meeting, approved an amendment to the agreement with the Peninsula Traffic Congestion Relief Alliance (hereinafter referred to as the Alliance) for the provision of locally based shuttle services; and

WHEREAS, the Alliance has reviewed and accepted this amendment;

IT IS HEREBY AGREED by C/CAG and the Alliance that:

1. This amendment shall be to provide additional funding and an extension of time in order for the Alliance to continue the provision of locally based shuttle services; and
2. The added funding provided to the Alliance by C/CAG under this amendment will be one hundred fifty thousand dollars (\$150,000), thereby making the new total contract maximum amount three hundred fifty thousand dollars (\$350,000). This agreement shall be in effect as of July 1, 2008 and shall terminate on June 30, 2009. The maximum amount available under this agreement for Fiscal Year 2008/2009 will be one hundred fifty thousand dollars (\$150,000). The additional funds will be paid based upon the receipt of invoices for the actual costs; and
3. The Alliance shall be required to provide a dollar for dollar match for the C/CAG funds provided under this amendment; and
4. All other provisions of the original agreement between C/CAG and the Alliance dated August 10, 2006 shall remain in full force and effect; and
5. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For the Alliance:

Deborah C. Gordon, Chair

Diane Howard, Chair

Date: August 14, 2008

Date: _____

Approved as to form:

Lee Thompson, C/CAG Legal Counsel

The Alliance Legal Counsel

For capital projects: Provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

4. Estimate the number/percentage of low-income persons that will be served by this project. How many new trips (or other units of service) will be provided?
5. Describe any proposed use of innovative approaches that will be employed for this project.
6. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation?

Coordination and Program Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations.
2. Describe how project sponsor will continue to involve key stakeholders throughout the project. Describe efforts to market the project, and ways to promote public awareness of the program.

Program Effectiveness

1. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need. Identify performance measures to track the effectiveness of the project in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, milestones and reports on the status of project delivery should be identified.
2. Describe a plan for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.
3. Describe steps to measure the effectiveness and magnitude of impact the project will have on low-income residents.

D. Budget

Project Budget/Sustainability

1. Provide a detailed line-item budget describing each cost item including start-up, administration, operating and capital expenses, and evaluation in the format provided below. If the project is a multi-year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

2. Estimate the proposed cost per trip (or other unit of service). Describe efforts to ensure its cost-effectiveness.
3. Address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.

The budget should be in the following format:

Revenue	Year 1	Year 2	Year 3	TOTAL
Lifeline Program Funds				
[Other Source of Funds]				
[Other Source of Funds]				
TOTAL REVENUE				
Expenditures	Year 1	Year 2	Year 3	TOTAL
Operating Expenses				
Capital Expense				
Administrative Expenses				
[Other Expense Category]				
[Other Expense Category]				
TOTAL EXPENSES				

Clearly specify the source of the required matching funds. Include letter(s) of commitment from all agencies contributing towards the match. If the project is multi-year, please provide letters of commitment for all years.

E. For projects applying for JARC funds only:

Was the project derived from the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)? Please indicate where (page number) in the Coordinated Plan your project is identified, and whether it is found in the low income or the elderly and disabled component of the plan. The Coordinated Plan is found on-line <http://www.mtc.ca.gov/planning/pths/index.htm>.

ATTACHMENT E—Scoring Criteria

The following scoring criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion.

a. Project Need/Stated Goals and Objectives: Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.

b. Community-based Transportation Plan Priority: Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP). Applicants should identify the CBTP, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional Welfare-to-Work Transportation plans, or are based on a documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or be directed to serve low-income constituencies within the county, as applicable.

c. Implementation Plan: For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. Project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project, and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

d. Project Budget/Sustainability: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

e. Coordination and Program Outreach: Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.

f. Cost-effectiveness and Performance Indicators: The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify

clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved. Applicants should describe steps to measure the effectiveness and magnitude of impact the project will have on low-income residents.

C/CAG AGENDA REPORT

Date: August 14, 2008

To: C/CAG Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 08-36 authorizing the C/CAG Chair to execute an agreement with Hexagon Transportation Consultants, Inc for the Travel Demand Modeling/Forecasting for the El Camino Real "Grand Boulevard" Multi-modal Transportation corridor Plan in an amount not to exceed \$164,164, with a net cost to C/CAG not to exceed \$101,177, and further authorizing the C/CAG Executive Director to execute minor amendments to the agreement.

(For further information please contact Sandy Wong at 650-599-1409)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 08-36 authorizing the C/CAG Chair to execute an agreement with Hexagon Transportation Consultants, Inc. for the Travel Demand Modeling/Forecasting for the El Camino Real "Grand Boulevard" Multi-modal Transportation corridor Plan in an amount not to exceed \$164,164, with a net cost to C/CAG not to exceed \$101,177, and further authorizing the C/CAG Executive Director to execute minor amendments to the agreement.

FISCAL IMPACT

The total cost of this agreement is \$164,164. There will be a net cost of up to \$101,177 to C/CAG. The remaining \$62,987 will be reimbursed by the Caltrans (California Department of Transportation) planning grant.

SOURCE OF FUNDS

The funds will be derived from the approved Congestion Management Program.

BACKGROUND/DISCUSSION

C/CAG, VTA and SamTrans partnered in October of 2006 for a Caltrans Planning Grant application for a Grand Boulevard Multi-modal Transportation Corridor Plan (Corridor Plan) The application was approved and a transportation-planning grant in the amount of \$299,178 was awarded by Caltrans for the development of the Corridor Plan.

ITEM 4.6

The goal of the Corridor Plan is to facilitate development of a plan for improved transportation, with an emphasis on transit and land use in the El Camino Real Corridor (State Highway 82) from Daly City to San Jose's Diridon Station in support of smart growth.

The partner agencies have executed the MOU, scope of work, and budget for the Corridor Plan. Samtrans has taken the lead on the project but all three agencies will have an equal stake in working on and completing the plan. A steering committee is in the process of being established and currently has members from the three partner agencies. The Corridor Plan is expected to be completed by October of 2009.

C/CAG has taken the lead on contracting with a consultant for Task 2 (Travel Demand Modeling/Forecasting) of the Corridor Plan. The attached agreement is for an amount not to exceed \$164,164 between C/CAG and Hexagon Transportation Consultants, Inc. for the completion of Task 2 (Travel Demand Modeling/Forecasting).

The recommendation to use Hexagon Transportation Consultant, Inc. is being made based on their unique qualifications that will enable them to complete Task 2. Hexagon is the C/CAG Travel Demand Forecasting Model keeper.

ATTACHMENTS

- Resolution 08-36
- Agreement between C/CAG and Hexagon Transportation Consultants, Inc.

RESOLUTION 08-36

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 HEXAGON TRANSPORTATION CONSULTANTS, INC. FOR THE TRAVEL DEMAND MODELING/FORECASTING FOR THE EL CAMINO REAL "GRAND BLVD" MULTI-MODAL CORRIDOR PLAN IN AN AMOUNT NOT TO EXCEED \$164,164, WITH A NET COST TO C/CAG NOT TO EXCEED \$101,177, AND FURTHER AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE MINOR AMENDMENTS TO THE AGREEMENT.

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, San Mateo County Transit District (SamTrans), and the Santa Clara Valley Transportation Authority (VTA) received A \$299,178 Caltrans Transportation Planning Grant to study the future potential of the El Camino Real transportation corridor; and

WHEREAS, C/CAG has entered into a Memorandum of Understanding (MOU) with the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA) to define the roles of the partner agencies for the completion of the Grand Boulevard Multi-modal Transportation Corridor Plan; and

WHEREAS, C/CAG together with the two aforementioned partners have determined that additional services are needed to complete Task 2 - Travel Demand Modeling/Forecasting for the Grand Boulevard Multi-modal Transportation Corridor Plan Scope of Work; and

WHEREAS, C/CAG and the partner agencies have selected Hexagon Transportation Consultants, Inc. to provide these specialized services.

NOW, THEREFORE, BE IT RESOLVED that the Chair the Board of Directors of C/CAG is hereby authorized to execute an agreement with Hexagon Transportation Consultants, Inc. for an amount not to exceed \$164,164. In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project. The attached agreement is in the final draft form and is subject to C/CAG Legal Counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF AUGUST 2008.

Deborah C. Gordon, Chair

**AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND BOTTOMLEY
ASSOCIATES**

This Agreement entered this 14th Day of **August 2008**, 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 Hexagon Transportation Consultants, Inc, hereinafter called "CONSULTANT."

W I T N E S S E T H

WHEREAS, C/CAG, the Valley Transportation Authority (VTA) and the San Mateo County Transit District (SamTrans) received a \$299,178 transit planning grant from the California Department of Transportation (Caltrans); and

WHEREAS, C/CAG, VTA, and Samtrans have executed a Memorandum of Understanding (MOU) for the completion of the Grand Boulevard Multi-modal Transportation Corridor Plan; and

WHEREAS, CONSULTANT has unique qualifications that enable them to complete certain tasks that are part of the Grand Boulevard Multimodal Transportation Corridor Plan Scope of Work; and

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

1. Services to be provided by CONSULTANT. The CONSULTANT shall complete all of the work and tasks described in Exhibit A. Payments for the work shall be as set forth in section 2, below.
2. Payments. In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall make payment to the CONSULTANT, in an amount not to exceed one hundred sixty-four thousand and one hundred sixty-four dollars (\$164,164). Payments shall be made within 30 days after receipt and approval of monthly invoices from CONSULTANT.
3. Relationship of the Parties. It is understood 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 Contractor.
4. Non-Assignability. CONSULTANT shall not assign this Agreement or any portion thereof to a third party without the prior written consent of C/CAG, and any attempted assignment without such prior written consent in violation of this Section automatically shall terminate this Agreement.
5. Contract Term. This Agreement shall be in effect as of August 14, 2008 and shall

terminate on November 30, 2009; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to CONSULTANT. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, CONSULTANT shall be paid for all services provided to the date of termination.

6. Hold Harmless/ Indemnity: CONSULTANT shall indemnify and save harmless C/CAG from all claims, suits, damages or actions arising from CONSULTANT's performance under this Agreement.

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

7. Insurance: CONSULTANT or its subcontractors performing the services on behalf of CONSULTANT shall not commence work under this Agreement until all Insurance required under this section has been obtained and such insurance has been approved by the C/CAG Staff. CONSULTANT shall furnish the C/CAG Staff with Certificates of Insurance evidencing the required coverage and there shall be a specific contractual liability endorsement extending the CONSULTANT's coverage to include the contractual liability assumed by CONSULTANT pursuant to this Agreement. These Certificates shall specify or be endorsed to provide that thirty (30) days notice must be given, in writing, to C/CAG of any pending change in the limits of liability or of non-renewal, cancellation, or modification of the policy.

Workers' Compensation and Employer Liability Insurance:
CONSULTANT shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

Liability Insurance: CONSULTANT shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect CONSULTANT, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all operations under this Agreement, whether such operations be by CONSULTANT or by any sub-contractor or by anyone directly or indirectly employed by either of them. Such insurance shall be combined single limit bodily injury and property damage for each occurrence and shall be not less than \$1,000,000 unless another amount is specified below and shows approval by C/CAG Staff.

Required insurance shall include:

	Required Amount	Approval by C/CAG Staff if under \$ 1,000,000
a. Comprehensive General Liability	\$ 1,000,000	_____
b. Workers' Compensation	\$ Statutory	_____

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

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

8. Non-discrimination. CONSULTANT and its subcontractors performing the services on behalf of the CONSULTANT shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. Accessibility of Services to Disabled Persons. CONSULTANT, not C/CAG, shall be responsible for compliance with all applicable requirements regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
10. Substitutions: If particular people are identified in Exhibit A as working on this Agreement, CONSULTANT will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. Sole Property of C/CAG: As between C/CAG and CONSULTANT any system or documents developed, produced or provided under this Agreement shall become the sole property of C/CAG.
12. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of CONSULTANT which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

CONSULTANT shall maintain all required records for three years after C/CAG makes final payments and all other pending matters are closed.

13. Merger Clause. This Agreement constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding.
14. Governing Law. This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

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

Hexagon Transportation Consultants, Inc.

By _____ Date _____
Jill Hough, Owner/Principal

City/County Association of Governments (C/CAG)

By _____ Date _____
Deborah C. Gordon
C/CAG Chair

C/CAG Legal Counsel

By _____
C/CAG Counsel

Exhibit "A"

Scope of Work (8/5/08)

Travel Demand Modeling/Forecasting for the El Camino Real "Grand Boulevard" Multi-Modal Corridor Study

Task 1: Refine C/CAG Travel Demand Forecast Model Zone Structure

The zone structure for San Mateo County is reasonably fine-grained, particularly in the El Camino/Caltrain corridor. The C/CAG Travel Demand Forecasting Model (TDFM) contains approximately 333 travel analysis zones (TAZs) in San Mateo County. The zone structure for Santa Clara County is refined compared to the MTC model zone structure, however there are some C/CAG travel analysis zones in Santa Clara County that are larger than the zones within the VTA Model System. This occurs primarily in the El Camino/Caltrain corridor as well as in the future proposed BART extension corridor. There are no changes anticipated for the zone system in San Mateo County.

For this Task 1, Hexagon will update the zone system in Santa Clara County to reflect the same level of granularity as the VTA zone system. Also included in this task will be to code additional components of the Santa Clara County local street system.

The zone structure will support the analysis of changes in TOD development (moderate and enhanced as determined by the CMA's) along the El Camino corridor under three land use scenarios. The defined alternatives for study are as follows:

Scenarios	Forecast Year	Land Use Alternative	Transit Alternative
1	2005	2005 Existing	2005 Existing
2	2035	ABAG Baseline	Baseline Transit
3	2035	ABAG Baseline	Moderate Transit
4	2035	ABAG Baseline	Enhanced Transit
5	2035	Moderate Land Use	Moderate Transit
6	2035	Enhanced Land Use	Enhanced Transit

These scenarios may be changed based on the modeling objectives set by the partner agencies.

The definition of the "ABAG Consistent Baseline" is discussed in more detail in Task 3

Task 2: Develop Future Year Transportation Networks

Hexagon will use the C/CAG travel demand model networks for creating future year transportation networks for the Countywide Transportation Plan (CTP) Study Update. The networks need to reflect the alternatives that have been defined by the San Mateo County Transit District with input from the project

team. The transportation networks and basic model data being used for this work consists of a C/CAG countywide travel demand model system that was validated against year 2005 ground counts. The future networks will reflect up to three individual alternatives. The assumptions for El Camino Real will need to be further refined for each of the alternatives, with respect to the number of travel lanes for vehicular, pedestrian, bicycle, and BRT traffic.

The future alternatives will all include the RTP Track 1 project list for the entire nine-county Bay Area. The draft RTP for 2009 is currently in circulation. For the future year, both financially constrained and fiscally projected projects will be included in the background transportation networks.

The network will be expanded to include all of the transit, highway, and access linkages associated with the transportation alternatives to be defined by the San Mateo County Transit District with input from the project team.

The alternatives should be constructed so that it is possible to interpret the travel demand model results in a manner that clearly demonstrates the probable effects of smart growth separately from the effects of enhanced multi-modal services on ridership as well as overall “throughput” (person trips) within the corridor. This aspect of defining the alternatives is noted more as a feasibility study rather than a study whose purpose is to seek direct FTA participation (however the study as proposed in this scope of work would lay the groundwork, from a model development perspective, for eventual FTA-level analyses and reporting methods). The alternatives proposed for the study are as follows:

Scenario	Forecast Year	Land Use Alternative	Transit Alternative
1	2005	2005 Existing	2005 Existing
2	2035	ABAG Baseline	Baseline Transit
3	2035	ABAG Baseline	Moderate Transit
4	2035	ABAG Baseline	Enhanced Transit
5	2035	Moderate Land Use	Moderate Transit
6	2035	Enhanced Land Use	Enhanced Transit

The service parameters for both “moderate transit” and “enhanced transit” will also need to be further refined by Samtrans and VTA, including:

- Stop locations
- Service frequencies
- Approximate average speeds or run times.

Task 3: Modify Land Use and Socioeconomic Data

Hexagon will prepare the future land use databases (2035) to conform to the ABAG Projections 2007 land use totals. The base year model land use database for year 2005 will also be based on ABAG Projections 2007. The ABAG Projections 2007 forecasts for 2035 have approximately 31,000 and 35,000 more jobs and population, respectively, for San Mateo and Santa Clara combined, than the ABAG Projections 2005 forecasts for 2030.

These comparisons are summarized below:

Comparison of ABAG Projections 2007 and Projections 2005

County	Total Population		Total Employment	
	2035-P'070	2030-P'05	2035-P'07	2030-P'05
San Mateo	861,600	848,400	522,000	507,084
Alameda	1,938,600	1,884,600	1,099,550	1,088,872
Santa Clara	2,380,400	2,267,101	1,365,810	1,339,966
San Francisco	956,800	924,601	832,860	829,093

Note: "2035-P'07" refers to the 2035 projection (and farthest projection year) according to ABAG Projections 2007; "2030-P'05" refers to the 2030 projection (and farthest projection year) according to ABAG Projections 2005.

The recent Travel forecasts for the draft MTC 2009 Regional Transportation Plan (produced on April 17, 2008) are based on ABAG Projections 2007. Other studies, such as VTA's Silicon Valley Rapid Transit Corridor Study (which is focused on the I-680/I-880 corridor), are also based on ABAG Projections 2007.

Within the Grand Boulevard Study Corridor, the comparison of jobs and population between "2035-P07" and "2030-P05" follows a similar trend to that shown in the previous table. With respect to traffic analysis zones within close proximity to Caltrain stations (which also tend to be close to El Camino Real), the vast majority of them are forecast with higher jobs and population for 2035 (P07) than for 2030 (P05). Ultimately, it is recommended to proceed with the ABAG Projections 2007 series (for both years 2005 and 2035), in that they represent current adopted socio-economic forecasts, and are considered regionally compliant.

Hexagon will work with the San Mateo County Transit District and the project team to provide initial estimates of population and jobs at the zonal level (corresponding to the "ABAG Consistent Baseline") for San Mateo County. VTA has already identified in their model database existing population and job estimates at the zonal level. This information can then be modified by the project team to reflect the alternate land use scenarios (e.g., "moderate" and "enhanced" smart growth) needed for analyzing the multi-modal alternatives, including enhanced bus service, other transit, or BRT. While the main focus of the land use scenarios will be changes in residential land use, there will also be estimates made about the locations and level of increase in employment along the corridor. These will be determined by the project team as part of the land use scenario development.

The "ABAG Consistent Baseline" land use scenario will be defined to consist of zonal data used by both VTA, C/CAG, and SamTrans for local planning purposes that is consistent with with Countywide projections of households and jobs for San Mateo and Santa Clara Counties (see Task 3 table). At the zonal level around transit stations, the ABAG data reflects a low growth scenario. To adjust for this, SamTrans and C/CAG, and VTA will determine what the smart growth scenarios are along the corridor. In many cases, such smart growth development may not reflect local planning efforts to date by the cities. In such instances, a baseline will be developed that consists of removing the smart growth from the station area. This will allow the model forecast results to reflect the effect of smart growth on transit ridership.

Task 4: Recalibrate Distribution Models

Hexagon will re-calibrate the trip distribution models for the work and non-work trip purposes, based on the revised zone system produced in Task 1. The basis for the re-calibration exercise will consist of MTC person trip tables aggregated appropriately, for each of the trip purposes. As well as the MTC trip length frequency distribution for each trip purpose (so that average trip lengths produced by the two models are similar).

The appropriate aggregation level for re-calibrating the geographic distribution of person trips will consist of MTC person trip tables by superdistrict pair for trips within San Francisco, San Mateo and Santa Clara Counties; and county-to-county pairs elsewhere.

Task 5: Develop Future Year Pricing Assumptions

As a result of refining the zone structure in Task 1; and the recent completion by MTC of the 2009 RTP, the pricing assumptions within the model will need to be refined and/or updated. Hexagon will prepare model-ready pricing and behavior assumptions for year 2035, including fares, tolls, and parking costs, that are consistent with regional modeling practices. In addition, Hexagon will check with MTC assumptions regarding auto operating costs (as reflected in the 2009 RTP Update), and revise the assumptions accordingly. These model assumptions will be used as the basis for recalibrating the model and developing travel forecasts for the scenarios listed in Task 1.

Task 6: Analyze Samtrans and VTA On-Board Travel Surveys

Hexagon will obtain on-board survey data from SamTrans and VTA and analyze the data to inform the recalibration of the mode choice model sets for the work and non-work trip purposes. Hexagon will confer closely with AECOM Consult and provide information for their peer review and input on suggested practices for incorporating the on-board characteristics in an FTA-compliant setting. In order to manage the effort within the limited time-frame for doing this study, only those routes that operate within the study corridor will be analyzed. Aspects of the survey to be emphasized within the calibration will include such characteristics as average trip length (by time period), total riders by time period, and weights on wait time, auxiliary time (i.e., time spent walking to transit), and boarding time.

Task 7: Recalibrate Mode Choice Models

Hexagon will utilize the analysis of VTA and San Mateo County Transit District on-board surveys and MTC county-to-county trips by mode to recalibrate the mode choice model to match observed travel by mode. Hexagon will confer closely with AECOM on this task to ensure that FTA-related issues with respect to accuracy and precision are reasonably addressed.

Task 8: Model Validation and Refinement

Hexagon will assign year 2005 trip tables by mode to the 2005 highway and transit networks to confirm that the models properly understand and reproduce current travel behavior in the El Camino Real Corridor. Validation tests will include the following:

Highway:

- Highway traffic volumes by link
- Screenline crossings

Transit Trips stratified by:

- Submode (bus versus commuter rail)
- Access mode (walk access versus drive access)
- Socioeconomic stratifications (income group or auto ownership level)
- Geographic destination (San Francisco CBD, other activity center, non-activity center)

The model validation goals will include the following:

1. Highway traffic volumes by link: +/- 7% for highways, +/- 15% for arterials
2. Screenline crossings: 5 to 10 screenlines with +/- 15% margin of error
3. Submode (bus versus commuter rail) by daily boardings: +/- 5% by operators, +/- 15% for corridor routes; +/- 15% total for PnR vehicles (primarily Caltrain and BART)

Initial tests will likely reveal a gap between observed and modeled travel patterns. Judgment will be applied to determine whether this gap is sufficiently large to warrant additional model revisions or whether the model is usable for testing Grand Boulevard alternatives. The cost proposal includes an allowance of 45 hours to support additional model refinement as part of this task.

Task 9: Develop Future Year Travel Demand Forecasts

Hexagon will use the updated and recalibrated San Mateo County Transit District - C/CAG travel demand forecast model system to create travel forecast scenarios for the transportation alternatives shown in Task 1. This model will reflect the latest characteristics from both on-board surveys and a well-defined zone system throughout the study corridor. For each scenario, volumes for the AM and PM peak 4-hour periods will be produced.

Task 10: Evaluate Travel Demand for Alternatives

Hexagon will provide a series of model outputs for each of the individual alternatives. Hexagon will work with the study team to define “analysis districts.” Typically smaller than “Superdistricts”, these analysis districts will be grouping of the traffic analysis zones within the entire model coverage area. Hexagon will analyze peak and off-peak transit trips and transit ridership to provide the following types of information:

- Trips by mode summaries,
- Caltrain, VTA, and SamTrans system ridership,
- SamTrans and VTA ridership by route and by analysis district origin and analysis district destination,
- Transit mode shares for select analysis district pairs

The analysis of transit mode share for district pairs will consist of closely examining the transit and non-motorized mode split for a group of origin zones (e.g., San Mateo Bay Meadows residential project) to a group of destination zones (e.g., downtown Palo Alto).

