

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

AGENDA

(Please Note Revised Date and Location)

The next meeting of the Congestion Management & Environmental Quality (CMEQ) Committee

will be as follows.

Date: Monday, May 21, 2007 3:00 p.m. to 5:00 p.m.
Place: **San Carlos Library, 2nd floor**
610 Elm Street, San Carlos, CA

PLEASE CALL SANDY WONG (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|---|---|----------------------|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:00 p.m.
5 mins. |
|----|---|---|----------------------|

CONSENT AGENDA

- | | | | |
|----|------------------------------------|--------------------|-----------------------------------|
| 2. | Minutes of March 26, 2007 meeting. | Action (O'Connell) | Pages 1-3
3:05 p.m.
5 mins. |
|----|------------------------------------|--------------------|-----------------------------------|

REGULAR AGENDA

- | | | | |
|----|--|----------------------|--------------------------------------|
| 3. | AB1546 Countywide Congestion Management Program – Traffic Congestion Mitigation Recommendations. | Action (Hoang) | Pages 4-9
3:10 p.m.
15 mins. |
| 4. | Local Transportation (Shuttle Services). | Action (Wong) | Pages 10-11
3:25 p.m.
10 mins. |
| 5. | Recommend approval of staff to work with local jurisdictions and transportation agencies to provide candidate project information for the MTC Regional Transportation Plan (RTP) update. | Action (Wong) | Pages 12-17
3:35 p.m.
15 mins |
| 6. | Initial draft of the C/CAG 2007/08 Budget and Fees | Information (Napier) | Pages 18-27
3:50 p.m.
10 mins |

- | | | | | |
|----|---|-----------------------------|------------|-----------------------|
| 7 | Support for Senate Bill (SB) 286 (Lowenthal and Dutton), Transportation Bonds: Implementation | Information
(Napier/Shu) | Page 28-39 | 4:00 p.m.
10 mins |
| 8. | Member comments and announcements. | Information
(O'Connell) | | 4:10 p.m.
10 mins. |
| 9. | Adjournment and establishment of next meeting date. | Action
(O'Connell) | | 4:20 p.m. |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

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.

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF MARCH 26, 2007**

At 3:04 p.m., the meeting was called to order by Chair Irene O'Connell in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Judith Christensen, Tom Davis, William Dickenson, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Barbara Pierce, Vice-Chair Sepi Richardson, Lennie Roberts, and Onnolee Trapp.

Staff/Guests Attending: Richard Napier, Sandy Wong, Tom Madalena, and Diana Shu (C/CAG Staff), Christine Maley-Grubl (Alliance), Marc Roddin (MTC), Duane Bay (SM County Dept. of Housing), Marshall Loring (MTC EDAC), Richard Silver (Rail Passenger Association of California), Howard Goode (SMCTA).

1. Public comment on items not on the agenda.

Christine Maley-Grubl of the Peninsula Traffic Congestion Relief Alliance (Alliance) spoke on the Try Transit Campaign program.

CONSENT AGENDA

2. Minutes of February 26, 2007 meeting.

Member Pierce pointed out that on page 3 of the February 26, 2007 minutes, Mr. Rick Cole's last name was misspelled.

Motion: To approve the Minutes as amended. Richardson/Pierce, approved, unanimous.

REGULAR AGENDA

3. Dumbarton Rail Project Update.

Mr. Howard Goode of the San Mateo County Transportation Authority (SMCTA) presented an update on the Dumbarton Rail Project description, schedule, as well as current issues on the project. The proposed project will run 6 peak hour trains, each in the AM and PM commute periods, between Union City and San Francisco/San Jose. Ridership is anticipated to be 5630 in year 2010, and 12800 in year 2030. The project is currently funded at \$300 million with a mix of MTC Regional Measure 2, Alameda County Transportation Authority, Alameda Congestion Management Agency, Santa Clara Valley Transportation Agency, San Mateo County Transportation Agency, and State funds. Project is lead by a Policy Committee, Project Development Team, and Corridor Communities. The current issues include: (1) Union Pacific Railroad unwilling to compromise on right of way and trackage rights. (2) Funding shortage due to new cost estimate of \$515 million. (3) Potential additional cost of neighborhood impact mitigation.