This will provide insights on the multi-modal demand on the corridor and what additional transit is required to support smart growth scenarios.

Task 11: Document Analysis and Prepare Traffic Demand Forecasting Model Memorandum

Hexagon will prepare draft technical documentation presenting the results of the travel demand and patronage forecasts. The evaluation data developed in Task 10 will be incorporated into the travel demand forecasting technical memorandum.

Task 12: Attend Meetings

Hexagon will attend up to four meetings in conjunction with this study. The meetings will be with the San Mateo County Transit District and the project team.

Any results, analyses, model outputs, model runs or services not described in the above tasks are considered extra services and would be subject to a supplemental add-on to the initial scope of work.

Task 13: Peer Review of Model Development and Model Forecasts

Hexagon will work closely with AECOM Consult to conduct the model development activities, model validation and travel forecasting studies using practices that are accepted by FTA. Much of AECOM's activities will consist of peer reviewing the model assumptions, calibration results, and forecasting outputs and providing documentation of their expert opinion on the model weaknesses and strengths. AECOM will be included in all meetings within Task 12, and will have a primary role in reviewing and commenting on information produced throughout the study, in particular tasks 6 through 10.

Schedule and Cost

The analysis and the draft memorandum of the forecast results will take approximately 6 to 7 months to complete, with the initial tasks of refining the zone system, analyzing the surveys, and recalibrating and re-validating the models requiring approximately 5 months.

The costs of performing Tasks 1 through 13 are outlined in the following table. A schedule outline is presented following the costs table.

Schedule (6/20/08)

Travel Demand Forecasting for Grand Boulevard Study

Task	Month					
	May	June	July	August	September	October
1. Refine Zone Structure	█	█				
2. Develop Future Transportation Networks (5)		▲	█			
3. Modify Land Use/Socio-economic Data		★	←-SMCTD→			
4. Re-calibrate Distribution Models		█	█			
5. Develop Future Pricing & Travel Behavior Assumptions		█	█			
6. Analyze Samtrans and VTA On-Board Surveys			█	█		
7. Re-calibrate Mode Choice Models			█	█		
8. Model Validation and Refinement				█	█	
9. Develop Future Travel Demand Forecasts for (5)						█
10. Evaluate Travel Demand for Alternatives						█
11. Prepare Model Forecast Documentation						█
12. Attend Meetings (4)		(M)		(M)		(M)
13. Peer Review of Model Development and Forecasting						

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★ Develop TOD "Goals and Objectives"

▲ Develop Additional Transit Service Parameters

(M) Meetings

Note: The Schedule assumes that the zonal land use data for the TOD "moderate" and "enhanced" scenarios will be provided by the San Mateo County Transit District

Cost Estimate (6/2/08)

Travel Demand Forecasting for Grand Boulevard Study

Task	Rate	Jill Hough	Ling Jin	Jennifer Hunter	Marco Palmeri	Jeanette Garcia	Total Labor Hours	Total Labor Cost	AECOM	Other Direct Cost	Total Cost
		Principal	Associate	Sr. Graphics	Associate	Admin					
1. Refine Zone Structure		8	96				104	12,317		185	12,502
2. Develop Future Transportation Networks (3)		8	16		48		72	7,022		105	7,128
3. Modify Land Use/Socio-economic Data		16	16		16		48	6,057		91	6,148
4. Re-calibrate Distribution Models		16	80				96	12,025		180	12,206
5. Develop Future Pricing & Travel Behavior Assumptions		16	72		8		96	11,743		176	11,919
6. Analyze Samtrans and VTA On-Board Surveys		24	16	40	40		120	13,751		206	13,957
7. Re-calibrate Mode Choice Models		48	8				56	9,956		149	10,105
8. Model Validation and Refinement		37	92		92		221	24,452		367	24,819
9. Develop Future Travel Demand Forecasts for (6)		8	40				48	6,013		90	6,103
10. Evaluate Travel Demand for Alternatives		8	48				56	6,913		104	7,017
11. Prepare Model Forecast Documentation		32	32	56		8	128	16,454		247	16,701
12. Attend Meetings (4)		24	8	8	8		48	6,913		104	7,016
13. Peer Review of Model Development and Forecasting		0	0	0	0	0	0	0	28,542	0	28,542
Total		245	524	104	212	8	1093	133,617	28,542	2,004	\$164,164

Notes:
 Total Labor Costs are based on a multiplier of 2.75
 Task 13 assumes 4 visits; and 2 days on-site per visit

C/CAG AGENDA REPORT

Date: August 14, 2008
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and accept the Quarterly Investment Report as of June 30, 2008

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

Recommendation:

Review and accept the Quarterly Investment Report as of June 30, 2008 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 June 30, 2008. Staff recommends acceptance of the report.

Attachments:

Quarterly Investment Report as of June 30, 2008

Alternatives:

- 1- Review and accept the Quarterly Investment Report as of June 30, 2008 in accordance with the staff recommendations.
- 2- Review and accept the Quarterly Investment Report as of June 30, 2008 in accordance with the staff recommendations with modifications.
- 3- No action.

ITEM 4.7

CITY AND COUNTY ASSOCIATION OF GOVERNMENTS
Board of Directors Agenda Report

To: Richard Napier, Executive Director
From: Rebecca Mendenhall, Finance Officer
Date: August 2008

SUBJECT: Quarterly Investment Report as of June 30, 2008

RECOMMENDATION:

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

ANALYSIS

The attached investment report indicates that on June 30, 2008, funds in the amount of \$ 8,378,570 were invested producing a weighted average yield of 3.18%. Accrued interest this quarter totaled \$66,556.

Below is a summary of the changes in the portfolio:

	Qtr Ended 6/30/08	Qtr Ended 3/31/08	Increase (Decrease)
Total Portfolio	\$ 8,378,570	\$ 7,796,868	\$ 581,702
Wgtd Avg Yield	3.18%	4.29%	-1.11%
Interest Earnings	\$ 66,556	\$ 81,702	\$ (15,146)

The increase in the portfolio totaling \$581,702 is attributable to the receipt of the interest accrued in December 2007 and excess receipts over disbursements that were transferred to the investment accounts. The decrease in interest income is due to the continued decline in market rates.

The Governmental Accounting Standards Board (GASB), through GASB 31, requires governmental entities to report their investments at fair market value as part of the annual reporting. Because of changing market conditions, C/CAG investments may, at times, appear to be losing value. However, because it is our intent to hold investments to maturity, apparent reporting losses in principal are "paper" losses only and are reported on an annual basis for the San Mateo County Pool. GASB 31 fair market value of the current investments is \$8,357,012 compared to a total book value of \$8,378,570.

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 June 30, 2008, 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 June 30, 2008

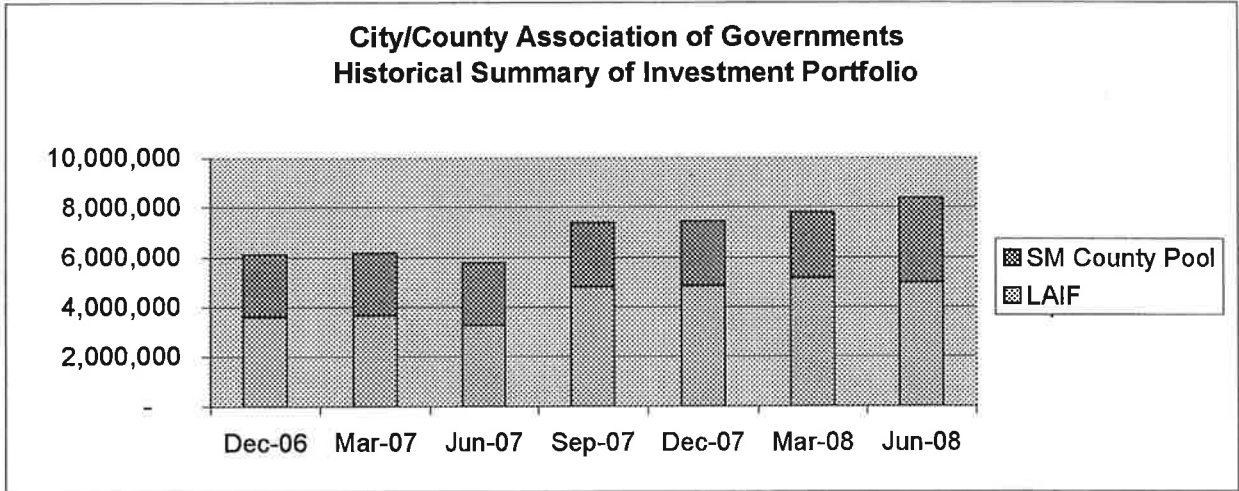
2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending June 30, 2008

Category	Maturity		Weighted Average Interest Rate	HISTORICAL Book Value	GASB 31 ADJ Market Value
	Days	Months			
Liquid Investments:					
Local Agency Investment Fund (LAIF)	1		3.11%	4,972,951	4,972,951
S. M. County Investment Pool (COPOOL)	2		3.29%	3,405,619	3,384,062
Agency Securities					
Total Investments			3.18%	8,378,570	8,357,012
GRAND TOTAL OF PORTFOLIO			3.18%	8,378,570	8,357,012
Total Accrued Interest this Quarter					66,556
Total Interest Earned Fiscal-Year-to-Date					320,461

**City/County Association of Governments
Historical Summary of Investment Portfolio**



City/County Association of Governments Investment Portfolio

	Dec-06	Mar-07	Jun-07	Sep-07	Dec-07	Mar-08	Jun-08
LAIF	3,612,583	3,663,142	3,259,805	4,807,185	4,859,593	5,169,947	4,972,951
SM County Pool	2,500,000	2,510,034	2,538,088	2,567,481	2,597,368	2,626,922	3,405,619
Total	\$6,112,583	\$6,173,176	\$5,797,893	\$7,374,666	\$7,456,961	\$7,796,869	\$8,378,570

C/CAG AGENDA REPORT

Date: August 14, 2008
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: REVIEW AND APPROVAL OF THE 2ND CYCLE LIFELINE
TRANSPORTATION PROGRAM CALL FOR PROJECTS

(For further information please contact Jean Higaki at 650-363-1462)

RECOMMENDATION

That the C/CAG Board of Directors review and approval of the 2nd Cycle Lifeline Transportation Program call for projects.

FISCAL IMPACT

This program will have approximately \$3,605,812 available for San Mateo County for the Tier 1 Program starting in fiscal year 2008-09 through fiscal year 2009-2011. All unused funds will be returned to the program for use in a later cycle.

SOURCE OF FUNDS

The State and Federal funding sources include State Transit Assistance (STA), Proposition 1B funds, and Job Access and Reverse Commute (JARC) funds.

BACKGROUND/DISCUSSION

This is a Metropolitan Transportation Commission (MTC) program that C/CAG will administer for San Mateo County. The purpose of the program is to fund community-based transportation projects that improve the mobility of low-income residents. The call for projects will be issued on August 15, 2008 and applications and information will be made available on the C/CAG website. Applications will be due by 5:00 pm on Friday October 1, 2008. Government and transportation agencies are encouraged to apply. Non-profit organizations are encouraged to partner with an appropriate sponsor agency that is eligible to receive STA funds. Projects must target and serve low-income communities in San Mateo County. Additionally, projects must be deliverable and the project sponsor must possess the ability to effectively reach the low-income communities in need.

ATTACHMENT

- Proposed Schedule for 2nd Cycle Lifeline Transportation Program – Tier 1 Program
- Proposed Lifeline Transportation Program Call for Projects Package

ITEM 4.8

Proposed Schedule for 2nd Cycle Lifeline Transportation Program

Action	Date
Call for Projects approved by the Board	August 14, 2008
Call for Projects Issued to Agencies/ Public	August 15, 2008
Bidder Workshop held for applicants	August 27, 2008
Form review committee per MTC guide	September 15, 2008
Application due date	October 1, 2008
Host review committee	October 6-10, 2009
Present proposed project list to TAC	October 16, 2008
Present proposed project list to CMEQ	October 27, 2008
Present proposed project list to the Board	November 13, 2008
Proposed projects are due to MTC	November 30, 2008
MTC commission approves program projects	January 2009
STA and 1B funds start claims or enter agreements	February 2009
MTC submits Federal Transit Administration grant with JARC projects	Spring 2009

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

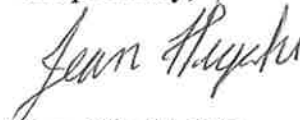
Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Lifeline Transportation Program Call for Projects

The City/County Association Governments (C/CAG) is pleased to announce the call for projects for the San Mateo County Lifeline Transportation Program (LTP). This program is designed to help low-income residents by funding transportation projects that will improve their mobility within the community. Public agencies including transit agencies, county social service agencies, cities and counties are encouraged to apply. Please see the attached general program information, application, and guiding principles for information on project eligibility, funding requirements and scoring criteria.

1. There is approximately \$3.6 million funding available for the San Mateo County Lifeline Transportation Tier 1 Program starting in fiscal year 2008/2009 through 2010/2011. Project award minimum and maximum are set at \$100,000 and \$500,000 respectively.
2. Four hard copies and one electronic version of the application is due to C/CAG no later than 5:00 p.m. on Friday, October 1, 2008. Deliver to:
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
3. A Bidders Workshop will be open to all jurisdictions applying for said funds. The workshop will be located at the County of San Mateo, Building 455 Auditorium (Room 101), at 2:00 p.m. on Wednesday, August 27, 2008. The location is walking distance from the Redwood City Caltrain Station. The workshop will cover the rules and application procedures for the Second Cycle Lifeline Transportation Program.
4. Please contact Jean Higaki at 650.599.1462 or jhigaki@co.sanmateo.ca.us for questions regarding the program or application process.

Respectfully,



Jean Higaki, P.E.

Transportation System Coordinator

CALL FOR PROJECTS

555 COUNTY CENTER 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599-1420 FAX: 650.361.8227

I. General Program Information

On July 23, 2008, MTC adopted Resolution 3860, which includes a fund estimate and second cycle Lifeline Transportation Program (LTP) Guidelines for fiscal years 2009-2011. The resolution is attached as Attachment A.

The following provides general information about the program.

Program Goals

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern (Attachment B) will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration

The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies, or Lifeline Program Administrators, as follows:

CALL FOR PROJECTS

555 COUNTY CENTER 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599-1420 FAX: 650.361.8227

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Funding Sources

The Lifeline Transportation Program is funded with a combination of three funding sources: State Transit Assistance (STA), Proposition 1B Transit funds and Job Access and Reverse Commute (JARC) funds. Projects must meet eligibility requirements of the funding sources in order to receive funds.

See Attachment B – Funding Source Information, for details about each of the three funding sources.

Match Requirement

The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement.

(1) JARC operating projects require a 50% match. Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program and is included in the net project costs in the project budget.

For JARC projects, if using federal funds, the local match must be from *non*-Department of Transportation (DOT) funds. Non-DOT federal funds may be eligible sources of local match

CALL FOR PROJECTS

555 COUNTY CENTER 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599-1420 FAX: 650.361.8227

and may include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations and other local sources may also be used to meet the match requirement.

Eligible Applicants

Public agencies, including transit agencies, county social service agencies, cities and counties, and private operators of public transportation services are eligible applicants.

Non-profit entities are directly eligible for JARC funds. In order to be eligible for STA funds, a non-profit entity would need to partner with an eligible STA recipient to receive funds (see Attachment B for eligible STA recipients). STA funds can be used for project administration of eligible projects and could be budgeted into project costs to facilitate a fiscal partnership with an eligible STA recipient.

An eligible project sponsor must be identified at the time that the project application for funding is submitted in order to receive funds.

Eligible Use of Program Funds

Lifeline Transportation Program funds are intended to fund innovative and flexible programs that address transportation barriers that low-income residents in the region face, many of whom are transit dependent. Therefore, it is expected that LTP funds be directed to meet these needs by funding new programs or services, or to continue existing programs that are otherwise at risk of being discontinued. The project must supplement, not supplant, existing funds. The project must not duplicate existing services, must coordinate with existing services to the extent feasible and demonstrate that no other funding sources are available to fund it.

Multi-year Programming/Funding Amounts

The second-cycle Lifeline Transportation Program will cover a three-year programming cycle. Funding amounts are estimated for each county as outlined in Table A.

Tier I Program: The Tier I Program covers the first two years of funding. Funding for the second year is expected to be known with approval of the FY 2009 state budget, or by September 2008. Tier I projects are due to MTC by November 30, 2008¹, and are scheduled to be presented to the Commission for adoption in January 2009. Lifeline Program Administrators are strongly encouraged to program the full amount of the Tier I county targets illustrated in Table A. Any remaining amounts not submitted by November 2008 may be programmed under Tier II. However, it should be noted that due to the timing of federal deadlines associated with JARC and state deadlines associated with Proposition 1B funds, any projects for these funding sources submitted after the November 2008 deadline will experience a delay in receipt of funds of up to one year.

¹ Small Urbanized Area JARC projects will be due to MTC in September 2008.

Tier II Program: The Tier II Program would cover the third year of funding, which is expected to be known with approval of the FY 2010 state budget, or by September 2009. Tier II projects will be due to MTC by September 30, 2009.

At their discretion, Lifeline Program Administrators may conduct a consolidated competitive selection process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects. However, funding for Tier II projects will not be available until after they are presented to the Commission for adoption in December 2009.

CALL FOR PROJECTS

555 COUNTY CENTER 5TH FLOOR, REDWOOD CITY, CA 94063 PHONE: 650.599-1420 FAX: 650.361.8227

**Table A – Lifeline Transportation Program
Second Cycle Funding
FY 2009 – FY 2011**

COUNTY & POVERTY POPULATION ¹	Tier I Program ²				Tier II Program ³			Total
	STA ⁵	Prop 1B	JARC ⁴	Subtotal	STA	Prop 1B	Subtotal	
Alameda - Available 27.40%	\$ 8,030,213	\$ -	\$ 786,582	\$ 8,816,794	\$ 3,222,862	\$ 2,826,817	\$ 6,049,680	\$ 14,866,474
Alameda - Advanced ⁵	\$ -	\$ 5,098,588	\$ -	\$ 5,098,588	\$ -	\$ -	\$ -	\$ 5,098,588
Contra Costa 12.50%	\$ 3,908,046	\$ 2,081,370	\$ 358,843	\$ 6,348,259	\$ 1,470,284	\$ 1,289,606	\$ 2,759,890	\$ 9,108,150
Marin 2.70%	\$ 844,138	\$ 449,576	\$ 77,510	\$ 1,371,224	\$ 317,581	\$ 278,555	\$ 596,136	\$ 1,967,360
Napa 1.70%	\$ 531,494	\$ 283,066	\$ 84,494	\$ 899,055	\$ 199,959	\$ 175,386	\$ 375,345	\$ 1,274,400
San Francisco 15.10%	\$ 4,720,920	\$ 2,514,296	\$ 433,483	\$ 7,668,698	\$ 1,776,103	\$ 1,557,845	\$ 3,333,948	\$ 11,002,646
San Mateo 7.10%	\$ 2,219,770	\$ 1,182,218	\$ 203,823	\$ 3,605,812	\$ 835,121	\$ 732,496	\$ 1,567,618	\$ 5,173,429
Santa Clara 21.70%	\$ 6,784,368	\$ 3,613,259	\$ 632,276	\$ 11,029,903	\$ 2,552,413	\$ 2,238,757	\$ 4,791,170	\$ 15,821,073
Solano 5.50%	\$ 1,719,540	\$ 915,803	\$ 416,834	\$ 3,052,178	\$ 646,925	\$ 567,427	\$ 1,214,352	\$ 4,266,529
Sonoma 6.30%	\$ 1,969,655	\$ 1,049,011	\$ 181,331	\$ 3,199,997	\$ 741,023	\$ 649,962	\$ 1,390,985	\$ 4,590,982
Means-Based Fare Pilot ⁶	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
TOTAL 100.00%	\$ 30,728,144	\$ 17,187,188	\$ 3,175,177	\$ 51,090,509	\$ 13,262,271	\$ 10,316,852	\$ 23,579,123	\$ 74,669,632

Notes:

Estimates intended for planning purposes only. Actual allotment of funds may differ than those indicated above.

¹ Poverty percentages by county are based on federal poverty levels reported in 2000 US Census.

² The Tier I Program is due to MTC on November 30, 2008.

³ The Tier II Program is due to MTC on September 30, 2009.

⁴ JARC estimates include small urbanized area funds administered by Caltrans. The small urbanized areas in the region include Livermore, Gilroy, Petaluma, Fairfield, Vacaville, Vallejo and Napa. These funds are subject to Caltrans requirements.

⁵ The Alameda County – Advanced total reflects \$5.1 million in Prop. 1B programmed in advance under MTC Resolution 3834. Alameda County's share of Tier I Prop. 1B funds was \$4.7 million. The difference of \$389,299 is repaid from Alameda County's share of Tier I STA, which is distributed proportionately to the remaining counties.

⁶ Reserved by MTC for a means-based fare assistance pilot program. Scope of the program to be developed.

CALL FOR PROJECTS

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Eligible Projects:

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's transportation programs, taxi voucher programs, improved access to autos, etc. See Attachment C for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops, rehabilitation, safety or modernization improvements, etc.; or other enhancements to improve transportation access for residents of low-income communities. See Attachment C for additional details about eligibility by funding source.

Inter-county projects may also be funded if two or more counties wish to jointly plan for and fund such a project. Interested project sponsors or CMA staff should contact MTC to facilitate coordination.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Grant Funding Period

Projects may be funded for up to three years.

Grant Funding Amounts

Lifeline Program Administrators will establish a minimum and maximum grant amount for any one project over the three-year funding period (FY 09 to FY 11). Multi-year projects are allowed as long as the total Lifeline amount does not exceed the threshold established at the local level, and the project sponsor has clearly identified the funding match for each year of the project period.

Link to Community-based Planning

Preference will be given to projects identified in Community-Based Transportation Plans (CBTP) and located within the communities in which the plans were completed. While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

Project Performance/Monitoring

Project applicants are responsible for identifying performance measures to track the effectiveness of the service in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the

project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Applicants should describe a plan for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved. Project sponsors receiving JARC funds are subject to program reporting requirements as defined in those program guidelines.

II. Grant Application Submittal Requirements

To ensure a streamlined application process for project sponsors throughout the region, a universal grant application form is attached (Attachment D). This application may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements, with review and approval from MTC.

III. Grant Application Review and Evaluation Process

Lifeline Program Administrators are responsible for determining whether proposals meet the minimum Lifeline Program eligibility criteria (whether eligible fiscal agents are identified, and whether projects meet fund source eligibility requirements) and assigning appropriate fund sources to each project.

Lifeline Program Administrators will evaluate all eligible proposals. Each county will appoint a local review team of CMA staff, a local representative from MTC's Minority Citizens Advisory Committee (if available), as well as representatives of local stakeholders, such as, transit operators or other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Project evaluations will be based on the rating criteria described in Attachment E. Efforts will be made to avoid a conflict of interest, or the appearance of a conflict of interest, in selecting projects.

Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/stated goals and objectives, (2) community-based transportation plan (CBTP) priority (3) implementation plan, (4) project budget/sustainability, (5) coordination and program outreach, and (6) cost-effectiveness and performance indicators. Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Based on the evaluation criteria, and funding availability as assigned by county, Lifeline Program Administrators will make funding recommendations to their respective policy boards for approval, and will then submit the list of recommended projects to MTC.

CALL FOR PROJECTS

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MTC will confirm that projects meet fund source eligibility requirements, and will allocate funds to each project by including submitted projects in a Program of Projects for the Commission's approval.

Lifeline Program Administrators are responsible for entering eligible JARC projects into the Transportation Improvement Plan (TIP). If STA funds are used, MTC will allocate funds directly to a transit operator or other eligible entity. See Attachment B for additional details related to the estimated availability of funds to project sponsors.