CMEQ members had the following comments:

- Project team must work with wildlife refuge agencies to develop the project.
- Although there is overall funding shortage, there is enough approved funding to complete the current phase of study. And that the current phase of study ought to be completed in order to inform the next step of action.

Richard Silver, Rail Passenger Association of California, commented that generally speaking, rail is less polluting than buses and cars. He stated this project will provide much benefits and urged CMEQ members to encourage speeding up the process.

Member Lempert encouraged CMEQ members to attend the next Dumbarton Rail Policy Committee meeting on April 24.

Motion: Recommend C/CAG Board to send support for this project to the Dumbarton Rail Policy Committee, Bigelow/Pierce, Unanimous.

4. Recommendation on the FY 07/08 Transportation Fund for Clean Air (TFCA) Program Expenditure.

Tom Madalena presented the proposed FY 07/08 Transportation Fund for Clean Air (TFCA) Program Expenditure. The proposed program has approximately \$1 million which will include the continuation of funding in the SamTrans, Alliance, and Menlo Park shuttle programs/projects with the same proportion as previous years.

Member Bigelow commented that by year 2009, the new Measure A will have double the funding in shuttle program. Member Pierce suggested getting periodic report/update from SamTrans and the Alliance on the local shuttle program.

Motion: Recommend approval of the FY 07/08 TFCA Program Expenditure, Bigelow/Davis, Unanimous.

5. Update on Various Infrastructure Bond Funding Opportunities.

Diana Shu gave a PowerPoint presentation on the various infrastructure bonds including Propositions 1A, 1B, 1C, 1E, and 84. She provided a summary of programs, fund administrators, contact persons/agencies, and current actions for each of the propositions. Richard Napier commented that the Dumbarton Rail project, discussed in item 3 above, is eligible for funding under the Goods Movement Transportation Bond funds.

CMEQ members appreciated the information and requested Diana for a copy of the PowerPoint.

6. Update on the Sub-Regional Housing Needs Allocation Process (RHNA).

Richard Napier, C/CAG Executive Director, reported that majority of the RHNA TAC and PAC members have agreed on the housing allocation methodology formula. However, Colma, Belmont, and Millbrae representatives disagreed. Staff will continue on refining the allocation methodology formula and work towards consensus.

Chair O'Connell thanked Richard for all his effort in providing help to cities on this item.

7. Member comments and announcements.

Member Bigelow: California High Speed Rail public hearing – check information on website <http://www.cahighspeedrail.ca.gov>.

8. Adjournment and establishment of next meeting date.

At 4:48 p.m., the meeting was adjourned.

C/CAG AGENDA REPORT

Date: May 21, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program for Intelligent Transportation System (ITS) projects
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ recommends for approval the AB1546 Countywide Traffic Congestion Management Program for ITS projects

FISCAL IMPACT

Approximately \$1.25M of the net revenue collected between July 2005 and December 2008 for the Traffic Congestion Management component of AB1546.

SOURCE OF FUNDS

Funds for these projects are collected from the Vehicle License Fees (VLF) through the AB1546 Program.

BACKGROUND/DISCUSSION

Assembly Bill 1546 (AB1546) imposes an annual fee of up to four dollars (\$4) on motor vehicles registered in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. The collection of the fees began on July 1, 2005 and terminates on January 1, 2009, unless the program is reauthorized by legislation. Fifty percent of the revenue is allocated to individual jurisdictions within San Mateo County and fifty percent is allocated to C/CAG for Countywide projects (25% for traffic congestion management and 25% for stormwater pollution prevention).