IV. Grant Award and Receipt of Funds

Following project award and prior to receipt of funds, project sponsors must submit a resolution of local support to MTC committing to project delivery, as well as providing the required local matching funds.

For projects receiving STA funds:

Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds.

For other entities, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis following execution of the agreement.

For projects receiving Proposition 1B funds:

Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.

For projects receiving JARC funds:

Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.

ATTACHMENT A
Resolution 3860

Date: July 23, 2008
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 3860

This Resolution adopts the Second-Cycle Lifeline Transportation Program Guidelines and Fund Estimate.

The following attachment is provided with this Resolution:

Attachment A— Second-Cycle Lifeline Transportation Program Guidelines and Funding
FY 2009 through FY 2011

Date: July 23, 2008
W.I.: 1311
Referred by: PAC

RE: Second Cycle Lifeline Transportation Program Guidelines and Fund Estimate

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. NO. 3860

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted Resolution 3814, which directed Proposition 1B funds to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for federal Job Access Reverse Commute (JARC) funds and has incorporated these funds into the Lifeline Transportation Program; and

WHEREAS, MTC has conducted an administrative evaluation of the interim Lifeline Transportation Program and has made revisions to the program based on evaluation results; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the second-cycle of the Lifeline Transportation Program - Fiscal Year 2009 through Fiscal Year 2011; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the second cycle of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 23, 2008.

Date: July 23, 2008
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3860
Page 1 of 8

Second-Cycle Lifeline Transportation Program Guidelines and Funding FY 2009 through FY 2011

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting projects for the Lifeline Program, which requires a full commitment to a broad, inclusive public involvement process. Further guidance for public involvement is contained in MTC's Public Participation Plan. For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements; i.e. funds must be distributed without regard to race, color, and national origin.

Funding: Fund sources for the second-cycle Lifeline Program (FY 2009 - FY 2011) include Job Access Reverse Commute (JARC), State Transit Assistance (STA) and Proposition 1B - Transit funds, as shown in Table A. Funding amounts will be assigned to each county by each fund source, based on the county's share of poverty population consistent with the estimated distribution outlined in Table B. Lifeline Program Administrators will assign funds to eligible projects. Funded projects must meet the eligibility requirements of the respective funding source.

For projects receiving JARC Funds: Lifeline Program Administrators will enter projects into the Transportation Improvement Program (TIP). Following approval of the TIP, MTC will enter projects into MTC's Federal Transit Administration (FTA) grant to be submitted in spring 2009. Following FTA approval of the grant, MTC will enter into funding agreements with project sponsors.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, MTC or the local transit operator will enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is November 2008. The state will distribute funds directly to the project sponsor.

Multi-Year Programming: The second-cycle Lifeline Transportation Program will cover a three-year programming cycle. In Table A, the first year of funding is known, while the second and

third years of funding depend upon the FY 2009 and FY 2010 state budgets and are estimated. Since funding amounts for STA are unpredictable and will not be finalized before the release of the call for projects, MTC recommends that Lifeline Program Administrators select projects in two programming tiers.

Tier I Program: The Tier I Program would cover the first two years of funding. Funding for the second year is expected to be known with approval of the FY 2009 state budget, or by September 2008. Tier I projects are due to MTC by November 30, 2008¹, and are scheduled to be presented to the Commission for adoption in January 2009. Lifeline Program Administrators are strongly encouraged to program the full amount of the Tier I county targets illustrated in Table B. Any remaining amounts not submitted by November 2008 may be programmed under Tier II. However, it should be noted that due to the timing of federal deadlines associated with JARC and state deadlines associated with Proposition 1B funds, any projects for these funding sources submitted after the November 2008 deadline will experience a delay in receipt of funds of up to one year.

Tier II Program: The Tier II Program would cover the third year of funding, which is expected to be known with approval of the FY 2010 state budget, or by September 2009. Tier II projects will be due to MTC by September 30, 2009.

At their discretion, Lifeline Program Administrators may conduct a consolidated competitive selection process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects. However, funding for Tier II projects will not be available until after they are presented to the Commission for adoption in December 2009.

Competitive Process: Projects must be selected through an open, competitive process with the following exception. In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate a portion of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement.

¹ Small Urbanized Area JARC projects will be due to MTC in September 2008.

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program and is included in the net project costs in the project budget

For JARC projects, the federal match must be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Project Assessment: Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/stated goals and objectives, (2) community-based transportation plan (CBTP) priority (3) implementation plan, (4) project budget/sustainability, (5) coordination and program outreach, and (6) cost-effectiveness and performance indicators. Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Each county will appoint a local review team of CMA staff, a local representative from MTC's Minority Citizens Advisory Committee, as well as representatives of local stakeholders, such as, transit operators or other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Each county will assign local priorities for project selection.

Project Selection/Draft Program of Projects: In funding projects, preference will be given to strategies emerging from local CBTP processes. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Per federal requirements, all JARC projects must be derived from MTC's Coordinated Public Transit-Human Services Transportation Plan. Regional Lifeline funds should not supplant or replace existing sources of funds.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's transportation programs, taxi voucher programs, improved access to autos, etc. See Attachment 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops, rehabilitation, safety or modernization improvements, etc.; or other enhancements to improve transportation access for residents of low-income communities. See Attachment 1 for additional details about eligibility by funding source.

Inter-county projects may also be funded if two or more counties wish to jointly plan for and fund such a project. Interested project sponsors or CMA staff should contact MTC to facilitate coordination.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation deadlines.

Project Oversight: Lifeline Program Administrators will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. All changes to JARC-funded projects must be reported to MTC and reconciled with FTA.

Lifeline Program Administrators are responsible for programmatic and fiscal oversight of new Lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsors are responsible to establish milestones and report on the status of project delivery. All reports containing performance measures will be forwarded to MTC for review and overall monitoring of the Lifeline Transportation Program.

Timeline Summary

Action	Due Date
Issue Lifeline Call for Projects	Late July 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	November 30, 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of Tier I Lifeline Program of Projects	January 2009
STA-funded projects: project sponsors begin to claim funds or enter into agreements	February 2009
Proposition 1B transit-funded projects: project sponsors receive funds from state	February 2009 (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Submittal or revision of Lifeline Program of Projects (Tier II)	September 30, 2009
Commission approval of Tier II Lifeline Program of Projects	December 2009

**Table A – Lifeline Transportation Program
Second Cycle Funding
FY 2009 – FY 2011**

FUND SOURCE	CYCLE II: FY 09 - FY 11						Estimated Future Commitment (FY 12-FY 18)
	Tier I Program ¹			Tier II Program ²	3-YEAR TOTAL		
	Year 1 Actual	Year 2 Estimated		Year 3 Estimated			
STA ³	\$ 13,306,413	May Revise ³ \$ 8,992,542	Restoration ³ \$ 8,429,189	\$ 30,728,144	\$ 13,262,271	\$ 43,990,415	\$ 115,287,585
Prop. 1B ⁴	\$ 6,329,987	\$10,857,201		\$ 17,187,188	\$ 10,316,852	\$ 27,504,040	\$ 72,217,961
JARC ⁵	\$ 289,809	\$2,885,368		\$ 3,175,177	\$ -	\$ 3,175,177	\$ -
TOTAL	\$ 19,926,209	\$ 22,735,112	\$ 8,429,189	\$ 51,090,509	\$ 23,579,123	\$ 74,669,632	\$ 187,505,545

Notes:

¹ The Tier I Program is due to MTC on November 30, 2008. Year 2 amounts will be known in Sept. 2008.

² The Tier II Program is due to MTC on September 30, 2009. Year 3 amounts will be known in Sept. 2009.

³ STA commitments are per MTC Resolution 3837 (including funding from the STA Consolidated Policy, Proposition 1B Swap, and Spillover). Amounts depend on State budget. Year 2 estimate reflects expected funding at the FY 09 May Revise level and additional funds if the budget were restored to the FY 09 January Proposal level ("Restoration"). Year 3 estimate is projected from FY 09 January Proposal level (including funding from the STA Consolidated Policy and no Spillover).

⁴ Prop. 1B commitment is per MTC Resolution 3814.

⁵ JARC Year 1 is the difference between the original estimate and actual FY 2008 apportionment. Year 2 is estimated FY 09 large urbanized area (UA) apportionment and small UA targets provided by Caltrans.

**Table B - Estimated Funding Target by Fund Source per County
Second-Cycle Funding
FY 2009 – FY 2011**

COUNTY & POVERTY POPULATION ¹	Tier I Program ²				Tier II Program ³			Total
	STA ⁵	Prop 1B	JARC ⁴	Subtotal	STA	Prop 1B	Subtotal	
Alameda - Available 27.40%	\$ 8,030,213	\$ -	\$ 786,582	\$ 8,816,794	\$ 3,222,862	\$ 2,826,817	\$ 6,049,680	\$ 14,866,474
Alameda - Advanced ⁵	\$ -	\$ 5,098,588	\$ -	\$ 5,098,588	\$ -	\$ -	\$ -	\$ 5,098,588
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Sonoma 6.30%	\$ 1,969,655	\$ 1,049,011	\$ 181,331	\$ 3,199,997	\$ 741,023	\$ 649,962	\$ 1,390,985	\$ 4,590,982
Means-Based Fare Pilot ⁶	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
TOTAL 100.00%	\$ 30,728,144	\$ 17,187,188	\$ 3,175,177	\$ 51,090,509	\$ 13,262,271	\$ 10,316,852	\$ 23,579,123	\$ 74,669,632

Notes:

Estimates intended for planning purposes only. Actual allotment of funds may differ than those indicated above.

¹ Poverty percentages by county are based on federal poverty levels reported in 2000 US Census.

² The Tier I Program is due to MTC on November 30, 2008.

³ The Tier II Program is due to MTC on September 30, 2009.

⁴ JARC estimates include small urbanized area funds administered by Caltrans. The small urbanized areas in the region include Livermore, Gilroy, Petaluma, Fairfield, Vacaville, Vallejo and Napa. These funds are subject to Caltrans requirements.

⁵ The Alameda County – Advanced total reflects \$5.1 million in Prop. 1B programmed in advance under MTC Resolution 3834. Alameda County's share of Tier I Prop. 1B funds was \$4.7 million. The difference of \$389,299 is repaid from Alameda County's share of Tier I STA, which is distributed proportionately to the remaining counties.

⁶ Reserved by MTC for a means-based fare assistance pilot program. Scope of the program to be developed.

ATTACHMENT 1
Lifeline Transportation Program
Second-Cycle Funding, FY 2009 – FY 2011
Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMIS_EA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority
Eligible Projects	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>Capital or Operating projects</u> including:</p> <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend; shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management <p>Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds. ▪ For “Other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.	Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirement	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim ▪ “Other entities” must submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. 	<ul style="list-style-type: none"> ▪ Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. 	<ul style="list-style-type: none"> ▪ All project sponsors will submit quarterly performance reports with invoices for reimbursement to MTC. Prior to submittal to MTC, reports will be submitted to Lifeline Program Administrators for review.

Note: Information on this chart is accurate as of May 2008. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

ATTACHMENT B: Communities of Concern

To define minority and low-income communities, or Communities of Concern (COC), MTC used Travel Analysis Zones¹ (TAZ) and examined concentrations of minority and low-income populations within each TAZ. In terms of low-income populations, a TAZ was defined as a COC if 30% or more of the households earn below 200% of the poverty level. A TAZ was also defined as a COC if 70% or more of the persons in the households were African American, Asian American, Hispanic or Latino, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, or Multi-Racial. A map of communities of concern in the region is attached. For purposes of the Lifeline Program, projects should focus on serving low-income areas of these communities. For a more complete discussion on defining COCs, see the Transportation 2030 Equity Analysis, Section 3.2.

County	Community of Concern
SF	Downtown / Chinatown / North Beach / Treasure Isl.
SF	Tenderloin / Civic Center
SF	South of Market
SF	Western Addition / Haight-Fillmore
SF	Inner Mission / Potrero Hill
SF	Bayview / Hunters Point / Bayshore
SF	Outer Mission / Crocker-Amazon / OceanView
SM	Daly City
SM	South San Francisco / San Bruno
SM	North San Mateo
SM	East Palo Alto / North Fair Oaks
SC	Mountain View
SC	Alviso / Shoreline / Sunnyvale
SC	East Santa Clara*
SC	Central San Jose
SC	South San Jose / Morgan Hill*
SC	East Gilroy
SC	Central and East Milpitas
Ala	Northwest Hayward / Union City
Ala	Ashland / Cherryland / San Leandro
Ala	Fruitvale / East Oakland
Ala	West / North Oakland
Ala	Central and East Alameda
Ala	Berkeley / Albany
CC	South Richmond
CC	San Pablo / North Richmond
CC	Hercules / Rodeo / Crockett*
CC	North Martinez
CC	Central Concord
CC	Baypoint / Pittsburg / Antioch
CC	East Brentwood
Sol	North and East Vallejo
Sol	Central and East Fairfield
Sol	North Vacaville
Sol	Dixon
Nap	Napa / American Canyon
Nap	Calistoga
Son	Central Sonoma Valley
Son	South-Central Santa Rosa
Son	Southwest Healdsburg
Son	Guerneville / Monte Rio
Mar	San Rafael Canal District
Mar	Marin City

¹ TAZs are small area neighborhoods or communities that serve as the smallest geographic basis for travel demand modeling, which is used in long-range transportation planning.

ATTACHMENT C - Funding Source Information

**Lifeline Transportation Program
Second-Cycle Funding, FY 2009 – FY 2011**

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State’s goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMIS_EA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller’s Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority
Eligible Projects	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>Capital or Operating projects</u> including:</p> <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend, shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management <p>Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds. ▪ For “Other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.	Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirement	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim ▪ “Other entities” must submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. 	<ul style="list-style-type: none"> ▪ Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. 	<ul style="list-style-type: none"> ▪ All project sponsors will submit quarterly performance reports with invoices for reimbursement to MTC. Prior to submittal to MTC, reports will be submitted to Lifeline Program Administrators for review.

Note: Information on this chart is accurate as of May 2008. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

ATTACHMENT D – Lifeline Transportation Program Funding Application

A. General Project Information

Project Sponsor

Name of the organization _____

Contact person _____

Address _____

Telephone number _____

Fax number _____

E-mail address _____

Other Partner Agencies

Agency	Contact Person	Address	Telephone

Project Type: *Check one.*

Operating Capital Both

Brief Description of Project:

Budget Summary

	\$	% of Total Project Budget
Amount of Lifeline funding requested:		
Amount of local match proposed:		
Total project budget:		

B. Project Eligibility

Please demonstrate that your project is eligible for one or more of the Lifeline funding sources (State Transit Assistance (STA), Proposition 1B Transit, or Job Access Reverse Commute (JARC)). See Attachment C for additional information about each funding source.

For example: Our project provides shuttle service to the local job center in community of concern X during swing-shift hours. It was listed as a priority project in the X community-based transportation plan, and is found in the low-income component of the Bay Area's Coordinated Public Transit-Human Services Transportation Plan. While our service focuses on serving low-income residents of this community, the service is open to the general public.

Therefore, we believe our project is eligible for both STA and JARC funds.

C. Project Narrative

Please provide a brief narrative to describe the project, as indicated below.

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Estimate the number of people to be served, and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

Community-based Transportation Plan Priority

1. Is the project identified in a completed community-based transportation plan (CBTP)? Indicate the name of the completed plan.

2. Is the project located in the community in which the CBTP was completed?

3. Describe how the project addresses a priority indicated in the CBTP.

Implementation Plan

1. Describe key personnel assigned to this project, and their qualifications.

2. Demonstrate the experience or institutional capacity of your agency to deliver the project as described.

3. *For operating projects:* Provide an operational plan for delivering service. Include route map, if applicable.

C/CAG AGENDA REPORT

Date: August 14, 2008
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review of the Draft FY 07-08 C/CAG Management Finance Report ending June 30, 2008

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

RECOMMENDATION

That the C/CAG Board of Directors review the draft FY 07-08 C/CAG Management Finance Report ending June 30, 2008.

FISCAL IMPACT & SOURCE OF FUNDS

None.

BACKGROUND/DISCUSSION

The attached Management Finance Report is based on accounting information provided as of 8/1/2008. Although the Fiscal Year ends on June 30, 2008, certain accounting activities may not have been posted yet. A final Management Finance Report will be submitted to the C/CAG Board at the September or October 2008 meeting.

ATTACHMENT

- C/CAG Management Finance Report As of June 30, 2008 (Preliminary 8/1/2008)

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS
Management Finance Report
As of June 30, 2008
Preliminary 8/1/08

	GENERAL FUND (01)				CONGESTION MANAGEMENT FUND (02)			
	Actual Month #01	Actual Y-T-D	Annual Budget	Variance Fav./Unfav.)	Actual Month #02	Actual Y-T-D	Annual Budget	Variance Fav./Unfav.)
Beginning Status								
Fund Balance	(2,651.03)	(2,651.03)	(12,566.00)	9,914.97	34,763.91	34,763.91	75,225.00	(40,461.09)
Reserve	43,346.42	43,346.42	43,346.42	0.00	50,000.00	50,000.00	50,000.00	0.00
Revenues:								
Interest Earnings	69,934.77	363,217.42	1,000.00	362,217.42	3,215.00	9,708.00	0.00	9,708.00
Member Contribution	0.00	250,025.00	250,024.00	1.00	0.00	390,906.00	390,907.00	(1.00)
Other Revenue	(72,198.00)	(355,647.00)		(355,647.00)	0.00	0.00		0.00
Cost Reimbursement	0.00	0.00		0.00	60,942.52	91,690.06	75,000.00	16,690.06
DMV Fee	0.00	0.00		0.00	0.00	0.00		0.00
MTC/Federal Funding	0.00	0.00		0.00	(228,832.04)	263,120.96	670,000.00	(406,879.04)
GASB 31 Allocation	160.38	160.38		160.38	278,617.04	278,617.04		278,617.04
Street Repair	0.00	0.00		0.00	0.00	0.00		0.00
Grants	55,354.80	114,860.23	40,000.00	74,860.23	0.00	0.00	0.00	0.00
Transportation Auth. Cost Sharing	0.00	0.00		0.00	15,306.52	17,108.74	137,500.00	(120,391.26)
Program Revenue	0.00	0.00		0.00	(15,306.52)	(15,306.52)		(15,306.52)
PPM	0.00	0.00		0.00	248,656.69	248,656.69	467,000.00	(218,343.31)
MTC Rideshare	0.00	0.00		0.00	35,000.00	70,000.00		70,000.00
Sub-total	53,251.95	372,616.03	291,024.00	81,592.03	397,599.21	1,354,500.97	1,740,407.00	(385,906.03)
Expenditures:								
Administration Services	28,433.38	112,673.57	118,000.00	5,326.43	36,247.18	101,768.75	130,000.00	28,231.25
Professional Services	41,294.19	196,995.65	136,000.00	(60,995.65)	116,088.28	544,028.01	560,000.00	15,971.99
Consulting Services	47,018.70	131,138.19	40,000.00	(91,138.19)	10,093.96	86,376.32	735,000.00	648,623.68
Field & Program Supplies	36,862.83	40,984.24	49,200.00	8,215.76	1,251.14	1,429.23	2,000.00	570.77
License and Fees	0.00	0.00		0.00	0.00	0.00		0.00
Professional Dues & Membership	0.00	1,600.00	1,600.00	0.00	0.00	0.00		0.00
Training	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Conferences & Meetings	1,397.12	17,685.83	6,750.00	(10,935.83)	1,010.99	12,463.35	3,000.00	(9,463.35)
Publications	1,853.48	20,478.89		(20,478.89)	0.00	2,116.42		(2,116.42)
Local Transp. Reimbursement	0.00	38.95		(38.95)	0.00	0.00		0.00
Miscellaneous	168.08	1,022.52	6,000.00	4,977.48	168.07	575.90	1,000.00	424.10
Bank Fee	0.00	0.00	1,500.00	1,500.00	0.00	0.00		0.00
Printing and Postage	0.00	0.00	25,000.00	25,000.00	0.00	0.00	5,500.00	5,500.00
Audit Services	3,235.00	4,435.00	5,000.00	565.00	0.00	0.00		0.00
Distributions	0.00	0.00		0.00	23,333.32	69,999.96		(69,999.96)
Sub-total	160,262.78	527,052.84	389,050.00	(138,002.84)	188,192.94	818,757.94	1,436,500.00	617,742.06
Transfers:								
Transfers In	144,237.89	144,237.89	115,767.00	28,470.89	0.00	81,863.01	0.00	81,863.01
Transfers Out-Resrvs	0.00	0.00	0.00	0.00	(81,863.01)	(81,863.01)		(81,863.01)
Transfer Out-Fund	0.00	0.00		0.00	(93,363.71)	(93,363.71)	(60,396.00)	(32,967.71)
Sub-total	144,237.89	144,237.89	115,767.00	28,470.89	(175,226.72)	(93,363.71)	(60,396.00)	(32,967.71)
Net Change	37,227.06	(10,198.92)	17,741.00	(27,939.92)	34,179.55	442,379.32	243,511.00	198,868.32
Ending Status:								
Fund Balance		(12,849.95)	5,175.00	(18,024.95)		477,143.23	318,736.00	158,407.23
Reserve		43,346.42	43,346.42	0.00		131,863.01	50,000.00	81,863.01
Total		30,496.47	48,521.42	(18,024.95)		609,006.24	368,736.00	240,270.24

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS
Management Finance Report
As of June 30, 2008
Preliminary 8/1/08

STREET REPAIR FUND (03)

CONGESTION RELIEF FUND (04)

	Actual Month #03	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)	Actual Month #04	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)
Beginning Status								
Fund Balance	81,863.01	81,863.01	81,863.01	0.00	676,247.32	676,247.32	858,261.00	(182,013.68)
Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Revenues:								
Interest Earnings	0.00	0.00		0.00	11,008.00	77,285.00	10,000.00	67,285.00
Member Contribution	0.00	0.00		0.00	0.00	1,850,000.00	1,850,000.00	0.00
Other Revenue	0.00	0.00		0.00	0.00	0.00		0.00
Cost Reimbursement	0.00	0.00		0.00	176,385.32	483,766.32		483,766.32
DMV Fee	0.00	0.00		0.00	0.00	0.00		0.00
MTC/Federal Funding	0.00	0.00		0.00	278,617.04	278,617.04	100,000.00	178,617.04
GASB 31 Allocation	0.00	0.00		0.00	(278,617.04)	(278,617.04)		(278,617.04)
Street Repair	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Grants	0.00	0.00		0.00	0.00	0.00		0.00
Transportation Auth. Cost Sharing	0.00	0.00		0.00	83,101.47	229,883.85	350,000.00	(120,116.15)
Program Revenue	0.00	0.00		0.00	0.00	0.00		0.00
PPM	0.00	0.00		0.00	0.00	0.00		0.00
MTC Rideshare	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	270,494.79	2,640,935.17	2,310,000.00	330,935.17
Expenditures:								
Administration Services	0.00	0.00		0.00	29,629.46	61,863.58	40,000.00	(21,863.58)
Professional Services	0.00	0.00		0.00	61,437.45	131,443.32	300,000.00	168,556.68
Consulting Services	0.00	0.00		0.00	139,785.52	538,498.80	1,200,000.00	661,501.20
Field & Program Supplies	0.00	0.00		0.00	0.00	0.00		0.00
Licenses and Fees	0.00	0.00		0.00	0.00	0.00		0.00
Professional Dues & Membership	0.00	0.00		0.00	0.00	0.00		0.00
Training	0.00	0.00		0.00	0.00	0.00		0.00
Conferences & Meetings	0.00	0.00		0.00	0.00	(4,688.90)		4,688.90
Publications	0.00	0.00		0.00	0.00	2,380.48		(2,380.48)
Local Transp. Reimbursement	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Miscellaneous	0.00	0.00		0.00	0.00	0.00		0.00
Bank Fee	0.00	0.00		0.00	0.00	0.00		0.00
Printing and Postage	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Audit Services	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Distributions	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	350,059.18	1,030,486.81	803,000.00	(227,486.81)
Transfers:								
Transfers In	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfers Out-Reserve	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Transfer Out-Fund	0.00	(81,863.01)	(81,863.01)	0.00	(27,946.64)	(27,946.64)	(29,760.00)	1,813.36
Sub-total	0.00	(81,863.01)	(81,863.01)	0.00	(27,946.64)	(27,946.64)	(29,760.00)	1,813.36
Net Change	0.00	(81,863.01)	(81,863.01)	0.00	(338,363.46)	853,004.44	(62,760.00)	915,764.44
Ending Status:								
Fund Balance		0.00	0.00	0.00		1,557,198.40	795,501.00	761,697.40
Reserve		0.00	0.00	0.00		(27,946.64)	0.00	(27,946.64)
Total		0.00	0.00	0.00		1,529,251.76	795,501.00	733,750.76