Current Countywide Traffic Congestion Management related projects include the development and implementation of hydrogen shuttles and fueling stations and development of the traffic incident management plan. At the January 2007 TAC meeting, it was recommended that staff convene a subcommittee to explore other potential projects to be implemented.

A subcommittee was formed consisting of Parviz Mokhtari, Ruben Nino, Larry Patterson, Mo Sharma, and Sandy Wong. The subcommittee considered several potential projects to mitigate traffic congestion and resulted with recommendations for upgrading traffic signal controllers and upgrading traffic detection systems with closed circuit television (CCTV) cameras. In addition to facilitating the management of traffic, the proposed traffic control and monitoring upgrades

will also be key infrastructures in the development of an integrated countywide ITS program to improve inter-jurisdictional traffic management.

Detailed information regarding project description, application requirements and project selection can be found in the attached document.

ATTACHMENT

AB1546 – Countywide Traffic Congestion Mitigation Program - ITS Projects

AB1546 - Countywide Traffic Congestion Management Program

Intelligent Transportation System (ITS) Projects

Revised 4/24/07

Program Budget

Revenue Source: 25% of net total from Vehicle License Fee collected under the AB 1546 Program from July 1, 2005 to December 31, 2008. These funds are dedicated for countywide traffic congestion management programs.

Countywide Congestion Mitigation Program	FY 2005/06	FY2006/07	FY2007/08	Jul-Dec 2008	TOTAL
AB 1546 Revenue	\$600,000	\$600,000	\$600,000	\$300,000	\$2.1M
PROJECT CATEGORIES					
• Hydrogen Shuttle / Stations	\$250,000	\$125,000	\$125,000	-	\$500,000
• Traffic Incident Management	\$100,000	\$100,000	\$100,000	\$50,000	\$350,000
• ITS (Signal, CCTV)	\$250,000	\$375,000	\$375,000	\$250,000	\$1.25M

Approximate amounts

Jurisdiction Information

Jurisdiction can submit up to the maximum number of locations stated. Jurisdictions are required to implement (install the ITS units) before December 31, 2008. Upon completion, jurisdictions will provide C/CAG a written notice on jurisdiction letterhead and signed by the City Manager. C/CAG will reimburse costs. The maximum award amount a jurisdiction can receive is \$200,000. There are no local match requirements.

Schedule

There will be a one time "Call for Projects", anticipated to be released in June 2007, covering the periods FY2005/06 to the current date (for work already completed) and the current date to project work planned up to Dec 31, 2008.

Project Description

For the ITS Project Category, there are two (2) types of projects:

- Intelligent Transportation System (ITS)
 - Signal Control Upgrade (*approx. \$15-20K per controller*)
 - Video Detection System Upgrade (*approx. \$35-40K per intersection*)

Signal controller upgrades is the replacement of current older controller cabinets with the new Model 2070 or comparable model. Video detection system upgrade is the installation of new Closed Circuit Television (CCTV) cameras on signal heads to replace the in-pavement detection loops. A video detection system assumes an industry standard 4-camera system and associated equipments per intersection.

Application Requirements

Jurisdictions are asked to provide the individual "location" of each proposed upgrade, up to a maximum of ten (10) locations for the Signal Controller and five (5) locations for the Video Detection System. Additional information requested includes the traffic volumes for the associated intersections and the age of the in-place equipment.

Selection

Project selection and funding will be on competitive basis. Projects will be scored using the “Scoring and Prioritization” table (attached). Proposed projects will be ranked in order (highest to lowest) by total points under the two “Project Types” and the top projects are selected until all the available funds are allocated.

There will not be a predetermined dollar amount breakdown between the project types. It will be up to the discretion of the Selection Committee to determine the number of projects submitted under each “Project Type” to award funds to based on the type and number of project proposals received. Maximum award amount for each item will be scaled as appropriate to address the jurisdictions’ needs while making the best use the program funds. There are no guarantees that a jurisdiction will receive funding.