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	NPDES FUND (07)				ABANDONED VEHICLE PROGRAM (09)			
	Actual Month #07	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)	Actual Month #09	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)
Beginning Status								
Fund Balance	1,432,976.61	1,432,976.61	1,225,875.00	207,101.61	401,920.82	401,920.82	391,760.00	10,160.82
Reserve	100,903.00	100,903.00	100,903.00	0.00	0.00	0.00	0.00	0.00
Revenues:								
Interest Earnings	13,609.00	66,664.00	45,000.00	21,664.00	4,625.00	18,171.00	2,000.00	16,171.00
Member Contribution	0.00	0.00	209,561.00	(209,561.00)	0.00	0.00	0.00	0.00
Other Revenue	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cost Reimbursement	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DMV Fee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MTC/Federal Funding	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GASB 31 Allocation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Street Repair	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grants	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transportation Auth. Cost Sharing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Program Revenue	51,392.59	1,370,061.56	1,221,957.00	148,104.56	176,852.30	514,117.34	680,000.00	(165,882.66)
PPM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MTC Rideshare	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sub-total	65,001.59	1,436,725.56	1,476,518.00	(39,792.44)	181,477.30	532,288.34	682,000.00	(149,711.66)
Expenditures:								
Administration Services	9,799.65	38,706.00	15,000.00	(23,706.00)	0.00	0.00	15,000.00	15,000.00
Professional Services	0.00	13,683.68	123,500.00	109,816.32	0.00	0.00	0.00	0.00
Consulting Services	280,035.73	816,665.66	1,078,528.00	261,862.34	0.00	0.00	0.00	0.00
Field & Program Supplies	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
License and Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Professional Dues & Membership	0.00	123,501.00	200,500.00	76,999.00	0.00	0.00	0.00	0.00
Training	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Conferences & Meetings	0.00	1,083.31	1,500.00	416.69	0.00	0.00	0.00	0.00
Publications	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Local Transp. Reimbursement	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Miscellaneous	0.00	0.00	1,000.00	1,000.00	0.00	0.00	50,000.00	50,000.00
Bank Fee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Printing and Postage	0.00	0.00	10,000.00	10,000.00	0.00	0.00	0.00	0.00
Audit Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Distributions	3,550.07	19,220.14	25,000.00	5,779.86	0.00	521,305.29	680,000.00	158,694.71
Sub-total	293,385.45	1,012,859.79	1,455,028.00	442,168.21	0.00	521,305.29	745,000.00	223,694.71
Transfers:								
Transfers In	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfers Out-Reserves	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer Out-Fund	(7,574.05)	(7,574.05)	(12,123.00)	4,548.95	0.00	0.00	0.00	0.00
Sub-total	(7,574.05)	(7,574.05)	(12,123.00)	4,548.95	0.00	0.00	0.00	0.00
Net Change	(235,957.91)	416,291.72	9,367.00	406,924.72	181,477.30	10,983.05	(63,000.00)	73,983.05
Ending Status:								
Fund Balance		1,849,268.33	1,235,242.00	614,026.33		569,742.62	328,760.00	240,982.62
Reserve		100,903.00	100,903.00	0.00		0.00	0.00	0.00
Total		1,950,171.33	1,336,145.00	614,026.33		569,742.62	328,760.00	240,982.62

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BAAQMD (AB434) CYCLE 05-06 (26)

BAAQMD (AB434) CYCLE 06-07 (27)

	BAAQMD (AB434) CYCLE 05-06 (26)				BAAQMD (AB434) CYCLE 06-07 (27)			
	Actual Month #23	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)	Actual Month #24	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)
Beginning Status								
Fund Balance	202,986.95	202,986.95	0.00	202,986.95	(83,621.16)	(83,621.16)	113,133.00	(196,754.16)
Reserve	0.00	0.00		0.00	0.00	0.00		0.00
Revenues:								
Interest Earnings	0.00	0.00		0.00	0.00	0.00		0.00
Member Contribution	0.00	0.00		0.00	0.00	0.00		0.00
Other Revenue	0.00	0.00		0.00	0.00	0.00		0.00
Cost Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
DMV Fee	0.00	0.00		0.00	0.00	0.00		0.00
MTC/Federal Funding	0.00	0.00		0.00	0.00	0.00		0.00
GASB 31 Allocation	0.00	0.00		0.00	0.00	0.00		0.00
Street Repair	0.00	0.00		0.00	0.00	0.00		0.00
Grants	0.00	0.00		0.00	0.00	0.00		0.00
Transportation Auth. Cost Sharing	0.00	0.00		0.00	0.00	0.00		0.00
Program Revenue	0.00	0.00		0.00	0.00	0.00		0.00
PPM	0.00	0.00		0.00	0.00	0.00		0.00
MTC Rideshare	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Expenditures:								
Administration Services	0.00	0.00		0.00	1,610.69	1,610.69		(1,610.69)
Professional Services	0.00	0.00		0.00	0.00	0.00		0.00
Consulting Services	0.00	0.00		0.00	0.00	0.00		0.00
Food & Program Supplies	0.00	0.00		0.00	0.00	0.00		0.00
License and Fees	0.00	0.00		0.00	0.00	0.00		0.00
Professional Dues & Membership	0.00	0.00		0.00	0.00	0.00		0.00
Training	0.00	0.00		0.00	0.00	0.00		0.00
Conferences & Meetings	0.00	0.00		0.00	0.00	0.00		0.00
Publications	0.00	0.00		0.00	0.00	0.00		0.00
Local Transp Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
Miscellaneous	0.00	0.00		0.00	0.00	0.00		0.00
Bank Fee	0.00	0.00		0.00	0.00	0.00		0.00
Printing and Postage	0.00	0.00		0.00	0.00	0.00		0.00
Audit Services	0.00	0.00		0.00	0.00	0.00		0.00
Distributions	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	1,610.69	1,610.69	0.00	(1,610.69)
Transfers:								
Transfers In	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Transfers Out-Reserves	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer Out-Fund	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Net Change	0.00	0.00	0.00	0.00	(1,610.69)	(1,610.69)	0.00	(1,610.69)
Ending Status:								
Fund Balance		202,986.95	0.00	202,986.95		(85,231.85)	113,133.00	(198,364.85)
Reserve		0.00	0.00	0.00		0.00	0.00	0.00
Total		202,986.95	0.00	202,986.95		(85,231.85)	113,133.00	(198,364.85)

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BAAQMD (AB434) CYCLE 07-08 (28)

BAAQMD (AB434) CYCLE 08-09 (29)

	BAAQMD (AB434) CYCLE 07-08 (28)				BAAQMD (AB434) CYCLE 08-09 (29)			
	Actual Month #25	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)	Actual Month #26	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)
Beginning Status								
Fund Balance	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Revenues:								
Interest Earnings	3,017.00	18,141.00	8,000.00	10,141.00	0.00	0.00		0.00
Member Contribution	0.00	0.00		0.00	0.00	0.00		0.00
Other Revenue	0.00	0.00		0.00	0.00	0.00		0.00
Cost Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
DMV Fee	0.00	1,087,002.03		1,087,002.03	0.00	0.00		0.00
MTC/Federal Funding	0.00	0.00		0.00	0.00	0.00		0.00
GASB 31 Allocation	0.00	0.00		0.00	0.00	0.00		0.00
Street Repair	0.00	0.00		0.00	0.00	0.00		0.00
Grants	0.00	0.00		0.00	0.00	0.00		0.00
Transportation Auth. Cost Sharing	0.00	0.00		0.00	0.00	0.00		0.00
Program Revenue	0.00	0.00	991,138.00	(991,138.00)	0.00	0.00		0.00
PPM	0.00	0.00		0.00	0.00	0.00		0.00
MTC Rideshare	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	3,017.00	1,105,143.03	999,138.00	106,005.03	0.00	0.00	0.00	0.00
Expenditures:								
Administration Services	2,109.05	8,478.05	12,000.00	3,521.95	0.00	0.00		0.00
Professional Services	10,092.47	23,854.95	37,099.00	13,244.05	0.00	0.00		0.00
Consulting Services	0.00	0.00		0.00	0.00	0.00		0.00
Food & Program Supplies	0.00	0.00		0.00	0.00	0.00		0.00
License and Fees	0.00	0.00		0.00	0.00	0.00		0.00
Professional Dues & Membership	0.00	0.00		0.00	0.00	0.00		0.00
Training	0.00	0.00		0.00	0.00	0.00		0.00
Conferences & Meetings	0.00	0.00		0.00	0.00	0.00		0.00
Publications	0.00	0.00		0.00	0.00	0.00		0.00
Local Transp Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
Miscellaneous	0.00	0.00		0.00	0.00	0.00		0.00
BankFee	0.00	0.00		0.00	0.00	0.00		0.00
Printing and Postage	0.00	0.00		0.00	0.00	0.00	0.00	0.00
AuditServices	0.00	0.00		0.00	0.00	0.00		0.00
Distributions	241,875.00	813,000.00	1,029,000.00	216,000.00	0.00	0.00		0.00
Sub-total	254,076.52	845,333.00	1,078,099.00	232,766.00	0.00	0.00	0.00	0.00
Transfers:								
Transfers In	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfers Out-Resrves	0.00	0.00		0.00	0.00	0.00		0.00
Transfer Out-Fund	(1,229.88)	(1,229.88)	(4,298.00)	3,068.12	0.00	0.00		0.00
Sub-total	(1,229.88)	(1,229.88)	(4,298.00)	3,068.12	0.00	0.00	0.00	0.00
Net Change	(252,289.40)	258,580.15	(83,259.00)	341,839.15	0.00	0.00	0.00	0.00
Ending Status:								
Fund Balance		258,580.15	(83,259.00)	341,839.15		0.00	0.00	0.00
Reserve		0.00	0.00	0.00		0.00	0.00	0.00
Total		258,580.15	(83,259.00)	341,839.15		0.00	0.00	0.00

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BAAQMD (AB434) CYCLE 09-10 (30)

AB 1546 Program (08)

	BAAQMD (AB434) CYCLE 09-10 (30)				AB 1546 Program (08)			
	Actual Month #27	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)	Actual Month #25	Actual Y-T-D	Annual Budget	Variance Fav./(Unfav.)
Beginning Status								
Fund Balance	0.00	0.00	0.00	0.00	3,675,698.64	3,675,698.64	3,467,940.00	207,758.64
Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Revenues:								
Interest Earnings	0.00	0.00		0.00	36,724.00	165,678.00	30,000.00	135,678.00
Member Contribution	0.00	0.00		0.00	0.00	0.00		0.00
Other Revenue	0.00	0.00		0.00	0.00	0.00		0.00
Cost Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
DMV Fee	0.00	0.00		0.00	0.00	0.00		0.00
MTC/Federal Funding	0.00	0.00		0.00	483,289.48	2,488,358.34	2,636,928.00	(148,569.66)
GASB 31 Allocation	0.00	0.00		0.00	0.00	0.00		0.00
Street Repair	0.00	0.00		0.00	0.00	0.00		0.00
Grants	0.00	0.00		0.00	0.00	0.00		0.00
Transportation Auth. Cost Sharing	0.00	0.00		0.00	0.00	0.00		0.00
Program Revenue	0.00	-0.00		0.00	25,357.45	25,357.45	100,000.00	(74,642.55)
PPM	0.00	0.00		0.00	0.00	0.00	0.00	0.00
MTC Rideshare	0.00	0.00		0.00	0.00	0.00		0.00
Sub-total	0.00	0.00	0.00	0.00	545,370.93	2,679,393.79	2,766,928.00	(87,534.21)
Expenditures:								
Administration Services	0.00	0.00		0.00	12,708.39	50,070.43	35,000.00	(15,070.43)
Professional Services	0.00	0.00		0.00	4,075.20	47,622.61	70,000.00	22,377.39
Consulting Services	0.00	0.00		0.00	39,477.35	156,491.08	35,000.00	(121,491.08)
Field & Program Supplies	0.00	0.00		0.00	0.00	279.62		(279.62)
License and Fees	0.00	0.00		0.00	0.00	0.00		0.00
Professional Dues & Membership	0.00	0.00		0.00	0.00	0.00		0.00
Training	0.00	0.00		0.00	0.00	0.00		0.00
Conferences & Meetings	0.00	0.00		0.00	0.00	0.00		0.00
Publications	0.00	0.00		0.00	0.00	3,039.36		(3,039.36)
Local Transp. Reimbursement	0.00	0.00		0.00	0.00	0.00		0.00
Miscellaneous	0.00	0.00		0.00	0.00	0.00		0.00
Bank Fee	0.00	0.00		0.00	0.00	0.00		0.00
Printing and Postage	0.00	0.00		0.00	0.00	0.00		0.00
Audit Services	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Distributions	0.00	0.00		0.00	0.00	2,611.00		(2,611.00)
Sub-total	0.00	0.00	0.00	0.00	88,417.06	1,254,143.34	3,038,310.00	1,784,166.66
					144,678.00	1,514,257.44	3,178,310.00	1,664,052.56
Transfers:								
Transfers In	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfers Out-Resrves	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transfer Out-Fund	0.00	0.00		0.00	(14,123.61)	(14,123.61)	(9,191.00)	(4,932.61)
Sub-total	0.00	0.00	0.00	0.00	(14,123.61)	(14,123.61)	(9,191.00)	(4,932.61)
Net Change	0.00	0.00	0.00	0.00	386,569.32	1,151,012.74	(420,573.00)	1,571,585.74
Ending Status:								
Fund Balance		0.00	0.00	0.00		4,840,834.99	3,047,367.00	1,793,467.99
Reserve		0.00	0.00	0.00		0.00	0.00	0.00
Total		0.00	0.00	0.00		4,840,834.99	3,047,367.00	1,793,467.99

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ALL FUNDS

	Actual Month	Actual Y-T-D	Annual Budget	Variance Fav./ (Unfav.)
Beginning Status				
Fund Balance	2,744,486.43	2,744,486.43	6,201,491.01	(3,457,004.58)
Reserve	194,249.42	194,249.42	194,249.42	0.00
Revenues:				
Interest Earnings	142,132.77	718,864.42	96,000.00	622,864.42
Member Contribution	0.00	2,490,931.00	2,700,492.00	(209,561.00)
Other Revenue	(72,198.00)	(355,647.00)	0.00	(355,647.00)
Cost Reimbursement	237,327.84	575,456.38	75,000.00	500,456.38
DMV Fee	483,289.48	3,575,360.37	2,636,928.00	938,432.37
MTC/Federal Funding	49,785.00	541,738.00	770,000.00	(228,262.00)
GASB 31 Allocation	160.38	160.38	0.00	160.38
Street Repair	0.00	0.00	0.00	0.00
Grants	55,354.80	114,860.23	40,000.00	74,860.23
Transportation Auth Cost Sharing	123,765.44	272,350.04	587,500.00	(315,149.96)
Program Revenue	212,938.37	1,868,872.38	2,893,095.00	(1,024,222.62)
PPM	248,656.69	248,656.69	467,000.00	(218,343.31)
MTC Rideshare	35,000.00	70,000.00	0.00	70,000.00
Sub-total	1,516,212.77	10,121,602.89	10,266,015.00	(144,412.11)
Expenditures:				
Administration Services	120,537.80	375,171.07	365,000.00	10,171.07
Professional Services	232,987.59	957,628.22	1,226,599.00	(268,970.78)
Consulting Services	516,411.26	1,729,170.05	3,088,528.00	(1,359,357.95)
Field & Program Supplies	38,113.97	42,693.09	51,200.00	(8,506.91)
License and Fees	0.00	0.00	0.00	0.00
Professional Dues & Membership	0.00	125,101.00	202,100.00	(76,999.00)
Training	0.00	0.00	0.00	0.00
Conferences & Meetings	2,408.11	29,582.95	11,250.00	18,332.95
Publications	1,853.48	24,975.79	0.00	24,975.79
Local Transp. Reimbursement	0.00	38.95	0.00	38.95
Miscellaneous	336.15	1,598.42	58,000.00	(56,401.58)
Bank Fee	0.00	0.00	1,500.00	(1,500.00)
Printing and Postage	0.00	0.00	40,500.00	(40,500.00)
Audit Services	3,235.00	7,046.00	5,000.00	2,046.00
Distributions	707,234.63	3,708,155.54	5,575,310.00	(1,867,154.46)
Sub-total	1,623,117.99	7,001,161.08	10,624,987.00	(3,623,825.92)
Transfers:				
Transfers In	144,237.89	226,100.90	115,767.00	110,333.90
Transfers Out-Reserves	(81,863.01)	(81,863.01)	0.00	(81,863.01)
Transfer Out-Fund		(226,100.90)	(197,631.01)	(28,469.89)
Sub-total	(67,739.40)	(67,739.40)	(81,864.01)	28,470.89
Net Change	(188,768.23)	3,038,578.80	(440,836.01)	3,479,414.81
Ending Status:				
Fund Balance		9,657,672.87	5,760,655.00	3,897,017.87
Reserve		248,165.79	194,249.42	53,916.37
Total		9,905,838.66	5,954,904.42	3,950,934.24

C/CAG AGENDA REPORT

Date: August 14, 2008
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Status report on the Hydrogen Shuttle for FY 07-08

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

RECOMMENDATION

That the C/CAG Board of Directors receive the status report on the Hydrogen Shuttle for FY 07-08.

FISCAL IMPACT & SOURCE OF FUNDS

Funding for the Hydrogen Shuttle comes from the Congestion Management program of the AB 1546 vehicle license fee. The Transportation Authority provides matching fund.

BACKGROUND/DISCUSSION

The East Palo Alto Hydrogen shuttle has met or exceeded expectations. The Hydrogen Shuttle was placed into service in December 2007 and has been operating continuously since except for some minor servicing. It operates between downtown East Palo Alto and the Palo Alto Caltrain station. The shuttle operates in the AM commute hours only. Typically the shuttle is at capacity of 8-10 riders per trip from the Caltrain station. Total ridership from December to May was 4,192. No major issues have been experienced. Specific performance measures achieved include the following:

<u>Measure</u>	<u>Objective</u>	<u>Actual</u>
Cost for FY 07-08	\$170,000 (Scaled to December)	\$70,000 (Projected)
Ridership	75%	90-100%
Total Ridership (December to May)	NA	4,192
In Service	70%	90%
Mileage	5 miles per kg	7 miles per kg
Total Miles	NA	5,510.3

Given that the Ford Hydrogen Shuttle is an experimental vehicle, the overall performance has been excellent. The cost to operate and maintain the Hydrogen Shuttle has been significantly less than projected and achieved excellent ridership.

ATTACHMENT

- Shuttle Ridership Report

ITEM 4.10

Shuttle Ridership Report

Monthly Totals for: December 2007

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	43	50	51	55	60	259	5	24.65	34.65	217.5	520.5
Week 2	60	53	59	65	55	292	5	70	80	217.5	520.5
Week 3	42	35	42	40	22	181	5	70	80	217.5	520.5
Week 4	11	Holiday	18	18	9	56	4	56	64	174	416.4
Week 5	18	0	0	0	0	18	1	14	16	43.5	104.1

Monthly Totals	174	138	170	178	146	806	20	234.65	274.65	870	2082
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days of operation Hydrogen
days of operation Backup

Average Daily Ridership 40
 Number of Vehicles 1
 Number of Road Calls
 Number of Accidents 0

Shuttle Ridership Report

Monthly Totals for: January 2008

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	0	Holiday	16	22	21	59	3	14.79	20.79	130.5	312.3
Week 2	20	23	25	28	34	130	5	70	80	217.5	520.5
Week 3	33	29	29	40	32	163	5	70	80	217.5	520.5
Week 4	16	27	27	29	29	128	5	70	80	217.5	520.5
Week 5	30	34	38	41	0	143	4	56	64	174	416.4

Monthly Totals	99	113	135	160	116	623	22	280.79	324.79	957	2290.2
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days of operation Hydrogen

days of operation Backup

Average Daily Ridership 28
 Number of Vehicles 1
 Number of Road Calls
 Number of Accidents 0

Shuttle Ridership Report

Monthly Totals for: February 2008

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	0	0	0	0		0	1	4.93	6.93	43.5	104.1
Week 2	31	43	42	38	41	195	5	70	80	217.5	520.5
Week 3	32	39	29	43	33	176	5	70	80	217.5	520.5
Week 4	19	34	28	38	38	157	5	70	80	217.5	520.5
Week 5	41	44	37	42	42	206	5	70	80	217.5	520.5

Monthly Totals	123	160	136	161	154	734	21	284.93	326.93	913.5	2186.1
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days of operation Hydrogen

days of operation Backup

Average Daily Ridership	<u>35</u>
Number of Vehicles	<u>1</u>
Number of Road Calls	<u></u>
Number of Accidents	<u>0</u>

Shuttle Ridership Report

Monthly Totals for: March 2008

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	35	39	38	39	42	193	5	24.65	34.65	217.5	520.5
Week 2	36	43	42	35	39	195	5	70	80	217.5	520.5
Week 3	38	43	47	43	42	213	5	70	80	217.5	520.5
Week 4	39	36	41	39	42	197	5	70	80	217.5	520.5
Week 5	31	0	0	0	0	31	1	14	16	43.5	104.1

Monthly Totals	179	161	168	156	165	829	21	248.65	290.65	913.5	2186.1
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days of operation Hydrogen
days of operation Backup

Average Daily Ridership 39
 Number of Vehicles 1
 Number of Road Calls
 Number of Accidents 0

Shuttle Ridership Report

Monthly Totals for: April 2008

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	0	34	42	35	38	149	4	19.72	27.72	174	416.4
Week 2	33	39	42	35	36	185	5	70	80	217.5	520.5
Week 3	34	55	46	46	36	217	5	70	80	217.5	520.5
Week 4	38	40	43	40	50	211	5	70	80	217.5	520.5
Week 5	45	37	33	0	0	115	3	42	48	130.5	312.3

Monthly Totals	150	205	206	156	160	877	22	271.72	315.72	957	2290.2
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days of operation Hydrogen
days of operation Backup

Average Daily Ridership 40
 Number of Vehicles 1
 Number of Road Calls
 Number of Accidents 0

Shuttle Ridership Report

Monthly Totals for: May 2008

Route: CCAG - Hydrogen Shuttle

	Mon	Tues	Wed	Thur	Fri	Weekly # of Boardings	# of Operating Days	# of Service Hours	# of Operator Hours	# of Service Miles	# of Operator Miles
Week 1	0	0	0	40	46	86	2	9.86	13.86	87	208.2
Week 2	39	46	51	45	56	237	5	70	80	217.5	520.5
Week 3	40	47	45	42	46	220	5	70	80	217.5	520.5
Week 4	40	37	43	47	41	208	5	70	80	217.5	520.5
Week 5	Holiday	47	42	44	39	172	4	56	64	174	416.4

Monthly Totals	119	177	181	218	228	923	21	275.86	317.86	913.5	2186.1
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days of operation Hydrogen
days of operation Backup

Average Daily Ridership 44
 Number of Vehicles 1
 Number of Road Calls
 Number of Accidents 0



2006 E-450 H2ICE Shuttle Bus Performance

Serial Number
589-VP-0049

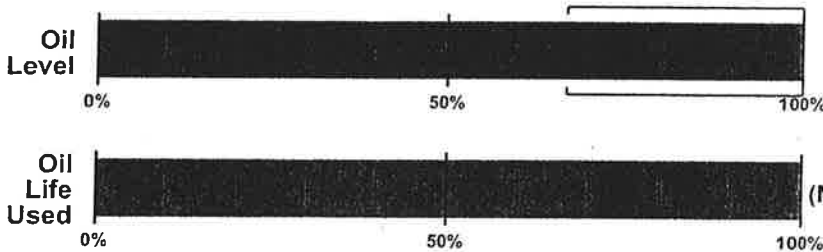
Vehicle: USACalSanMateo589 Status: Service Required
Time Zone: America/Los_Angeles Created: Sun 06 Jul 2008 00:00:02

Messages

Average statistics: 23.7 mi/day, 106.00 kRevs/day (computed over last 28 days)
*****Critical***** Low oil life.
 Oil change required (currently over by 614 mi 988 km).

*Note: The fuel economy calculation algorithm is still in development - fuel economy data plotted in the fuel consumption graph may contain outliers (perhaps 2% of the points).

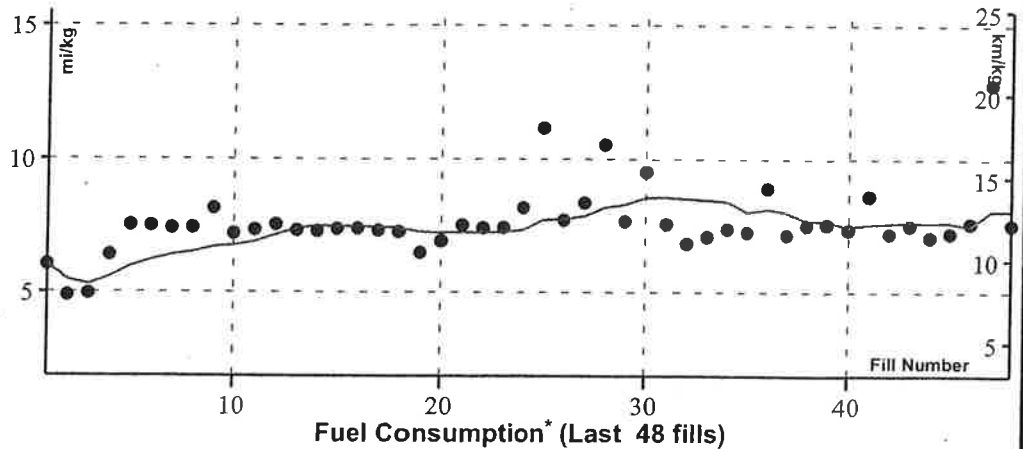
Maintenance



Last OilChange 08 Feb 2008
 2409mi 3876km
 Oilchange due at 10 Jun 2008
 5409mi 8704km

Fuel

Post Refuel Keyon	Fuel Used kg
02-Jul-08 12:59	20.6
26-Jun-08 13:41	7.7
26-Jun-08 05:05	7.4
23-Jun-08 11:15	21.3
16-Jun-08 12:54	18.5
09-Jun-08 13:04	15.0
04-Jun-08 12:16	19.3
02-Jun-08 05:05	1.7
30-May-08 12:41	21.0
22-May-08 12:47	20.4



Time and Distance

	Sun 29 Jun	Mon 30 Jun	Tue 01 Jul	Wed 02 Jul	Thu 03 Jul	Fri 04 Jul	Sat 05 Jul	Sum	Life Totals
Time (engine running)	-	02h 26m	02h 58m	01h 01m	02h 35m	-	-	09h 02m	380h 12m
Dist	mi	-	34.5	41.4	30.0	38.0	-	143.9	6022.9 mi
	km	-	55.5	66.7	48.3	61.1	-	231.6	9692.9 km
Revs k	-	178.28	215.40	97.79	193.46	-	-	684.94	28269.3 kR

C/CAG AGENDA REPORT

DATE: August 14, 2008

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 08-37 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2008/2009 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,193,400.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 08-37 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2008/2009 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,193,400 in accordance with staff recommendation.

FISCAL IMPACT

This agreement provides up to \$1,193,400 in TFCA funding for FY 2008/2009. Included in this amount is \$57,400 to cover the administrative costs of the program.

BACKGROUND/ DISCUSSION

C/CAG acts as the Program Manager for the Transportation Fund for Clean Air (TFCA) Program in San Mateo County. This program distributes Transportation Fund for Clean Air funds to qualifying projects that reduce emissions in the air. At the April 10, 2008 C/CAG Board meeting the Board approved the projects to be funded as part of the TFCA Program. The projects that were approved include:

C/CAG	Administration	\$57,400
SamTrans	Shuttle Bus Program	\$636,000
Peninsula Traffic Congestion Relief Alliance	County-wide Voluntary Trip Reduction Program	\$500,000
TOTAL		\$1,193,400

The attached funding agreement between C/CAG and the Bay Area Air Quality Management District is for the receipt of the FY 08/09 TFCA County Program Manager funds. The agreement shall be in a form approved by City/County Association of Governments' Legal Counsel. Staff will bring the funding agreements for the two project sponsors forward at the September 11, 2008 C/CAG Board of Directors meeting.

ITEM 4.11

ATTACHMENTS

- Resolution 08-37
- Funding agreement with the Bay Area Air Quality Management District

ALTERNATIVES

1. Review and approval of Resolution 08-37 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2008/2009 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,193,400 in accordance with staff recommendation.
2. Review and approval of Resolution 08-37 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2008/2009 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,193,400 in accordance with staff recommendation with modifications.
3. No action

RESOLUTION 08-37

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE PROGRAM MANAGER FUNDING AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) FOR THE 2008/2009 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) (40%) PROGRAM FOR SAN MATEO COUNTY FOR THE RECEIPT OF AN AMOUNT UP TO \$1,193,400.

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

WHEREAS, the Board of Directors of the City/County Association of Governments at its April 10, 2008 meeting approved certain projects and programs for funding through San Mateo County's 40 percent local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the City/County Association of Governments will act as the Program Manager for \$1,193,400 of TFCA funded projects; and,

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into an agreement with the Bay Area Air Quality Management District for the 2008/2009 Transportation Fund for Clean Air (TFCA) San Mateo County Program. The agreement shall be in a form approved by City/County Association of Governments' Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF AUGUST 2008.

Deborah C. Gordon, Chair

FUNDING AGREEMENT
BETWEEN
THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT
AND
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
08-SM

This Funding Agreement (Agreement) is entered into between the City/County Association of Governments, hereinafter referred to as "Program Manager," and the Bay Area Air Quality Management District, hereinafter referred to as "Air District." This Agreement includes Attachment A, which specifies the projects covered by this Agreement, and Attachment B, which pertains to insurance requirements.

SECTION I

RECITALS:

- 1) The Air District is authorized under Health and Safety Code Sections 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) and are used to implement projects to reduce air pollution from motor vehicles.
- 2) Health and Safety Code Section 44241 limits expenditure of collected revenues to specified transportation control measures included in the plan adopted pursuant to Health and Safety Code Sections 40233 and 40717 and prescribes the allocation of the funds to public agencies and private entities within the Air District's jurisdiction.
- 3) Health and Safety Code Section 44241(d) stipulates that forty (40) percent of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds to implement the Air District's Program Manager program ("Program").
- 4) The Air District has been notified, in a communication dated July 29, 1992, that the Program Manager is the duly authorized recipient of forty (40) percent of the funds collected in San Mateo County, and has been so designated by resolution(s) adopted by the San Mateo County Board of Supervisors and by the City Councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolution(s) specify the terms and conditions for the expenditure of funds by Program Manager.
- 5) The Air District and Program Manager, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement specified projects to improve air quality in the San Francisco Bay Area Air Basin. This Agreement covers those projects specified in Attachment A.

SECTION II

PROGRAM MANAGER AGREES:

- 1) To apply all funds received under this Agreement to the projects included in Attachment A consistent with the mutually agreed to terms and conditions contained in this Agreement.
- 2) To maintain, at all times during the term of this Agreement, a separate account or sub-ledger for all funds received under this Agreement and to withdraw funds from this separate account only for the reimbursement of costs to implement approved projects. Failure to comply with this paragraph shall constitute grounds for termination pursuant to Section IV.2 below.

- 3) To maintain, or cause to be maintained, adequate records to document and demonstrate to Air District staff and auditors the receipt, interest accrual, and expenditures of Air District funds to implement the Program.
- 4) To apply all interest accrued from funds received under this Agreement toward projects approved by the Air District Board of Directors. The distribution of any such interest shall be at the discretion of the Program Manager after consultation with the Air District.
- 5) To apply any funds and associated interest unencumbered at the time of completion or termination of an approved project or projects to other projects approved by the Air District Board of Directors. The distribution of any such funds and associated interest shall be at the discretion of the Program Manager after consultation with the Air District.
- 6) To return to the Air District any funds and associated interest, or both, unexpended within two years of the date of receipt of the funds unless, pursuant to the provisions of the Health and Safety Code section 44242, either (a) the Program Manager has approved an extension of up to two years for a project sponsor to complete its project(s) or (b) the Air District and the Program Manager have amended this Agreement to provide for further extensions of time to expend such funds.
- 7) To limit administrative costs in the handling of these funds to no more than five percent (5%) of the funds received.
- 8) To allow the Air District to audit all expenditures relating to the projects funded through this Agreement. For the duration of the projects included in Attachment A and for three (3) years following completion of the projects, Program Manager will make available to the Air District, or to an independent auditor selected by the Air District, all records relating to project performance and expenses incurred in implementing the projects.
- 9) To maintain employee time sheets documenting those hourly labor costs incurred by employees of the Program Manager, which are paid with funds received under this Agreement to fulfill the Program Manager's obligations under this Agreement, or to establish an alternative method to document Program Manager staff costs charged to this grant.
- 10) To require that any recipients of funds allocated through this Agreement shall, for the duration of projects as described in Attachment A and for three (3) years following completion of the projects, in a timely fashion make available to the Air District, or to an independent auditor selected by the Air District, all records relating to project performance and expenses incurred in implementing the project or projects for which funding was received.
- 11) To require that any recipients of funds allocated through this Agreement maintain employee time sheets documenting those hourly labor costs incurred in the implementation of the projects described in Attachment A, which are paid with funds received under this Agreement, or to establish an alternative method to document staff costs charged to the funded project.
- 12) To distribute TFCA funds allocated to any recipient of funds only on a cost reimbursement basis and only for documented legitimate costs of the approved project.
- 13) To keep necessary records of the performance of the project or projects as specified in Attachment A in order to expedite evaluation of emissions reductions achieved from implementation of the project or projects.
- 14) To submit reports to the Air District as follows:

- a) **Semi-Annual Funding Status Report:** On a semi-annual basis, the Program Manager shall submit to the Air District reports that indicate a) whether any projects have been cancelled or completed under budget during the past six-month period and if so, the amount of associated unexpended funds; and b) whether any project deadlines have been extended and if so, indicate the project's revised date for completion and certify that significant progress has been made on the project for which the funds were granted, pursuant to HSC 44242(d).
 - b) **Annual Reports:** The Program Manager shall submit an annual report to the Air District within (4) months of the end of each fiscal year which itemizes (a) the expenditure of the funds, (b) progress to date in the implementation of each funded project or projects and (c) the results of the monitoring of the performance of the project or projects as specified in Attachment A. The Program Manager shall submit the annual reports on Air District-approved report forms annually until all projects included in Attachment A are completed.
- 15) To use the Air District's approved logo for the TFCA for any projects implemented directly by Program Manager under this Agreement and to require such use for projects implemented by recipients of funds from Program Manager, as specified below:
- a) the logo will be used on signs posted at the site of any construction;
 - b) the logo will be displayed on any vehicles operated with or obtained as part of a project;
 - c) the logo will be used on any printed material intended for public consumption associated with any project, including project related transit schedules, brochures, handbooks, maps created for public distribution, and promotional material; and,
 - d) Program Manager will demonstrate to the Air District through evidence such as photographs of vehicles and copies of press releases that Air District logos are used and displayed as required.
- 16) To acknowledge the Air District as a funding source in any related articles, news releases or other publicity materials for the projects funded under this Agreement that are implemented directly by the Program Manager, and to require recipients of funds for projects funded under this Agreement to do the same.
- 17) To assure that all funds received under this Agreement are expended only in accordance with all applicable provisions of law for projects that are implemented directly by the Program Manager, and to require recipients of funds for projects funded under this Agreement to expend the funds only in accordance with all applicable provisions of law.
- 18) To require that any recipient of TFCA funds for projects funded under this Agreement return to the Program Manager all funds that are not expended in accordance with applicable provisions of law.
- 19) To the extent not otherwise prohibited by law, and to the extent required by the California Public Records Act (California Government Code section 6250 et seq.), to place in the public domain any software, written document, or other product developed with funds received through this Agreement, and to require recipients of funds for projects funded under this Agreement to do the same.
- 20) To require that any recipient of TFCA funds for the purchase of any vehicles must either obtain approval from the Program Manager for alternate use of the vehicles or return to the Program Manager any funds realized from the sale of any vehicles purchased with TFCA funds if such reuse or sale occurs within the industry standards for the useful life from the

date of purchase of the vehicles. The amount of funds returned to the Program Manager shall be proportional to the percentage of TFCA funds originally used to purchase the vehicles. Any such funds returned to the Program Manager shall be reallocated to eligible projects approved by the Air District.

- 21) To obtain and maintain, and to require that each Project Sponsor set forth in Attachment A obtain and maintain, throughout the Term of this Agreement the insurance coverage specified in "Insurance Requirements," Attachment B, and to comply with all insurance requirements set forth therein, including the provision of documentation of said insurance coverage. Failure to obtain and maintain the insurance coverage and to comply with all insurance requirements shall be deemed a breach of this Agreement.
- 22) To obtain and maintain copies of all of Program Manager's written binding agreements and any amendments thereto with project sponsors to carry out the projects and programs set forth in Attachment A. Additionally, for projects sponsored by non-public entities, Program Managers shall provide to the Air District copies of all written binding agreements and amendments with project sponsors to carry out the projects and programs set forth in Attachment A within thirty (30) days from the date of execution of such agreements, but in no case later than six (6) months from the Air District's Board of Directors' approval of the Program Manager's 2008 Expenditure Plan, unless otherwise amended.
- 23) To comply with all Program Manager program and project requirements set forth in the Air District's "Board-Adopted TFCA County Program Manager Fund Policies for FY 2008/2009," which are incorporated therein as Appendix C and made a part of the "County Program Manager Fund Expenditure Program Guidelines for Fiscal Year 2008/2009," dated January 2008, and which are incorporated herein and made a part hereof by this reference as if fully set forth herein.

SECTION III

AIR DISTRICT AGREES:

- 1) To forward the funds for the projects described in Attachment A in two payments. The first payment will be forwarded within thirty (30) working days of the Air District receiving from the California Department of Motor Vehicles all the revenues that comprise the payment. The first payment will represent forty (40) percent of the revenues generated from motor vehicles registering in San Mateo County between January 1, 2008, and June 30, 2008, less Air District's management and audit costs. The second payment will represent forty (40) percent of the revenues generated from motor vehicles registering in San Mateo County between July 1, 2008, and December 31, 2008, less Air District's management and audit costs. The second payment will be forwarded within thirty (30) working days of the Air District receiving from the DMV all the revenues that comprise the payment. Payments will only be made after this Agreement has been signed by both the Program Manager and the Air District.
- 2) To provide timely notice prior to conducting an audit.
- 3) To provide the Program Manager, and any other requesting party, a copy of the fiscal and performance audits as specified in Section 44242 of the Health and Safety Code.
- 4) To provide the Program Manager with all Air District-approved Program Manager reporting forms required for the Program Manager to submit pursuant to this Agreement, including the quarterly and annual reports required pursuant to Section II.14 above.
- 5) The Air District shall provide a copy of its logo to the Program Manager.

SECTION IV

IT IS MUTUALLY AGREED:

- 1) **Term:** The term of this Agreement shall be from the Effective Date of this Agreement until the end of the fourth year from the Effective Date ("Term"), unless it is terminated or amended as provided for herein or in Paragraph 2 below.

If a Program Manager seeks to extend the Term in order to provide a project sponsor additional time to complete its project(s) beyond the two-year extension already provided by Program Manager, the Program Manager shall submit that request to the Air District no later than 60 days prior to the end of the Term.

- 2) **Termination:** Either party may terminate this Agreement at any time by giving written notice of termination to the other party which shall specify the effective date thereof. Notice of termination under this paragraph shall be given at least ninety (90) days before the effective date of such termination, unless the parties mutually agree to an earlier termination date. This Agreement shall also terminate at the end of the fiscal year during which the City/County Association of Governments loses its designation as Program Manager for San Mateo County.
- 3) **Indemnity:** Program Manager shall indemnify and hold harmless the Air District, its employees, agents, representatives, and successors-in-interest against any and all liability, loss, expense, including reasonable attorneys' fees, or claims for injury or damages arising out of the performance by Program Manager of its duties under this Agreement and shall require project sponsors to indemnify and hold harmless the Air District, its employees, agents, representatives, and successors-in-interest against any and all liability, loss, expense, including reasonable attorneys' fees, or claims for injury or damages arising out of their performance of the project or operation or use of the equipment that is subject to this Agreement.
- 4) **Notices:** Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, by U.S. Postal Service mail, or by certified mail (return receipt requested), to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

Executive Director
City/County Association of Governments
555 County Center, 5th Fl.
Redwood City, CA 94063

Air Pollution Control Officer
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

- 5) **Program Liaison:** Within fifteen (15) days from the Effective Date of this Agreement, the Program Manager shall notify the Air District of the Program Manager's Program Liaison and of the Liaison's address, telephone number, fax number and email address. The Program Liaison shall be the liaison to the Air District pertaining to implementation of this Agreement and shall be the contact for information about the projects and programs included in Attachment A. The Program Manager shall notify the Air District of the change of Program

Liaison or of the Liaison's contact information in writing no later than thirty (30) days from the date of any change.

- 6) **Additional Provisions and Additional Acts and Documents:** Each party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents that are reasonably required to carry out the provisions, intent and purpose of this Agreement. All attachments to this Agreement are expressly incorporated herein by this reference and made a part hereof as though fully set forth.
- 7) **Integration:** This Agreement, including all attachments hereto, represents the final, complete, and exclusive statement of the agreement between the Air District and the Program Manager related to the parties' rights and obligations and subject matter described in this Agreement, and supersedes all prior and other contemporaneous understandings and agreements of the parties. No party has been induced to enter into this Agreement by, nor is any party relying upon, any representation or warranty outside those expressly set forth herein.
- 8) **Amendment:** This Agreement may not be modified except in writing, signed by both parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect. Any change in project scope shall constitute an amendment under this Agreement.
- 9) **Independent Contractor:** Neither the Program Manager nor its officers, employees, agents, or representative shall be considered employees or agents of the Air District.
- 10) **Assignment:** Neither party shall assign, sell, license, or otherwise transfer any rights or obligations under this Agreement without the prior written consent of the other party.
- 11) **Waiver:** No waiver of a breach, of failure of any condition, or of any right or remedy contained in or granted by the provisions of this Agreement shall be effective unless it is in writing and signed by the party waiving the breach, failure, right, or remedy. No waiver of any breach, failure, right, or remedy shall be deemed a waiver of any other breach, whether or not similar, nor shall any waiver constitute a continuing waiver unless the writing so specifies. Further, the failure of a party to enforce performance by the other party of any term, covenant, or condition of this Agreement, and the failure of a party to exercise any rights or remedies hereunder, shall not be deemed a waiver or relinquishment by that party to enforce future performance of any such terms, covenants, or conditions, or to exercise any future rights or remedies.
- 12) **Severability:** If a court of competent jurisdiction holds any provision of this Agreement to be illegal, unenforceable or invalid in whole or in part for any reason, the validity and enforceability of the remaining provisions, or portions of them will not be affected.
- 13) **Force Majeure:** Neither the Air District nor the Program Manager shall be liable for or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services resulting, directly or indirectly, from acts of God, enemy or hostile governmental action, civil commotion, strikes, lockouts, labor disputes, fire or other casualty, judicial orders, governmental controls, regulations or restrictions, inability to obtain labor or materials or reasonable substitutes for labor or materials necessary for performance of this Agreement, or other causes, except financial that are beyond the reasonable control of the Air District or Program Manager.
- 14) **Governing Law:** Any dispute that arises under or relates to this Agreement shall be governed by California law, excluding any laws that direct the application of another jurisdiction's laws. Venue for resolution of any dispute that arises under or relates to this Agreement, including mediation, shall be San Francisco, California.

- 15) **Effective Date:** The effective date of this Agreement is the date the Air District Executive Officer/Air Pollution Control Officer executes the Agreement.
- 16) **Survival of Terms:** Any terms of this Agreement that by their nature extend beyond the term (or termination) of this Agreement shall remain in effect until fulfilled, and shall apply to both parties' respective successors and assigns. Such terms include, but may not be limited to, the auditing requirements set forth in Paragraph II.8.

IN WITNESS WHEREOF, Program Manager and Air District have entered into this Agreement as of the date listed below.

FOR PROGRAM MANAGER:

by: _____
Deborah C. Gordon
City/County Association of Governments

Approved as to legal form: .

by: _____
Legal Counsel
City/County Association of Governments

FOR AIR DISTRICT:

by: _____ Date: _____
Jack P. Broadbent
Executive Officer/APCO
Bay Area Air Quality Management District

Approved as to legal form:

by: _____
Brian C. Bunger, District Counsel
Bay Area Air Quality Management District

SUMMARY INFORMATION

Program Manager Name: City/County Association of Governments of San Mateo County

Address: 555 County Center, 5th Floor Redwood City, CA 94063

PART A: NEW TFCA FUNDS

1. Estimated FY08/09 DMV revenues as reported by BAAQMD. Line 1a: \$ 1,065,690
- Adjustment between FY07/08 estimate and actual revenue. Line 1b: \$ 95,864
- Estimated FY07/08 DMV revenues: Line 1c: \$ 991,138
- Actual FY07/08 DMV revenues: Line 1d: \$ 1,087,002
- (Line 1d minus Line 1c equals Line 1b)
2. Interest income. Show interest earned on TFCA funds in calendar year 2007. Line 2: \$ 12,707
3. Total new TFCA funds. Add Lines 1a, 1b, and 2. Line 3: \$ 1,174,261

PART B: UNALLOCATED TFCA FUNDS

4. Total unallocated funds from previously funded projects that are available for programming to new projects. Enter zero (0) if there are no unallocated funds. Include TFCA funds available due to project cancellation or projects completed under-budget. **Complete and attach Summary Information Addendum.** Line 4: \$ 19,139

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Add Lines 3 and 4. Line 5: \$ 1,193,400

PART D: FY08/09 TFCA ALLOCATIONS

6. Total TFCA funds budgeted for administration. Line 6: \$ 57,400
(Note: Line 6 cannot exceed 5% of the sum of **Lines 1a and 1b.**)
7. Total TFCA funds allocated to new projects. Show the total of all TFCA funds allocated to new projects as shown on the attached project information sheets. Line 7: \$ 1,136,000
8. Total allocations. Add Line 6 plus Line 7. Line 8: \$ 1,193,400
(Note: Line 8 should not exceed the amount on Line 5.)