Scoring and Prioritization

Project Type	Points	Maximum Points
1. SIGNAL CONTROLLER UPGRADE		
Location		18
• Arterial/Arterial	6	
• Arterial/Collector	4	
• Collector/Collector	2	
Intersection Volume		
• > tbd	6	
• tbd to tbd	4	
• < tbd	2	
Years in Service		
• > 20	6	
• 10 to 20	4	
• < 10	2	
2. VIDEO DETECTION SYSTEM UPGRADE		
Location		12
• Arterial/Arterial	6	
• Arterial/Collector	4	
• Collector/Collector	2	
Intersection Volume		
• > tbd	6	
• tbd to tbd	4	
• < tbd	2	

AB 1546
COUNTYWIDE TRAFFIC CONGESTION MITIGATION PROGRAM
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS
APPLICATION

JURISDICTION:	
TOTAL AMOUNT REQUESTED: <i>(Maximum award amount of \$200,000 per jurisdiction)</i>	\$
CATEGORY / PROJECT TYPE: <i>(Please check applicable boxes)</i>	
Intelligent Transportation System (ITS)	<input type="checkbox"/> Signal Controller Upgrade <input type="checkbox"/> Video Detection System Upgrade

1. SIGNAL CONTROLLER UPGRADE <i>(Model 2070 or comparable)</i>			
Number of Units Requested:		Upgrade Unit Cost:	\$
		Total Amount Requested:	\$
List units to be replaced in order of priority <i>(add additional lines or page as needed, maximum 10 locations)</i>			
No.	Location (e.g., Street name, intersection, roadway classification)	Intersection Volume	Years in Service
1			
2			
3			
4			
5			

2. VIDEO DETECTION SYSTEM UPGRADE <i>(A system incl. 4 CCTV cameras per intersection)</i>			
Number of Systems Requested:		Upgrade System Cost:	\$
		Total Amount Requested:	\$
List systems to be replaced in order of priority <i>(add additional lines or page as needed, maximum 5 locations)</i>			
No.	Location (e.g., Street name, intersection, roadway classification)	Intersection Volume	
1			
2			
3			
4			
5			

CONTACT INFORMATION	
Name1:	Name2:
Phone1:	Phone2:
Email1:	Email2:

I attest that, to the best of my knowledge, all information provided in this application and in conjunction with this application is accurate and complete.	
Signature:	Date:
Name: (Please Print)	Title: City Manager

DRAFT

C/CAG AGENDA REPORT

Date: May 17, 2006

To: Congestion Management and Environmental Quality Committee

From: Tom Madalena

Subject: REVIEW AND APPROVAL OF THE FUNDING RECOMMENDATIONS FOR THE PROVISION OF CONGESTION RELIEF PROGRAM SHUTTLE SERVICES FOR A TOTAL COST NOT TO EXCEED \$667,965 FROM JULY 1, 2007 THROUGH JUNE 30, 2008.

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

RECOMMENDATION

That the C/CAG Technical Advisory Committee review and approve the funding recommendation for Congestion Relief Program shuttle services for a total cost not to exceed \$667,965 from July 1, 2007 through June 30, 2008 in accordance with staff recommendation.

FISCAL IMPACT

The total additional funding obligated through the new agreement and extensions will not exceed \$667,965 in order to implement and continue services through June 30, 2008.

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 07/08 budget. The Transportation Authority is providing matching funds for those shuttles that take riders to a Caltrain Station.