PART E: UNALLOCATED FUNDS

9. Total unallocated funds. Subtract Line 8 from Line 5. Enter zero (0) if all available funds are allocated to new projects. Amount is subject to a six-month allocation deadline. Line 9: \$ 0

PROJECT INFORMATION

A. Project Number: 08SM01 B. Project Sponsor: Peninsula Traffic Congestion Relief Alliance

C. Project Title: County-wide Voluntary Trip Reduction Program

D. TFCA \$ Allocated: \$500,000 E. Total Project Cost: \$1,473,104

F. Project Description: *The Alliance* will provide Transportation Demand Management (TDM) programs in San Mateo County as part of a region wide network of TDM services provided in collaboration and partnership with the Regional Rideshare Program, 511 Contra Costa, and Solano Napa Commuter Information, to encourage use of transportation alternatives such as carpools, vanpools and transit. Efforts are targeted primarily at commute trips. The specific activities to be funded by this application are described below:

- **Employer Outreach:** The Alliance conducts marketing and outreach to employer work sites in San Mateo County providing commuter benefits and consulting services to encourage employers to provide alternative commute benefits or programs to their employees.
- **Non-Employer Commuter Outreach:** The Alliance also reaches commuters directly as opposed to through their employers. Non-employer commuter outreach includes residential and community marketing.
- **Incentive Programs:**
 - **New Carpooler Commuter Incentive:** Drive-alone commuters, who live in, work in and/or commute through San Mateo County and who switch to carpooling and meet certain requirements are eligible to receive a financial incentive (e.g., one \$40 gas card per participant).
 - **New Vanpooler Rider Incentive:** Drive-alone commuters, who live in, work in and/or commute through San Mateo County and who switch to vanpooling to work are eligible to receive a financial incentive (e.g., \$80 per month maximum for three months after the first three months of participating in a vanpool as a passenger).
 - **Vanpool Driver Incentive:** Drivers of vanpools originating in or destined for San Mateo County who keep their vanpools operating for six months as the driver are eligible to receive a financial incentive (e.g., \$500.00 per driver).
 - **Try Transit Program:** Drive-alone commuters, who live in, work in and/or commute through San Mateo County can try transit for free by utilizing free transit tickets provided by transit agencies in San Mateo County and neighboring partner agencies in surrounding counties. Program participants may only utilize this program once.
 - **Carpool to School Incentive:** Parents who live and/or drive their children to school in San Mateo County and who switch to driving a "school pool" and meet certain requirements are eligible to receive a financial incentive (e.g., one \$20.00 gas card per parent).
 - **Guaranteed Ride Home Program:** The Alliance provides a "Guaranteed Ride Home Program," to any commuter (whose employer signs on to the program) to San Mateo County who carpools, vanpools, or takes transit to work. The Alliance provides for a portion of the cost of a taxi or a rental car in case of emergency during the work day. The participating employer pays the other portion of the cost of the ride.

- **Website:** The Alliance maintains a website, www.commute.org that provides information about all transportation alternatives in San Mateo County, and provides links to the websites of our partner agencies and other Bay Area transportation providers.
- **Phone:** The Alliance provides general information about transportation alternatives to driving alone, including HOV and Park-and-Ride facility information to callers.

G. Project Schedule:

Start Date (mo/yr) July 2008

Final Report Due Date: Within 3 months of completion of the project, but no later than 3 months following the termination of the Agreement.

H. Final Report Content: Complete and submit Project Monitoring Form 1.

PROJECT INFORMATION

- A. Project Number: 08SM02 B. Project Sponsor: SamTrans
- C. Project Title: SamTrans Shuttle Bus Program
- D. TFCA \$ Allocated: \$636,000 E. Total Project Cost: \$1,925,503

F. Project Description: This project supports the SamTrans Shuttle Bus Program, a peak commute period shuttle bus service from BART stations to major employment sites in San Mateo County. The program includes nine (9) shuttle routes. All shuttle vehicles operated with TFCA funds meet the California Air Resources Board (CARB) particulate matter standards for public transit fleets.

The following is a list of the 9 existing shuttle routes:

	Route Name	BART Station	Service Area
1	Bayhill	San Bruno	San Bruno Bayhill Area
2	Crocker Park	Balboa Park	Brisbane Industrial Park
3	Gateway	South San Francisco	South San Francisco industrial area
4	Oyster Point	San Bruno	Oyster Point, South San Francisco
5	Seton	Daly City	Seton Medical Center / Daly City City Hall
6	Sierra Point	Balboa Park	Sierra Point Offices, Brisbane
7	Utah Grand	San Bruno	South San Francisco Industrial Area
8	Genentech	South San Francisco	Genentech South San Francisco Campus
9	Bridge Millbrae	Millbrae	Millbrae

G. Project Schedule:

Start Date (mo/yr) July 2008

Final Report Due Date: Within 3 months of completion of the project, but no later than 3 months following the termination of the Agreement.

H. Final Report Content: Complete and submit Project Monitoring Form 1.

INSURANCE REQUIREMENTS

Verification of Coverage

Program Manager shall obtain and maintain certificates and/or other evidence of the insurance coverage required below. The Air District reserves the right to require Program Manager to provide complete, certified copies of any insurance offered in compliance with these specifications. Certificates, policies and other evidence provided shall specify that the Air District shall receive 30 days advanced notice of cancellation from the insurers.

Minimum Scope of Insurance

Throughout the Term as defined in Section IV of the Agreement of which this Attachment is a part, Program Manager shall obtain and maintain in full force and effect the Liability Insurance as set forth below, and shall require each Project Sponsor to obtain and maintain in full force and effect the Liability Insurance and Property Insurance as set forth below:

1. **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Program Manager and Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, vessels, engines or equipment funded under the Agreement of which this Attachment is a part, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

C/CAG AGENDA REPORT

Date: August 14, 2008

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

From: Richard Napier, Executive Director

Subject: Review and approval of C/CAG Legislative priorities, positions and Legislative update.

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

The material will be provided separately in the packet.

ITEM 5.1

C/CAG AGENDA REPORT

Date: August 14, 2008
To: City/ County Association of Governments of San Mateo County
From: Richard Napier, Executive Director
Subject: Executive Director Presentation on C/CAG's FY 07-08 Performance.
(For further information or questions contact Richard Napier at 599-1420)

A verbal report will be provided at the meeting.

C/CAG AGENDA REPORT

Date: August 14, 2008
To: C/CAG Board of Directors
From: Richard Napier
Subject: Review and approval for distribution to C/CAG member agencies of the Draft San Mateo County Energy Strategy

(For further information, contact Richard Napier 650-599-1420)

RECOMMENDATION

That the C/CAG Board of Directors review and approval for distribution to C/CAG member agencies of the Draft San Mateo County Energy Strategy

FISCAL IMPACT

No Fiscal Impact.

SOURCE OF FUNDS

Funding for the development of the San Mateo County Energy Strategy has been through RecycleWorks, the Waste Management and Environmental Services section of Public Works of County of San Mateo.

BACKGROUND/DISCUSSION

In 2005, San Mateo County Board of Supervisors President Jerry Hill proposed the need for a countywide task force to investigate and recommend how best to meet the county's current and future energy needs.

In February 2006, the Congestion Management and Air Quality Committee (now CMEQ) authorized the creation of an ad hoc energy working group to develop an energy strategy for San Mateo County. The group was chartered to consider the future energy needs of the county and recommend how to address the needs in an environmentally, socially and fiscally responsible manner. This resulting Energy Strategy focuses primarily on electricity use but also covers natural gas use and water consumption as it relates to energy use. Forms of energy used for transportation are not in the scope of this report or its recommendations.

The working group is composed of six elected officials and six stakeholder representatives who first met in June 2006. The group chose the name Utilities and Sustainability Task Force (USTF) in case it was later asked to address other utility or environmental issues after completing its initial work on the Energy Strategy.

The task force started by defining the desired outcomes and guiding principles for the Energy Strategy.

Desired Outcomes

- Energy is consistently available and affordable for all residential, commercial and industrial users in San Mateo County.

ITEM 5.3

- Energy will consistently be available and affordable for future generations of San Mateo County residents and businesses.
- The environmental impact of energy production is minimized to the greatest extent possible.
- Local officials are involved in Pacific Gas & Electric's (PG&E's) planning process regarding local production, transmission and distribution of energy, for both centralized and distributed generation.
- Policy makers and the public understand the impact of their actions, make wise energy choices and utilize existing and future energy efficiency programs.
- The linkage between water and energy use is understood and recognized.
- San Mateo County is a leader in providing solutions for energy efficiency and greenhouse gas reduction.

Current Status

The San Mateo County Energy Strategy is being edited and graphically set in preparation for distribution to the cities. Copies will be available at the C/CAG Board meeting.

ATTACHMENT

- Executive Summary of Draft San Mateo County Energy Strategy

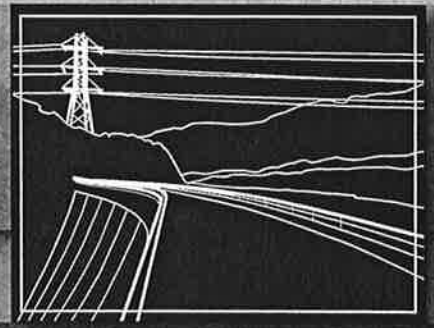


SAN MATEO COUNTY ENERGY STRATEGY

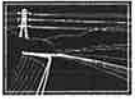
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FINDINGS AND RECOMMENDATIONS



PREPARED BY THE UTILITIES & SUSTAINABILITY TASK FORCE



ACKNOWLEDGMENTS

We appreciate the participation, input and feedback of all the task force members and other interested parties.

COUNTY OF SAN MATEO – PROJECT ORIGINATORS:

Jerry Hill
Board of Supervisors

Jill Boone
Initial Project Manager

UTILITIES AND SUSTAINABILITY TASK FORCE MEMBERS:

ELECTED OFFICIALS

Bill Dickenson
Vice Mayor, Belmont

Barbara Pierce, USTF Chairwoman
Mayor, Redwood City

Terry Nagel
Mayor, Burlingame

Jerry Hill
Supervisor, County of San Mateo

Deborah Gordon
Mayor, Woodside

Sepi Richardson
Mayor Protem, Brisbane

UTILITY

Kathy Lavezzo
Account Manager
Pacific Gas and Electric Company

ENERGY

Bruce Chamberlain
Energy Solutions, ABAG Energy Watch

WATER

Nicole Sandkulla
Senior Water Resource Engineer
Bay Area Water Supply
and Conservation Agency

BUSINESS

Lori Duvall
Eco Responsibility Program Manager
Sun Microsystems, Inc.

NONPROFIT

Robert Cormia
Professor
Foothill-De Anza Community College District

EMERITUS

Mukesh Khattar
Director of Energy
Oracle Corporation

Mario Panoringan
Chief Executive Officer
Daly City/Colma
Chamber of Commerce

ENERGY STRATEGY DEVELOPMENT, WRITING AND RESEARCH

Gina Blus
Sustainability Consultant
EcoAdvantage Network

Brandi de Garmeaux
Graduate Student/Intern

C/CAG AND COUNTY STAFF

Richard Napier
Executive Director
City/County Association of Governments

Kim Springer
Resource Conservation Program Manager
County of San Mateo, RecycleWorks

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

FUNDED, IN PART, BY A GRANT FROM THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT

This report was prepared as a result of work sponsored, paid for, in whole or in part, by the Bay Area Air Quality Management District (District). The opinions, findings, conclusions, and recommendations are those of the author and do not necessarily represent the views of the District. The District, its officers, employees, contractors, and subcontractors make no warranty, expressed or implied, and assume no legal liability for the information in this report



EXECUTIVE SUMMARY

SAN MATEO COUNTY ENERGY STRATEGY

San Mateo County and its cities have three critical reasons to develop an energy strategy, 1) the ever-increasing financial costs of energy and water, 2) the impact that creating additional energy related infrastructure will have on local communities, and 3) the increasing concern about climate change and its effects. As the State Legislature continues to develop new climate protection legislation, it is in our joint best interest to implement a strategy that puts us in control of the situation rather than being controlled by it.

The Utilities Sustainability Task Force (USTF), an ad hoc energy working group of the Congestion Management and Environmental Quality Committee (CMEQ), is composed of six elected officials and six stakeholder representatives, a project consultant, county staff and others. In February of 2006, the USTF was chartered to consider the future needs of San Mateo County in regards to both energy and infrastructure.

At a time when the cities and the County find themselves under pressure to adopt initiatives to protect the environment, the Energy Strategy shows that energy efficiency and water conservation are still the most effective ways to save money as well as both our precious resources and the environment.

The objective of the San Mateo County Energy Strategy is to frame the discussion and to define practical actions for the cities and the County about energy, water, alternative generation, and climate protection. It will also recommend a countywide effort including goals, strategies, actions and resources. Energy usage as it relates to transportation is not in the scope of this report or its recommendations and it will be addressed separately.

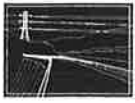
This Executive Summary emphasizes the need for the county and the individual cities, as a whole, to act on issues related to Energy, Water, and Climate Change.

ENERGY:

Overall, energy use is increasing.

Pacific Gas and Electric Company (PG&E) estimates that a one percent annual increase in overall electricity use for the Peninsula area (which includes San Mateo County) is expected for each of the next five years. This extra one percent annually represents an additional 9.8 megawatts of energy that must be generated and delivered to the region every year. Meeting this demand would require approximately one small new power plant every five years. Additionally, PG&E expects the Peninsula's peak demand to grow by 11 percent in the next decade and San Francisco's peak demand to increase by 12 percent in the next decade.

*...ENERGY EFFICIENCY
AND WATER
CONSERVATION ARE STILL
THE MOST EFFECTIVE
WAYS TO SAVE MONEY AS
WELL AS BOTH OUR
PRECIOUS RESOURCES
AND THE ENVIRONMENT.*



TRANSMISSION AND GENERATION:

Additional transmission and generation infrastructure will impact cities and the county physically and environmentally.

Keeping in mind that power lines to San Francisco run through San Mateo County, if both counties continue to use more energy every year as expected, the state may require PG&E to develop new power sources and to add new transmission lines through San Mateo County. Some portion of the increased demand may be offset by alternative energy systems such as solar, but the remainder will likely come from natural gas power plants causing potential environmental impact. Meeting peak demands generally requires the use of Peaking Power Plants, which generate higher emissions.

...AN ADDITIONAL 9.8 MEGAWATTS OF ENERGY...WOULD REQUIRE APPROXIMATELY ONE SMALL NEW POWER PLANT EVERY FIVE YEARS.

WATER:

The demand for water is increasing.

The demand for water is increasing. The communities in San Mateo County support the efficient use of water to meet its current and future water needs. At the same time, these communities are highly dependent upon a single water supply, the Hetch Hetchy regional water system. The system is vulnerable to shortages due to drought and changing weather patterns. A countywide effort is required, as with energy, to ensure a safe, reliable and affordable water supply.

USING LESS WATER, ESPECIALLY HOT WATER, SAVES A LOT OF ENERGY.

Water and energy use are closely related. A significant amount of energy is used in the county to pump, heat and treat water. Using less water, especially hot water, saves a lot of energy. This and other factors, especially the potential of drought conditions, favor water conservation.

ECONOMIC IMPACTS:

The costs of energy and water are rising.

The rising cost of energy and water to residential, commercial and industrial consumers and their resulting economic implications cannot be ignored. Energy and water costs continue to increase as the need for greater infrastructure and demand increases. On the other hand, conservation and efficiency can reduce demand, and save current and future economic, social, environmental costs and provide opportunities for other conservation investment.



CLIMATE CHANGE:

There is increasing concern and awareness of climate change.

As carbon dioxide and other greenhouse gases are released into the atmosphere from the burning of fossil fuels such as natural gas, coal and petroleum in the production of energy, the gases trap solar rays inside the earth's atmosphere and cause the temperature of the air, land and oceans to rise. Energy and water consumption are directly tied to greenhouse gas emission.

ENERGY AND WATER
CONSUMPTION ARE
DIRECTLY TIED TO
GREENHOUSE GAS
EMISSIONS.

LEGISLATION:

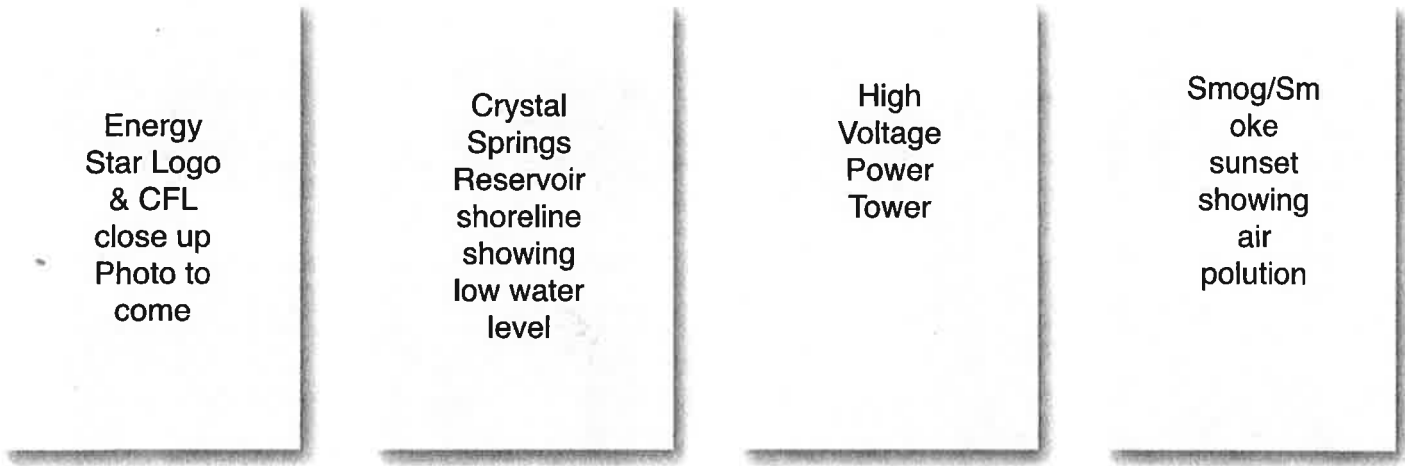
State legislation such as AB32 will impact city and county governments.

California legislation, AB32, calls for a return to 1990 greenhouse gas levels by the year 2020, which represents a 25 percent drop from today's emission rates. Long-term, the law calls for emissions to be reduced to 80 percent below 1990 levels by 2050.

THE STRATEGY:

A countywide strategy, involving the cities and the County, is the most effective approach to guaranteeing sufficient utility infrastructure, to preserve natural resources and to achieve greenhouse gas emission reduction goals.

The following general outline provides the Goals and Strategies contained in the San Mateo County Energy Strategy document. In the document, actions are divided into categories of Easy/Short-term, Intermediate/Medium-term, and Advanced/Long-term.

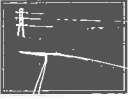


Energy
Star Logo
& CFL
close up
Photo to
come

Crystal
Springs
Reservoir
shoreline
showing
low water
level

High
Voltage
Power
Tower

Smog/Sm
oke
sunset
showing
air
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ENERGY

GOAL - To support the state's greenhouse gas emission reduction targets, San Mateo County will reduce the amount of power it purchases from utilities to 25 percent below 2005 levels through conservation, efficiency and increased local production of clean energy.

STRATEGY - Make energy efficiency standard practice.

ACTIONS:

Assess, and where feasible, implement energy-saving opportunities with the latest energy-efficient technologies in government facilities.

Assign staff, hire consultants, a climate action coordinator, and/or enlist the aid of volunteers to create an inventory of government operations emissions and develop a plan to save energy and conserve water.

Establish an energy-efficiency implementation action plan including the creation of an Energy Element and the updating of General and Strategic Plans.

REDUCE THE AMOUNT OF
POWER PURCHASES TO
25 PERCENT BELOW
2005 LEVELS

STRATEGY - Research, promote and invest in cleaner and greener sources of energy.

ACTIONS:

Install solar electric panels, solar hot water systems, develop cogeneration and alternative fuels at city facilities.

Encourage investment in clean energy systems such as solar electric and solar hot water by providing rebates and either reducing or eliminating permit fees altogether.

Adopt green building standards and ordinances.



WATER

GOAL - Implement cost-effective and feasible water conservation, recycling and development of other local water supplies, and strongly support local water utilities' efforts to meet commitments to an additional 5.2 million gallons per day of total conservation in 2030 based on a 2001 baseline throughout San Mateo County.

STRATEGY - Through BAWSCA, support activities in the lower Tuolumne River basin (e.g. additional agricultural conservation) such that projected water needs for San Mateo County in 2030 can be met with no net increase in water diversions from the lower Tuolumne River.

ACTIONS:

Promote ongoing communication with BAWSCA and promote dissemination of information related to legislation and other efforts to promote agricultural conservation in the lower Tuolumne River basin.

STRATEGY - Make water conservation and reuse of water standard practices.

ACTIONS:

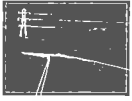
Recommend that city facilities and businesses use drought-tolerant plants and appropriate water conserving irrigation through drip irrigation, intelligent water controllers and high efficiency toilets.

Develop a recycled water system for city facilities and adopt tougher water conservation ordinances including a water-conserving rate structure. Also increase public awareness of the value of water and the importance of water conservation and landscape water use efficiency.

Offer financial incentives and rebates to offset the purchase price of water conserving products such as high-efficiency washing machines and low flow water fixtures.

Update General Plans, (land use, circulation, housing, conservation, open space, noise and safety), and municipal codes to include water conservation policies and support the new state-mandated landscape guidelines.

CONSERVE WATER BY
14.8 GALLONS PER
CAPITA PER DAY



COLLABORATION

GOAL - San Mateo County will partner with the public utilities and work across city boundaries to address environmental challenges more effectively and efficiently.

STRATEGY - Collaborate with public utilities for mutual benefit.

ACTIONS:

- Review quarterly updates from PG&E about future utility projects and take action as required.
- Support passage of net-metering legislation to allow cities to "sell" their excess self-generated energy to the utility and apply the credits to other government accounts.
- Establish a San Mateo County Energy Watch program through a Local Government Partnership with PG&E.

**PARTNER WITH THE
PUBLIC UTILITIES AND
WORK ACROSS CITY
BOUNDARIES**

STRATEGY - Collaborate with other jurisdictions to save time and resources.

ACTIONS:

- Collaborate with other jurisdictions that have similar results from their baseline inventories.

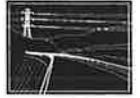
ECONOMIC OPPORTUNITIES

GOAL - Support the clean technology sector to strengthen the long-term economic health of San Mateo County.

STRATEGY - Encourage clean technology businesses to locate in the County.

ACTIONS:

- Invite venture capitalists to speak at local forums to educate the broader community about the importance of the clean and green technology sectors.
- When in the market for alternative energy or energy-saving products, buy from local companies and take advantage of technical evaluations and group discounts.



STRATEGY - Help accelerate the adoption of clean technologies, both locally and globally.

ACTIONS:

- Recognize or feature local green businesses at City Council meetings or other public venues.
- Provide discounts/rebates on the business license fee if achieve Green Business Certification.
- Competition among different retail districts or office parks to see how many businesses can become certified as a Green Business. Urge consumers to patronize local green businesses.

**ACCELERATE THE
ADOPTION OF CLEAN
TECHNOLOGIES TO
SUPPORT ECONOMIC
GROWTH**

LEADERSHIP FROM THE TOP

GOAL - San Mateo County will encourage environmental leadership from the top in the public sector, the business community and residents to achieve the goals of the Energy Strategy.

STRATEGY - Invest in environmental expertise in local government.