BACKGROUND/DISCUSSION

On June 8, 2006 the C/CAG Board approved amendments to the agreements for six local based shuttle programs for a total cost of \$361,377. The South San Francisco shuttle is considered an employer shuttle due to employer contributions to the cost of the shuttle. This shuttle was approved by the C/CAG Board at the August 10, 2006 C/CAG Board Meeting for a maximum amount of \$110,000. The Pacifica shuttle was also approved by the Board at the August 10, 2006 meeting for a total amount of \$156,956.38, which was the amount remaining from the original \$160,000 Devil's Slide emergency grant. The amount being recommended for approval for the Pacifica Shuttle is the amount that will remain at the end of FY 06/07, which is \$107,269. Additionally, C/CAG received a request from the City of Redwood City for local service funding for their proposed shuttle. The grant amount being recommended for the Redwood City Shuttle is \$67,400. A Shuttle Review Committee was convened that consisted of members from C/CAG, SamTrans, and the Alliance. Please see the table below for an overview of the amounts being recommended by the Shuttle Review Committee for funding for fiscal year 07/08 for each

of the respective shuttles.

City	Requested Funding for FY 07/08	Approximate Amount Spent in FY 06/07	Committee Funding Recommendation for FY 07/08
Burlingame	\$50,000	\$45,572	\$50,000
East Palo Alto	\$68,526	\$57,026	\$68,526
Foster City	\$87,050	\$77,500	\$87,050
Menlo Park	\$81,881	\$69,012	\$81,881
Millbrae	\$21,000	\$21,191	\$21,000
Brisbane / Daly City	\$94,839	\$36,144	\$94,839
South San Francisco	\$90,000	\$89,947	\$90,000
Pacifica	\$107,269	\$52,731	\$107,269
Redwood City	\$90,000	\$0	\$67,400
Total	\$690,565	\$449,123	\$667,965

C/CAG's budget for Local Service Programs for FY 07/08 is \$500,000 plus \$300,000 in matching funds from the Transportation Authority.

For each of the shuttles with the exception of Redwood City the requests are for an increase in funding and an extension of time. The Pacifica shuttle is a continuation of the original Coastsides grant for the Devil's Slide Highway 1 closure. As a result of the slide being repaired sooner than anticipated the Pacifica demonstration shuttle was developed. The Redwood City request is a new request, which will require execution of an agreement with the City of Redwood City for the local service shuttle funding. Each of the other shuttles will require amendments to the existing agreements.

ALTERNATIVES

- 1) Review and approval the funding recommendation for Congestion Relief Program shuttle services for a total cost not to exceed \$667,965 from July 1, 2007 through June 30, 2008 in accordance with staff recommendation.
- 2) Review and approval the funding recommendation for Congestion Relief Program shuttle services for a total cost not to exceed \$667,965 from July 1, 2007 through June 30, 2008 in accordance with staff recommendation with modifications.
- 3) No action

C/CAG AGENDA REPORT

Date: May 21, 2007

To: Congestion Management & Environmental Quality (CMEQ)

From: CMP Technical Advisory Committee

Subject: Recommend approval of staff to work with local jurisdictions and transportation agencies to provide candidate project information for the MTC Regional Transportation Plan (RTP) update

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

RECOMMENDATION

That the CMEQ recommend approval of staff to work with local jurisdictions and transportation agencies to provide candidate project information to be submitted to the Metropolitan Transportation Commission (MTC) for evaluation as part of the Regional Transportation Plan (RTP) update.

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA

BACKGROUND/DISCUSSION

The Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan (RTP), the *Transportation 2035*, to be adopted in February 2009. The RTP will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded over the next 25 years. The RTP is updated every four (4) years and typically with no mid term amendment.

MTC proposes to perform system-wide performance assessment on various investment scenarios and requests that partner agencies to provide updated project information for those projects/programs in the current RTP, and new projects/programs for consideration to be included in the RTP.

Projects must be included in the RTP in order to receive Federal or State funding. In addition, locally funded projects that require air quality conformity analysis must also be included in the RTP.

ATTACHMENTS

1. MTC 2009 Regional Transportation Plan Process.
2. San Mateo County projects included in the current RTP.

San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
Adequate Maintenance					
94662	Local streets and roads pavement and non-pavement maintenance	\$1,354.6	\$1,354.6		
94093	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$29.0	\$29.0		
22408	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$178.0		\$178.0	
94656	Devil's Slide bypass	\$280.0	\$280.0		
94664	Caltrain (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	\$1,254.7	\$1,076.7	\$178.0	
94666	SamTrans — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$3,081.6	\$3,021.6	\$60.0	
21876	BART (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$1,384.1	\$1,283.8	\$100.3	
21630	Continuation of SamTrans express service	\$3.0	\$3.0		Regional Measure 2 Toll Bridge Program
21867	Local bridge maintenance	\$31.3	\$31.3		
22261	Route 1/San Pedro Creek Bridge replacement project (initial phase)	\$6.2	\$6.2		
94667	SamTrans Americans With Disabilities Act (ADA) services	\$60.0	\$30.0	\$30.0	2004 Measure A sales tax project
System Efficiency					
94100	U.S. 101 auxiliary lanes from Marsh Road to Route 92	\$59.9	\$59.9		1988 Measure A sales tax project, under construction
94644	Route 92 westbound slow vehicle lane between Route 35 and I-280	\$58.0	\$12.5	\$45.5	
98176	U.S. 101 auxiliary lanes from 3rd Avenue to Millbrae and U.S. 101/Peninsula Avenue interchange reconstruction	\$81.7	\$81.7		
21349	U.S. 101/Ralston Avenue interchange improvement	\$14.4	\$14.4		
21602	U.S. 101/Broadway interchange reconstruction	\$56.0	\$56.0		
21603	U.S. 101/Woodside Road interchange improvements	\$50.0	\$50.0		
21606	U.S. 101/Willow Road interchange reconstruction	\$49.5	\$49.5		
21607	U.S. 101/University Avenue interchange reconstruction	\$4.9	\$4.9		

(Continues on next page)

Projects Count

San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
System Efficiency (continued from previous page)					
21608	U.S. 101 northbound and southbound auxiliary lanes from Marsh Road to Santa Clara County line	\$91.2	\$91.2		
21615	I-280/Route 1 interchange safety improvements	\$54.0	\$54.0		1988 and 2004 Measure A sales tax project
21623	Caltrain local station improvements in San Mateo County	\$67.0	\$67.0		1988 Measure A sales tax project
21624	Transit-Oriented Development Incentives Program	\$30.0	\$30.0		
21626	Caltrain grade separation program (San Mateo County)	\$297.0	\$297.0		1988 and 2004 Measure A sales tax project
22223	U.S. 101/Peninsula Avenue southbound ramps	\$32.0	\$32.0		2004 Measure A sales tax project
22230	I-280 auxiliary lanes from I-380 to Hickey Boulevard	\$100.0	\$100.0		2004 Measure A sales tax project
22262	U.S. 101 and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	\$9.6	\$2.0	\$7.6	
22264	I-280 North and I-380 ramp metering, Traffic Operations System (TOS), fiber communications project	\$9.4	\$2.0	\$7.4	
22265	I-280 South and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	\$6.1	\$2.0	\$4.1	
22274	Intelligent Transportation System (ITS) improvements in San Mateo County	\$20.0	\$20.0		2004 Measure A sales tax project
22424	BART Advanced Automatic Train Control (AATC) Phase V — Daly City to Millbrae/SFO	\$53.0	\$53.0		
22756	U.S. 101/Candlestick interchange reconstruction	\$47.7	\$47.7		
21604	U.S. 101 auxiliary lanes from Sierra Point to San Francisco County line	\$6.0		\$6.0	
21610	U.S. 101 auxiliary lanes from San Bruno Avenue to Grand Avenue	\$26.3		\$26.3	
21893	Route 92 between Half Moon Bay city limits and Pillaritos Creek alignment and shoulder improvements	\$30.0		\$30.0	
22224	Caltrain and California High-Speed Rail grade separations and station in Alherton	\$66.1		\$66.1	
22229	U.S. 101/Sierra Point Parkway interchange replacement	\$14.0		\$14.0	