ACTIONS:

- Identify and train a point person for environmental issues on City Council and on staff and take advantage of free or low-cost training opportunities offered by Energy Watch, the Pacific Energy Center, RecycleWorks, Build It Green and other organizations.
- Share a single resource among several cities with a similar energy profile and establish an Energy Task Force to identify, analyze, plan, prioritize and implement energy-saving measures in civic facilities and the broader community.
- Invest in additional staff rather than making this part of existing staff responsibilities.

**ENCOURAGE
LEADERSHIP FROM THE
TOP IN ALL SECTORS**

STRATEGY - Recruit and support community leaders at every level.

ACTIONS:

- Partner with businesses, local Chambers of Commerce, nonprofits, schools and other groups to influence resource-efficient behavior in all parts of the community.
- Leverage and support state and regional public outreach and education programs.
- Post energy efficiency information and materials available thru all venues and encourage a competition between neighborhoods for the most innovative energy and water saving ideas.



NEXT STEPS:

The City/County Association of Governments (C/CAG) proposes the following next steps to move this important project forward:

C/CAG will provide presentations to the cities, asking that they adopt this document, commit to working collaboratively with the cities and the County, and release energy use information to support these goals.

C/CAG will work with county staff to fund a position to support the cities in this effort.

C/CAG will schedule quarterly, relevant educational presentations, bi-monthly information sharing meetings, and an annual progress report to the C/CAG board of directors.

C/CAG will provide incentives to promote the completion of a government operation inventories for all cities in the County by the end of March 2009.

CONCLUSION:

The San Mateo County Energy Strategy recommends immediate action to promote energy efficiency and water conservation measures. Working collaboratively, we can do a lot to reduce costs, save our resources and the environment. Critical to achieving the goals set forth in the San Mateo County Energy Strategy is to engage all the cities and the County in adopting and implementing the proposed strategies. The San Mateo County Energy Strategy also strongly urges the creation of new sources of alternative energy generation and the exploration of new water sources including recycled water.

Landscape of Water reserve?
Coast? County ariel view?

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

July 24, 2008

The Honorable Darrell Steinberg, District 6
California State Senate
Room 4035
State Capitol
Sacramento, CA 95814

Subject: Request for Changes to SB 375

Dear Senator Steinberg:

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency (CMA) for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds. We are also the countywide planning agency linking land-use and transportation. San Mateo County is the first and only County to accept a countywide allocation for housing for the 2009 Housing Element. The 20 cities and the County then worked together to determine an allocation to each city and the County. This is a model based on collaboration that other areas could follow.

We have reviewed SB 375, Transportation Planning and Travel Demand Models, and agree with the intent of the legislation. However, some of the specific language currently in the bill is problematic. C/CAG would like to suggest the following amendments that would still meet the original intent while addressing our concerns.

- 1- **Grandfather County Sales Tax Measure Projects** - The language needs to respect the will of the voters that adopted Countywide Transportation Sales Tax Measures. Therefore, language needs to be included that grandfathers the projects and programs contained in established programs and new sales tax programs that pass prior to December 31, 2012.
- 2- **CMA Based Planning** - Direct that the Congestion Management Agency (CMA) prepared, county-based land use and transportation plans shall serve as the basis for your sustainable communities strategy (SCS), except in cases where the CMA or equivalent transportation planning agency delegates that authority to the Association of Bay Area Governments. This grants transportation agencies in multi-county regions outside of the Southern California Association of Governments the same authority SB 375 reserved for the county transportation commissions in that region.

ITEM 8.1

3- ARB Targets and Litigation Risks - There is a potential for litigation whether or not the ARB targets are a mandate or a goal. Therefore it is recommended that Subdivisions 65080(b)(2)(B)(iv) be modified and (v) be eliminated. The following changes to (iv) are recommended.

..(iv) sets forth a development pattern for the region, a transportation network, and other transportation measures intended to reduce the greenhouse gas emissions from automobiles and light trucks, with the goal of achieving the advisory targets developed by the Board while also taking into consideration economic vitality, mobility, equity and other environmental and socioeconomic objectives.

These comments are similar to the comments provided in letters by the Bay Area CMA Directors and the Self-Help Counties Coalition. We also support the position of the League of California Cities on SB 375.

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

Sincerely,



Deborah C. Gordon
Chair
City/ County Association of Governments

cc: Joe Simitian - State Senator
Leland Yee - State Senator
Gene Mullin - Assembly Member
Fiona Ma - Assembly Member
Ira Ruskin - Assembly Member

C/CAG

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July 24, 2008

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: The Honorable Bill Dodd, Chair

Subject: Proposed Dumbarton Rail swap of \$91M of RM 2 Funds

Commissioner Dodd:

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds. The C/CAG Board is supportive of the Dumbarton Rail Project and appreciates that the project was included as part of the Regional Measure 2 list of projects that was approved by the voters. We understand that there is an MTC staff proposal to shift \$91M of Regional Measure 2 funds from the Dumbarton Rail Project to the Bart to Warm Springs project. C/CAG supports deferring any discussion on this item until September at the earliest so that the Dumbarton Rail Policy Committee can review and comment on the proposal since any action will have substantial and long-term consequences.

C/CAG would like to make the following points related to this proposal.

- 1- The Dumbarton Rail Project is unquestionably a Regional Measure project that directly benefits the user paying the fee, since it provides an additional east-west alternative for commuters.
- 2- The Dumbarton Rail Project is identified in the MTC Regional Rail Plan as an important Gap Closure Project.
- 3- We recognize that the timing of the Bart Warm Springs Project may be more advanced and need getting RM-2 funding (\$91M) sooner. However, a commitment must be made to Caltrain to provide like funding (RM-2) in a reasonable timeframe that does not force the Dumbarton Rail Project to slip unnecessarily.

ITEM 8.2

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Deborah C. Gordon', with a long horizontal flourish extending to the right.

Deborah C. Gordon

Chair

City/ County Association of Governments

cc: Sue Lempert - MTC Representative
Adrienne Tissier - MTC Representative

C/CAG

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July 30, 2008

Assembly – California Legislature
State Capital, Room 3196
P.O. Box 942849
Sacramento, CA 94249-0128

ATTN: E. Dotson Wilson, Chief Clerk

CALIFORNIA GOVERNMENT CODE 65089.11-15 (AB 1546) – UPDATE TO THREE-YEAR REPORT TO THE CALIFORNIA LEGISLATURE

Dear Members of the State Legislature:

This report is an update of the Three-Year Report To The California Legislature. This provides additional data to indicate the AB 1546 share of each project accomplished and to clarify the end benefit to the users paying the fee. This is shown in detail in the attached July 08 Update To Three-Year Report To The California Legislature. This data was based on the reports submitted by the 20 cities and the County. A report for the fiscal year ending 6/30/08 will be submitted in August. This data indicates the following benefits have been accomplished by the AB 1546 program.

Congestion management projects clearly reduced travel time, reduced vehicle emissions, reduced fuel consumption, and improved safety.

Reduced Pollution into the Bay - 1.5M to 3M Pounds or 750 to 1,500 Tons

Minimum Emission Savings - 4,110 kg (9,060 lbs) of Carbon Based Emission Removed from the Air

Leveraging of the funds - Range of between 2 to 1 and 16.9 to 1 depending on the program

In partnership with the Department of Motor Vehicles along with strong support and commitment from local agencies, the successful programs and projects developed as a result of the pilot project have demonstrated the need to sustain this essential funding source for San Mateo County and necessitate extension of the vehicle registration fee.

If you have any questions about this report, please feel free to contact me at 650 599-1420 or rnapi@co.sanmateo.ca.us. Thank you.

Sincerely,



Richard Napier
C/CAG Executive Director

ITEM 8.3

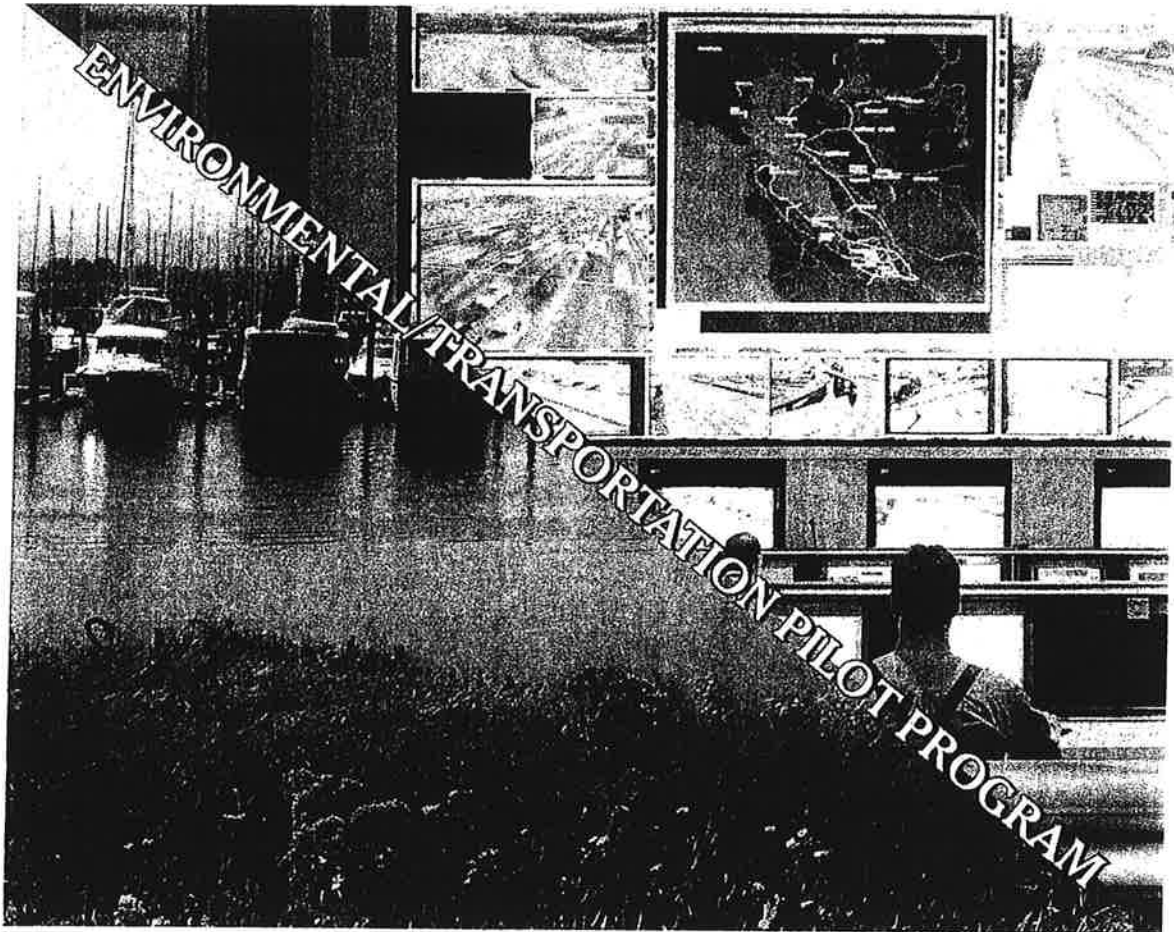
C/CAG

City/County Association of Governments
of San Mateo County

CONGESTION MANAGEMENT

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STORMWATER POLLUTION PREVENTION

*California Government Code 65089.11-15 (AB 1546)
Three-Year Report to the
California Legislature
JULY 08 UPDATE*

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San Mateo County AB 1546 Leverage
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SAN MATEO COUNTY
AB 1546 THREE YEAR ACCOMPLISHMENTS/ BENEFITS

Congestion Management

The congestion management projects were varied and dispersed throughout the County; therefore, it is impractical to make a specific congestion level improvement determination. It is more practical to measure based on the quantity of the projects implemented. Major categories and performance achieved are as follows:

Streets Resurfaced - 130 Miles
Streets/ Roads Re-striped - 17 Miles
Signals Upgraded - 157
Signage - 111 Miles
Intelligent Transportation System Components
 Signal Controllers - 62
 Video Detection - 16

Key benefits of the project to motor vehicles include but are not limited to the following:

- 1- Improved traffic flow and reduced travel time for local trips.
- 2- Uniform traffic flow reduces starting/ stopping and vehicle emissions.
- 3- Reduced fuel consumption and carbon based emissions.
- 4- Better roads are safer and reduce chances of an accident.
- 5- Improved traffic information for vehicle, bikes, and pedestrians.

Even though it is not easily quantified **these congestion management projects clearly reduced travel time, reduced vehicle emissions, reduced fuel consumption, and improved safety.**

See attached list AB 1546 Improving Congestion for detailed benefits.

Stormwater Pollution Prevention

Based on the data provided by the cities and the County an analysis was done to determine both the AB 1546 contribution and the Total Project contribution. The calculation was based on the pounds of debris removed from the storm drains and from sweeping the roadway.

Total Removed by AB 1546 - 3M to 7M Pounds or 1,500 or 3,500 Tons

At 50% flowing into bay yields - 1.5M to 3M Pounds or 750 to 1,750 Tons

Therefore, 750 to 1,500 tons of pollutants were prevented from going into the bay waters which included many pollutants and metals from vehicles.

AB 1546 Three Year Accomplishments (continued)

Air Quality

A Hydrogen Shuttle (8 Passenger) has been operating between East Palo Alto and the Palo Alto Caltrain Station since December 2007 and has traveled 5,600 miles. Since the fuel is hydrogen there is essentially no emissions. Therefore, the air quality benefit is the amount of emissions from a gasoline powered shuttle operating the same distance.

According to the Environmental Protection Agency there is 8.8kg/gallon of gasoline of CO₂ emissions or 19.4 pounds per gallon. (See attached EPA Emission Facts)

Gasoline shuttle has going 5,600 miles at 12 miles per gallon = 467 Gallons

Using the EPA Emissions Data

CO₂ Emissions = 8.8KG/gallon (467)= 4,110kg of carbon based emissions removed from the air

CO₂ Emissions = 19.4 pounds per/ Gallon (467)= 9,060 Pounds of carbon based emissions removed from the air

This calculation is conservative since it doesn't take into consideration the CO₂ savings due to the riders taking transit instead of a riding in Single Occupant Vehicle. Depending on the travel length the total emission savings could be several times what is shown above.

Minimum Emission Savings = 4,110 kg (9,060 lbs) of Carbon Based Emission Removed from the Air

AB 1546 Leveraged Addition Funding

Congestion Management - Additional city and County funds were matched to implement the projects.

Leverage is approximately 16.9 to 1. (Each AB 1546 dollar generates another \$15.90 to yield \$16.90).

Stormwater Pollution Management - Additional city and County funds were matched to implement the projects.

Leverage is approximately 5 to 1. (Each AB 1546 dollar generates another \$4 to yield \$5.00).

Air Quality - Additional funds from the San Mateo County Transportation Authority (Local Sales Tax) and the State of California (SB76 -Hydrogen).

Leverage is approximately 2.0 to 1. (Each AB 1546 dollar generates another dollar to yield \$2).

AB 1546 – Improving Congestion

7/28/08

Traffic Congestion Mgt. Activities	Benefits
<p>Installation and maintenance of traffic striping, legends, buttons and road signs</p>	<ul style="list-style-type: none"> • Ensures motorist safety by providing clean and visible road markings and signs. • Provides smooth, safe, and timely flow of traffic. • Traffic flow is improved and more uniform flow eliminates starting, braking, and stopping which reduces fuel usage and tire loss. • Signs: Motorist area able to reach their destination more efficiently, create less air pollution and fuel consumption due to less driving time and distances. • Signs/pavement markings: Provide safe means for pedestrians and bicyclists to cross the busy street intersections
<p>Road resurfacing / reconstruction</p>	<ul style="list-style-type: none"> • Improved driving conditions by eliminating the need for vehicles to slow or stop suddenly for hazardous potholes or uneven surfaces. Properly maintained roadways assist in preventing congestion and unsafe conditions for motorist and pedestrians. • Makes streets easier to travel, thus easing traffic and reducing the time cars spend on the road consuming fuel and generating pollution. Also makes streets safer and reduces the chance of accidents. • Fuel consumption for motorist is lowered due to smoothness of the road, resurfacing improves motorist safety by removing depressions and other pavement failures and enable motorist to travel efficiently. • Improve traffic flow and improve rideability of the roadway. • Deteriorated pavement and potholes create a stop and go condition resulting in generation of additional emission. • Improve the surface resulting in smoother driving experience, less vehicle emission due to continuous flow of traffic, reduced impacts to vehicle damage due to elimination of potholes and uneven pavement surface, increased service life of the street, and reduced major street maintenance for a longer period of time • Motorists can benefit from better gas mileage from the prevention of swerving to avoid pavement hazards. • Improves the structural integrity of the road and improves rideability. Prevent future complete failures

Replacement and/or upgrading of traffic signal hardware and/or software	<p>and delay to vehicle traffic.</p> <ul style="list-style-type: none"> • Installation of Left Turn Signals: reduces the amount of time the cars must remain at the signal thereby freeing up the intersection and freeing up the intersection and permitting more free flowing traffic. Reduce the delay (idling) at the intersection. • Upgrading signals: Permit more sophisticated phasing and traffic coordination minimizing overall delay along any street where multiple signals are located. • Contributes to improving traffic congestion on roadway network system. • New LED lights provide increased visibility, which give the drivers more reaction time resulting in reduced chance of an accident. • New pedestrian countdown signal heads and crosswalks were installed resulting in reduced accident rates that decreases traffic delays and provided for slower traffic flow. • Backup batteries: Enable for traffic signals to function at normal operations up to 4 hours during electric power outages. • Prevent the failure of the traffic signal system at an intersection and the congestion that results when the system goes down.
Signal Interconnect/Timing	<ul style="list-style-type: none"> • Reduce delay time at intersection; reduce excess air pollution and fuel consumption due to extended engine idling. • Provides the capability and flexibility to adjust the signal timing to optimize the traffic signal system and operate more efficiently, especially during peak hours. • During the peak periods, the number of vehicles that were queued at the intersection and unable to cross the intersection within one cycle was reduced by 60 percent. • At intersections, motorists experienced a reduction in delay times of approximately 200 seconds in the AM and 140 seconds in the PM

Stormwater Pollution Prevention Activities	Benefits
Street Sweeping	<ul style="list-style-type: none"> • Prevents toxic materials, waste from flowing into the bay, streams and waterways. • Mitigate polluting effects of vehicles and debris (e.g., heavy metals, phosphates and other pollutants) on the roads • Debris is the primary pollutant in the bay. Cleaning and debris removal will eliminate this pollutant from entering the bay. • Reduce backing up of storm drains and the potential for vehicle damage.
Storm Inlet Cleaning	<ul style="list-style-type: none"> • Removal of debris from inside the storm inlets reduces debris from following into the bay. • Removal of waste material will prevent storm drain lines from clogging which would cause localized roadway flooding during a rain event • Limit the number of clogged inlets during storms. Excessive amount of standing water and debris on the roadways caused by clogged storm inlets flood surface streets and result in slow moving traffic and hazardous driving conditions. • Due to regularly maintained inlets, storm water is directed away from surface streets and into designated drains preventing large amounts of standing water on the roadways. This assists in preventing hazardous driving conditions by keeping traffic flowing on streets and through intersections. This also aids in the prevention of toxic motor fluids from being washed down into storm drains



Overview: Pollutants and Programs

You are here: [EPA Home](#) [Transportation and Air Quality](#) [Overview: Pollutants and Programs](#)
[Greenhouse Gas Emissions from Mobile Sources](#) [Emission Facts: Average Carbon Dioxide](#)
[Emissions Resulting from Gasoline and Diesel Fuel](#)

Emission Facts: Average Carbon Dioxide Emissions Resulting from Gasoline and Diesel Fuel

EPA420-F-05-001 February 2005

Download a [PDF](#) version of this document formatted for print. (3 pp, 29K, [About PDF Files](#))

The U.S. Environmental Protection Agency (EPA) developed this series of four fact sheets to facilitate consistency of assumptions and practices in the calculation of emissions of greenhouse gases from transportation and mobile sources. They are intended as a reference for anyone estimating emissions benefits of mobile sources air pollution control programs.

- * [Carbon Content in Motor Vehicle Fuels](#)
- * [Calculating CO₂ Emissions](#)
- * [More Information](#)

Carbon Content in Motor Vehicle Fuels

One of the primary determinants of carbon dioxide (CO₂) emission from mobile sources is the amount of carbon in the fuel. Carbon content varies, but typically we use average carbon content values to estimate CO₂ emissions.

The Code of Federal Regulations (40 CFR 600.113) provides values for carbon content per gallon of gasoline and diesel fuel which EPA uses in calculating the fuel economy of vehicles:

Gasoline carbon content per gallon: 2,421 grams

Diesel carbon content per gallon: 2,778 grams

Note that for the "[Inventory of U.S. Greenhouse Gas Emissions and Sinks](#)," EPA estimates CO₂ emissions from fuel from the heat content of the fuel and carbon content coefficients in terms of carbon content per quadrillion BTU (QBTU), using data from the Energy Information Administration (EIA). EIA's numbers are derived from carbon content by mass, and equate to roughly the same carbon content per gallon of fuel as the values provided in 40 CFR 600.113. EPA uses heat content data from Energy Information Administration's (EIA) "[Annual Energy Outlook 2003](#)" and carbon content from EIA's "[Emissions of Greenhouse Gases in the United States, 2000](#)."

Note also that these estimates are based only on an average carbon content of conventional gasoline and diesel fuel, and do not specifically address the impact of fuel additives such as ethanol or methyl tertiary butyl ether (MTBE) that may depend on the feedstock.

Calculating CO₂ emissions

The Intergovernmental Panel on Climate Change (IPCC) guidelines for calculating emissions inventories require that an oxidation factor be applied to the carbon content to account for a small portion of the fuel that is not oxidized into CO₂. For all oil and oil products, the oxidation factor used is 0.99 (99 percent of the carbon in the fuel is eventually oxidized, while 1 percent remains un-oxidized.)^[1.]

Finally, to calculate the CO₂ emissions from a gallon of fuel, the carbon emissions are multiplied by the ratio of the molecular weight of CO₂ (m.w. 44) to the molecular weight of carbon (m.w.12): 44/12.

CO₂ emissions from a gallon of gasoline = 2,421 grams x 0.99 x (44/12) = 8,788 grams = 8.8 kg/gallon = 19.4 pounds/gallon

CO₂ emissions from a gallon of diesel = 2,778 grams x 0.99 x (44/12) = 10,084 grams = 10.1 kg/gallon = 22.2 pounds/gallon

Note: These calculations and the supporting data have associated variation and uncertainty. EPA may use other values in certain circumstances, and in some cases it may be appropriate to use a range of values.