¹ Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

² Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
System Efficiency					
22231	Widen north side of John Daly Boulevard/I-280 overcrossing for additional westbound traffic lane and dedicated right-turn lane for southbound I-280 off-ramp	\$9.0		\$9.0	
22232	Construct streetscape improvements on Mission Street from San Pedro Road to John Daly Boulevard	\$12.4		\$12.4	
22751	Route 1 operational and safety improvements in Half Moon Bay area	\$30.0	\$30.0		2004 Measure A sales tax project
Strategic Expansion					
94643	Widen Route 92 between Route 1 and Half Moon Bay city limits	\$13.9	\$13.9		
98204	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$15.5	\$15.5		
21605	U.S. 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	\$40.0	\$40.0		
22125	Ferry service from South San Francisco to San Francisco	\$30.0	\$30.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22236	Study of Hillsdale Transit Center relocation	\$3.0	\$3.0		
22239	Manor Drive/Route 1 overcrossing widening and improvement project	\$12.0	\$12.0		2004 Measure A sales tax project
22268	Countywide shuttle service programs	\$68.0	\$38.0	\$30.0	2004 Measure A sales tax project
22282	U.S. 101 operational improvements near Route 92	\$10.0	\$10.0		2004 Measure A sales tax project
21609	I-280/I-380 local access improvements from Sneath Lane and San Bruno Avenue to I-380	\$13.5		\$13.5	
21892	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	\$11.0		\$11.0	
22120	Ferry service from Redwood City to San Francisco to Alameda (capital reserve only; full project not included in Financially Constrained Element)	\$23.0	\$23.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified
22227	Extend Geneva Avenue from Bayshore Boulevard to U.S. 101/Harney ramps from 4 lanes to 6 lanes (includes grade separation with Caltrain tracks and Tunnel Avenue)	\$64.8		\$64.8	Expect 50% of the project to be funded through developer fees
22228	Extend Lagoon Way to connect to U.S. 101, Bayshore Boulevard and Guadalupe Canyon Parkway	\$16.5		\$16.5	Expect 25% of the project to be funded through developer fees
22267	Union Pacific Railroad right-of-way acquisition for transit, bicycle and pedestrian use	\$8.0		\$8.0	
22271	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	\$40.0		\$40.0	

(Continued on next page)