For More Information

You can access documents on greenhouse gas emissions on the Office of Transportation and Air Quality Web site at:

www.epa.gov/otaq/greenhousegases.htm

For additional information on calculating emissions of greenhouse gases, please contact Ed Coe at:

U. S. Environmental Protection Agency
Office of Transportation and Air Quality
1200 Pennsylvania Ave., NW (6406J)
Washington, DC 20460 202-343-9629
E-mail: [Ed Coe at coe.edmund@epa.gov](mailto:Ed_Coe@epa.gov)

[1.] *Based on emissions data, EPA's Office of Transportation and Air Quality (OTAQ) is currently examining whether this fraction is higher (closer to 100 percent) for gasoline.*

DATA ATTACHMENTS

AB 1546 - Traffic Congestion Management Performance Measures Breakdown
AB 1546 - Storm-water Pollution Prevention Performance Measures Breakdown
San Mateo County AB 1546 Leverage
AB 1546 Storm-water Pollution Prevention Analysis

AB1546 - Traffic Congestion Management Performance Measures Breakdown

Jurisdiction	Traffic Congestion Management	Traffic Congestion Management (Jan05 - Dec05)	\$ Allocated	Total cost	%	Traffic Congestion Management (Jan06 - Dec06)	\$ Allocated	Total cost	%	Traffic Congestion Management (Jan06 - Dec06)	\$ Allocated	Total cost	%	Traffic Congestion Management (Jan07 - Dec07)	\$ Allocated	Total cost	%
ATHERTON	2 traffic signal systems (cobwebs), 5.09 miles of crosswalks, installed signal timing at I/C, upgraded 4 signal heads	5.99 miles of street resurfaced - ok	2,885.11	261,115.92	1.11%	2 traffic signal systems (cobwebs)	2,126.30	10,200.00	20.65%	na	na	na	na	Installed signal timing at I/C; upgraded 4 signal heads to provide right turn arrows	6,466.53	13,780.00	46.93%
HILLMONT	4 intersections with CCTV cameras installed; 1 left turn signal, 1 upgrade in mainroom, 2 miles of road resurfaced; 0.45 miles overlaid	3 miles of road resurfaced	10,108.48			4 intersections with CCTV cameras installed; 1 left-turn signal, 1 upgrade to microtrans	10,942.03	225,888.00	4.84%	Installed 1 (one) CCTV camera, 1 left turn signal	10,895.37	225,868.00	4.74%	0.45 miles overlaid	11,917.33	103,030.00	11.59%
DRISDALE	12 mi roads resurfaced	45 mi of street resurfaced	1,444.96	475,876.25	0.30%	11.2 mi made resurfaced (truck slurry, spec seal) and restriped	1,563.14	310,499.38	0.50%	na	na	na	na	12 miles of road resurfacing	3,233.27	563,380.50	0.57%
BURLINGAME	1.8 miles of road resurfaced; 12 miles of road resurfacing	3.8 miles of road resurfaced - ok	11,263.64	1,049,483.66	1.07%	1.6 lane mi resurfaced	12,192.55	302,750.81	2.10%	Approx. 12,000 sq yd of City streets resurfaced	11,917.70			12,000 sq yd resurfaced	13,301.80	1,007,169.00	1.29%
COLMA	1 signal upgraded/restriped; 2 mi of street reconstruction; 12540 sq ft of pavement rehabilitated	1 mile of street reconstruction (\$1,153.25 w/53.5M project)	1,153.25	1,500,000.00	0.01%	1 signal upgraded/restriped	47.64	850.00	5.60%	na	na	na	na	12540 sq ft of pavement rehabilitated	1,293.31	44,480.00	2.91%
DAILY CITY	17 miles of street resurfaced; repaired 1 mile of street	16 miles of street resurfaced	41,877.60			na				Repair/Resurfacing of approx. 1 mile of public street	45,331.27	504,167.11	7.63%	Repair/resurfacing of approx. 1 mile of public street	49,455.39	710,637.50	6.90%
EAST PALO ALTO	8 street signal systems; 12 benches; materials for road repair; 27 miles of street restriped; pothole repair	27 miles of street restriped - ok, plus pothole repair	6,085.83	6,085.83	100.00%	8 street signal systems; 12 benches; materials for road repair	26,979.01			na	na	na	na	Misc Roadway operations, restriping, roadway repair, signage, signal timing	13,856.36		
FOSTER CITY	8.75 miles of slurry seal/resurfacing; 25 miles of road rehabilitated	8.75 miles of road resurfaced - ok	11,841.27	1,200,000.00	0.91%	8.75 miles of slurry seal/resurfacing	12,817.80	1,344,250.00	0.95%	na	na	na	na	25 miles of road rehabilitated	26,512.40	440,702.74	6.02%
ITALY MOUNTAIN	5 miles of road resurfaced; 1.17 miles of street restriped; total signage affecting 5 miles of traffic	1.17 miles of street restriped	5,198.60			5 miles of road resurfaced (cracks filled, pothole repaired, striping)	5,627.33	475,028.76	1.18%	na	na	na	na	Install signage affecting 5 miles of traffic; (1 mile resurfaced, 5% not included in \$)	11,639.78	11,830.78	100.00%
HILLSBOROUGH	25 miles resurfaced; 9.5 miles of roadway resurfaced	14 miles of street resurfaced	4,332.16			11 miles resurfaced	4,489.45	490,000.00	0.90%	9.5 miles of roadway resurfaced	4,383.75	320,221.09	1.31%	9.5 miles of roadway resurfaced	5,116.09	443,000.00	1.15%
MENLO PARK	3 intersections traffic signal upgraded; 1 traffic signal installed; installed 3 CCTV cameras; Roadway restriping of approximately 8.7 miles	1 traffic signal restored to improve traffic flow; replaced 1 mile signal controller and installed upgraded software - ok	12,130.06	12,005.08	94.00%	3 intersections traffic signal upgraded	19,130.43	12,150.45	100.00%	Roadway restriping of approximately 8.7 miles	12,834.43	22,660.80	56.61%	installed 3 CCTV cameras (location)	14,325.04	120,719.08	11.87%
MILLBRAE	3000 linear ft of ashok concrete replaced; 43 crosswalk painting; 57 pavement legends installed; Replaced 30 signal heads	na			3000 linear ft of ashok concrete replaced	17,441.78	19,479.00	89.54%	43 crosswalk painting; 37 pavement legends installed	17,723.76	19,415.00	96.25%	Replaced 30 signal heads	1,029.22	9,835.38	10.46%	
PACIFICA	5091 ft of crosswalk striping; 1893 of edge lines placement; 5 traffic signals upgraded; various street segment resurfaced (1450 ton ADC)	5 traffic signals upgraded; 89 miles of street signage improved; 89 miles of street resurfaced - ok	15,595.00	15,595.00	100.00%	5091 ft of crosswalk striping; 1893 of edge lines placement; (89 mi of street)	16,881.99	42,169.95	60.89%	89 miles of pavement rehabilitated (Palms Ave Pavement Rehabilitation)	16,301.43	308,509.19	6.35%	89 miles of pavement rehabilitated (Palms Ave Pavement Rehabilitation) (1450 Ton AC)	18,417.91	308,609.19	5.97%
PORCOLA VALLEY	300 ft of striping; 4 miles of road resurfaced; Striping: 1,200' - 4" yellow; 4 - E strip; 1,400' - double yellow; 70' - white cross w/12" bars; Improved/replaced various street signs	4 miles of road resurfaced - ok	1,732.87	310,417.12	0.55%	300 ft of striping	1,514.00	1,514.00	100.00%	Striping: 1,200' - 4" yellow; 4 - E strip; 1,400' - double yellow; 70' - white cross w/12" bars	1,833.49	2,519.08	72.79%	Improved/replaced various street signs	2,046.43	2,016.43	100.00%
REDWOOD CITY	4.4 miles of signage replaced	na	60,650.40	60,650.40	100.00%	na				na	na	na	na	Installed wayfinding signage along 8.4 miles of roadway	60,746.00	259,577.00	28.03%
SAN BRUNO	signal timing coordination, replacement of signal hardware/software and maintenance; 7 street lights to LED lights; Replace timers and countdown pad crossing boxes	signal timing coordination, replacement of signal hardware/software and maintenance	19,283.57	56,115.04	34.30%	signal timing coordination, replacement of signal hardware/software and maintenance	15,600.00	23,416.31	66.62%	na	na	na	na	Traffic signal timing coordination, Replacement / upgrade traffic signal hardware / software. Convert boxes to LED lights. Replace timers and	37,555.96	40,839.23	91.84%
SAN CARLOS	213,000 sq ft of pavement repaired; 169,000 sq ft of pavement rehabilitated	200,000 sq ft of pavement repaired	11,263.64	636,927.36	1.77%	213,000 sq ft of pavement slurry sealed	12,192.55	459,647.38	2.65%	1,800 ft - resurface major arterial and installation of Class II bike lanes (2 direction)	11,917.70	708,532.25	6.32%	180,000 sq ft of pavement rehabilitated	13,301.82	780,324.03	1.76%
SAN MATEO	1 traffic controller replaced; 4 signal head replaced; 2.2 miles of residential street resurfaced	1 traffic controller and 4 signal heads replaced	75,890.97			1 traffic controller replaced; 4 signal head replaced	1,096.34			na	na	na	na	2.2 miles of residential street resurfaced	84,065.08	491,668.58	17.10%
SOUTH SAN FRANCISCO	traffic signal coordination, reorganized 70 signalized intersections / 5 coordinated systems monthly; 6 pad signal head installed; 22 emergency preparation	na			traffic signal coordination systems	31,122.47	84,747.67	60.32%	70 signalized intersections maintained - backup battery, padlock signal head installation at 6 intersections, emergency preparations at 22 intersections	25,974.48			na	maintained 70 signalized intersections and 5 coordinated systems monthly, replace 3-4 shockwires per month	23,991.15	180,865.04	16.03%
WOODSIDE	1 traffic signal replaced; 3 miles striping; 11 limit lines	6.3 miles striping; 11 limit lines	2,310.49	22,772.15	10.16%	1 traffic signal replaced	2,501.03	11,157.48	22.42%	na	na	na	na	5,563.5 ft of roadway restriping	5,173.24	22,695.59	22.80%
CITY OF SAN MATEO	2.54 centerline miles of roadway resurfaced	8 miles of road resurfaced - ok	18,104.51	172,374.71	14.91%	8 cmi roadway resurfaced	27,824.02	315,418.24	12.62%	8.27 centerline miles resurfaced	27,196.81	91,544.50	28.04%	1.47 centerline miles of roadway resurfaced	30,335.41	336,134.38	5.64%

AB1546 - Stormwater Pollution Prevention
Performance Measures Breakdown

Jurisdiction	Stormwater Pollution Prevention	Stormwater Pollution Prevention (Jan05 Dec05)	\$ Allocated	Total cost	%	Stormwater Pollution Prevention (Jan06 Dec06)	\$ Allocated	Total cost	%	Stormwater Pollution Prevention (Jan06 Dec06)	\$ Allocated	Total cost	%	Stormwater Pollution Prevention (Jan07 Jun07)	\$ Allocated	Total cost	%
ATHURTON	231 drainage inlets cleaned, 344 drainage units inspected, 400 feet of rock swales for erosion control; swept 110 lane miles of streets; inspected/cleaned 3200 ft of underground culverts	600 feet of rock swales for erosion control - ok	2,888.12	3,288.18	87.83%	331 drainage inlets cleaned; 344 drainage units inspected	3,126.29	6,256.56	49.91%	NA				Swept 110 lane miles of streets; inspected 338 inlets; cleaned 38 drain inlets and 3200 ft of underground culverts	6,465.54	8,160.00	79.25%
BELMONT	862 curb miles swept once per month	862 miles of road swept once per month				862 curb miles swept (43 curb mi / day)	10,942.03			862 curb miles swept per month	10,699.37			339 curb miles swept monthly	11,937.53		
BRISBANE	76.2 curb miles swept monthly (12 cy and 1.35 tons of material removed)	72.1 curb mi swept monthly (12 cy and 1.58 tons material removed)	1,444.03	2,432.52	59.26%	76.2 curb mi swept monthly (12 cy and 1.35 tons of material removed)	1,563.15	2,462.32	63.48%	NA				76.2 curb miles swept monthly (2 months total; 28 Cy, 2.87 tons of materials removed)	3,233.27	4,426.44	73.04%
BURLINGAME	899 miles of streets swept once per month	599 miles of streets swept once per month - ok	11,263.64	67,851.70	16.60%	1300 curb mi swept per month (7800 curb mi in 6 mos)	12,192.55			Approx. 1300 curb miles per month or 7800 curb miles for 6-mos sweep	11,917.71			Approx. 1300 curb miles per month or 7800 curb miles for 6 mos sweep	15,301.92	42,615.28	3.14%
COLMA	70 mi of street swept; 32,000 ft of previous median; 320 storm drains inspected and cleaned					70 mi of street swept (158 curb mi swept 1905-6/06); 32,000 ft of previous median				NA				339 curb miles of street swept; 320 storm drains inspected and cleaned (in house snow)	1,293.31		
DAILY CITY	1,698 miles of streets swept once per month	1,698 miles of streets swept once per month				374 curb miles swept once (11,136 mi in 6 mos)	45,331.26	69,533.56	65.19%	374 curb miles of street swept once a week	44,309.41			374 curb miles of street swept once a week (10,190 total for 6 mos)	49,415.48	106,391.41	46.42%
EAST PALO ALTO	1 vacuum vehicle repair, 1 storm drain pipe repair	NA				1 vacuum vehicle repair, 1 storm drain test, 10 storm drains				6 storm drain pipes repaired	3,499.59				2,228.24		
FOSTER CITY	592 storm drain inlets and catch basins inspected and cleaned - ok	592 storm drain inlets and catch basins inspected and cleaned - ok	11,841.27	20,820.04	56.87%	78 storm drain inlet/catch basins cleaned (4.1 cy of waste removed)	12,817.81	16,042.50	79.69%	NA				255 storm drain inlets and catch basins cleaned annually. Removal of 18 cubic yards of waste/garbage	26,512.93	27,318.75	97.05%
HALF MOON BAY	105 storm inlets cleaned	105 storm inlets cleaned	5,198.61	13,926.60	37.33%	105 storm inlets cleaned	5,627.13	13,926.50	40.41%	NA				105 storm inlets cleaned	11,639.78	11,639.78	100.00%
HILLSBOROUGH	1,665 storm inlets and catch basins cleaned	1,665 storm inlets and catch basins cleaned				1,665 storm drains cleaned	4,838.54	504,470.00	1.36%	1,665 storm inlets cleaned and maintained	4,583.73	468,690.00	0.99%	808 out of 1,665 storm inlets cleaned and maintained	5,116.08	468,690.00	1.00%
MENLO PARK	100 miles of streets swept once per month for two months and twice per month for four months	100 miles of streets swept once per month for two months and twice per month for four months - ok	12,130.08	15,515.00	89.75%	100 mi of street swept (1650 Jan-Jun, 8400 Sep-Dec)	12,634.45	24,115.72	53.22%	699 curb miles of street sweeping	15,130.44	15,130.44	100.00%	470 curb miles of street sweeping (100 miles of street total)	14,335.03	34,236.00	37.46%
MILLBRAE	390 storm drain inlets; 10 to 25 lbs of debris removed per inlet; 1,606 curb miles swept. 234 cubic yds of debris removed					390 storm drain inlets; 10 to 25 lbs of debris removed per inlet	690.73	2,436.25	20.33%	NA				1,606 curb miles swept. 234 cubic yds of debris removed (total for FY)	16,752.96	423,427.38	4.43%
PACIFICA	3 pile trucks for annual maintenance of storm drain piping and drainage inlets; 178 miles of streets swept per month	178 miles of streets swept once per month - ok (89 mile/wk bi-weekly)	15,595.00			3 pile trucks for annual maintenance of 90 mi of storm drain piping / 989 drainage inlets	16,861.99	45,135.84	37.40%	89 centerline miles of street sweeping	16,501.49	62,067.68	85.59%	89 centerline miles of street sweeping	18,417.90	59,128.31	61.16%
PORTOLA VALLEY	11 miles of road swept per month	11 miles of road swept once per month - ok	1,732.87			11 miles of road swept per month (one month's total cost)	1,875.78	3,167.74	39.18%	18.86 curb miles of street sweeping	1,833.56	3,329.21	55.09%	11 miles of road swept per month	2,046.43	3,328.21	61.49%
REDWOOD CITY	794.5 mi street sweeping, 977 cy debris; 2685 catch basins cleaned; 2,466 cy debris removed; cleaned/inspected 23,274 linear feet of culverts; removing 1 cv of debris from storm drain	NA				794.5 mi street sweeping, 977 cy debris; 2685 catch basins cleaned (1075 cy debris)	63,150.59	63,150.58	100.00%	1,346 miles of street swept; 2,466 cy debris removed; performed public outreach for street cleaning; cleaned/inspected 2,685 catch basins and 23,274 linear feet of streets	61,539.34	61,563.09	99.98%	NA			
SAN BRUNO	1223.5 cy of debris cleaned; maintained sweeper (collected 1,454.75 cubic yards of debris from 89.5 lane miles)	1223.5 cy of debris cleaned from 89.5 lane miles	14,218.65	34,415.26	41.31%	1223.5 cy of debris cleaned from 89.5 lane miles	20,665.01	36,551.85	33.60%	NA				maintained sweeper. Collected 1,454.75 cubic yards of debris from 89.5 lane miles.	37,605.96	37,505.96	100.00%
SAN CARLOS	1 repair/improve or install drainage channel; Removed 26 cy of contaminated sediment from drainage channel; install oil and water separator	1 removal of debris from 450x15' drainage channel	11,263.65	15,435.85	72.97%	repair/improve or install drainage channel	12,192.55	27,500.00	44.34%	Removal of contaminated sediment from drainage channel (project total 26 cy)	11,917.70	22,778.15	52.32%	install oil and water separator in Corp Yard and installed the Pulgas Creek for control of emergent aquatic vegetation	13,301.83	15,490.00	85.91%
SAN MATEO	1 street sweeper for 18,000 curb miles annually; 204 curb miles swept on average once a month					1 street sweeper for bi-weekly sweeping repairs (18,000 curb miles annually)	78,187.31	147,063.68	52.84%	NA				204 curb miles and city street parking lot street swept on average once a month	84,065.08	361,313.51	23.27%
SOUTH SAN FRANCISCO	1550 miles of street sweeping; 137 storm inlets cleaned; 2400 storm inlets inspected and 600 storm inlets cleaned annually	137 storm inlets cleaned; 1415 miles of street swept once per month - ok	49,097.94	491,710.00	12.22%	1550 miles of street sweeping; daily, each street once a week	3,024.51	160,649.94	1.26%	1600 miles of street swept monthly; 2400 storm inlets inspected and 600 storm inlets cleaned annually	25,974.18	219,215.14	11.85%	3400 storm inlets inspected and 600 storm inlets cleaned annually; perform weekly inspections	28,991.15	167,029.39	10.60%
WOODSIDE	21.62 miles of streets swept monthly	21.62 miles of street swept per month	2,310.49	2,423.56	95.33%	21.62 miles of streets swept monthly (\$ for 4 months) (65 cubic yards collected in FY05/06)	2,501.04	3,291.44	77.40%	NA				56,200 ft of street sweeping; 6.5 CY of debris monthly (5.5 x 8 mo. = 44 cy removed)	5,173.23	5,019.96	88.90%
COUNTY OF SAN MATEO	375 miles of road swept once per month	375 miles of road swept once per month - ok	25,704.23	198,330.37	13.65%	375 mi miles swept (\$200 miles for 6 months)	27,824.02	111,921.08	24.95%	315 CL miles of roadway inspected (total 7,241 miles swept - 806 - 1306)	27,196.81	233,349.55	12.18%	313 centerline miles cleaned/swept 1,311 for 6 mos	30,353.44	192,997.00	15.75%

SAN MATEO COUNTY						
AB 1546 LEVERAGE						
Congestion Management				Stormwater Pollution Prevention		
Jurisdiction	AB 1546 \$	Total \$	Leverage	AB 1546 \$	Total \$	Leverage
ATHERTON	12,481	285,096	22.8	12,481	17704.69	1.4
BELMONT	43,683	554,756	12.7	33,575	33574.93	1.0
BRISBANE	6,240	1,351,758	216.6	6,240	9321.48	1.5
BURLINGAME	48,676	2,469,423	50.7	48,676	491478.98	10.1
COLMA	2,496	3,545,290	1420.3	1,293	1293.31	1.0
DALY CITY	136,665	1,304,805	9.5	139,096	175924.98	1.3
EAST PALO ALTO	40,921	40,921	1.0	5,720	5719.83	1.0
FOSTER CITY	51,172	3,084,954	60.3	51,172	64181.31	1.3
HALF MOON BAY	22,466	486,679	21.7	22,466	39492.98	1.8
HILLSBOROUGH	18,721	1,285,221	68.6	16,555	1441830	87.1
MENLO PARK	52,420	169,424	3.2	52,420	88997.16	1.7
MILLBRAE	36,195	47,729	1.3	19,444	425866.23	21.9
PACIFICA	67,396	674,983	10.0	67,396	136362.83	2.0
PORTOLA VALLEY	7,127	316,697	44.4	7,489	9826.16	1.3
REDWOOD CITY	121,396	270,627	2.2	124,690	124703.68	1.0
SAN BRUNO	72,390	120,371	1.7	72,390	110473.07	1.5
SAN CARLOS	48,676	2,065,431	42.4	48,676	81204	1.7
SAN MATEO	162,252	491,669	3.0	162,252	509277.19	3.1
SOUTH SAN FRANCISCO	106,088	265,613	2.5	106,088	1048603.6	9.9
WOODSIDE	9,985	56,615	5.7	9,985	11473.98	1.1
COUNTY OF SAN MATEO	111,080	1,019,572	9.2	111,080	716168	6.4
San Mateo County	1,178,527	19,907,633	16.9	1,119,184	5,543,478	5.0

Note: 1- When total cost unknown assumed same as AB 1546 allocation.

AB 1546 Stormwater Pollution Prevention Analysis							
Jurisdiction	Total Miles Swept	AB 1546 % Share	AB 1546 Miles Swept	Storm Drains Cleaned	AB 1546 % Share	AB 1546 Storm Drains Cleaned	
ATHERTON	110	50.00%	55.00	259	50.00%	129.50	
BELMONT	18750	50.00%	9375.00	0	50.00%	0.00	Estimated Per Centage
BRISBANE	1347	60.00%	808.20	0	0.00%	0.00	
BURLINGAME	26994	16.60%	4481.00	0	0.00%	0.00	
COLMA	437	50.00%	218.50	320	50.00%	160.00	Estimated Per Centage
DALY CITY	42690	65.19%	27829.61	0	0.00%	0.00	
EAST PALO ALTO	0	0.00%	0.00	16	50.00%	8.00	Estimated Per Centage
FOSTER CITY	0	0.00%	0.00	815	69.30%	564.80	
HALF MOON BAY	0	0.00%	0.00	315	59.20%	186.48	
HILLSBOROUGH		0.00%	0.00	5945	1.40%	83.23	
MENLO PARK	8800	70.10%	6168.80	0	0.00%	0.00	Average Per Centage
MILLBRAE	1606	4.43%	71.15	700	28.30%	198.10	
PACIFICA	356	45.00%	160.20	0	0.00%	0.00	
PORTOLA VALLEY	154	58.60%	90.24	0	0.00%	0.00	
REDWOOD CITY	13747	100.00%	13747.00	5370	100.00%	5370.00	
SAN BRUNO	268.5	65.00%	174.53	0	0.00%	0.00	
SAN CARLOS	0	0.00%	0.00	3	63.90%	1.92	
SAN MATEO	37224	43.00%	16006.32	0	0.00%	0.00	
SOUTH SAN FRANCISCO	27390	11.00%	3012.90	1337	11.00%	147.07	
WOODSIDE	3456	87.21%	3013.98	0	0.00%	0.00	
COUNTY OF SAN MATEO	23312	16.63%	3876.79	0	0.00%	0.00	
TOTAL	206641.5		89089.21	15080		6849.09	
Street Sweeping							
	Pounds Per Mile	Total Removed	AB 1546 Share Removed				
35 Pounds Per Mile	35	7232452.5	3118122.455	From Data Provided b			
75 Pounds Per Mile	75	15498112.5	6681690.975				
Storm Drain							
	Pounds Per Drain	Total Removed	AB 1546 Share Removed				
10 Pounds Per Drain	10	150800	68490.92				
25 Pounds Per Drain	25	377000	171227.3				
TOTAL	Low	7383253	3186613				
	High	15875113	6852918				
Total Removed by AB 1546 - 3M to 7M Pounds or 1,500 Tons to 3,500 Tons							
At 50% flowing into bay yields - 1.5M to 3M Pounds or 750 Tons to 1,750 Tons							