projects by county

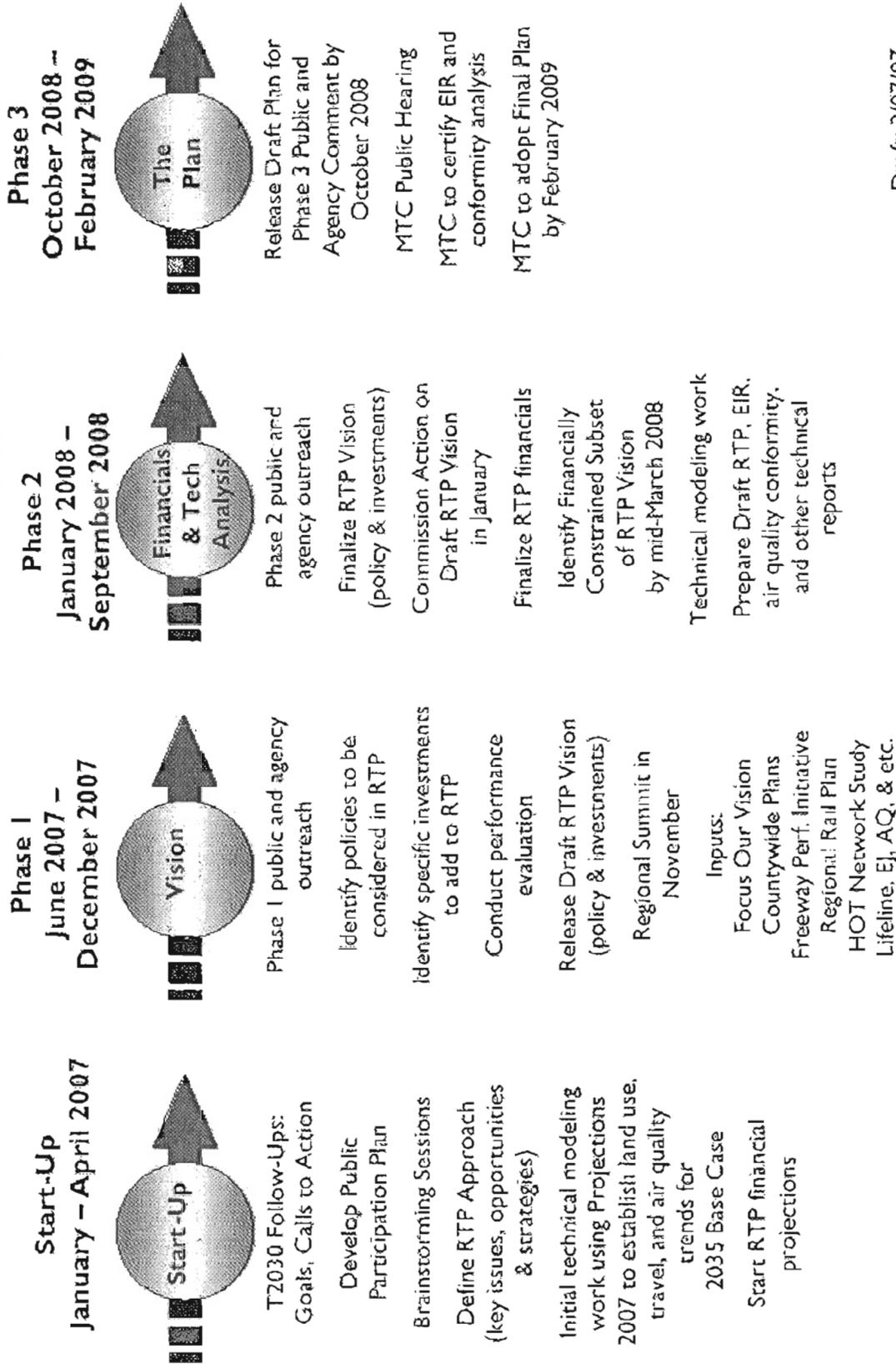
San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
Strategic Expansion (continued from previous page)					
22279	U.S. 101/Produce Avenue interchange project	\$77.3		\$77.3	
22615	Dumbarton rail corridor and station improvements	\$30.0	\$30.0		2004 Measure A sales tax project
21612	Improve Dumbarton Bridge access to U.S. 101	\$70.0	\$70.0		2004 Measure A sales tax project
21613	Route 92 improvements from San Mateo-Hayward Bridge to I-280, includes uphill passing lane from U.S. 101 to I-280	\$100.0	\$100.0		2004 Measure A sales tax project
22726	South San Francisco to Alameda ferry service	\$5.0	\$5.0		Resolution 3434 Regional Transit Expansion Program
22226	Caltrain Bayshore intermodal station: cross platform transfers with Third Street LRT and improve bus connections	\$36.8	\$36.8		
22732	Hillsdale Transit Center relocation	\$34.0		\$34.0	

¹ Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

² Vision Element refers to new local, regional, state and federal funds that may become available over the long term of the Transportation 2030 Plan through voter approval or legislative authorization.

2009 Regional Transportation Plan Process



C/CAG AGENDA REPORT

Date: May 10, 2007
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Initial draft of the C/CAG 2007-08 Program Budget and Fees

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

Recommendation:

Review and provide comments on the initial draft of the C/CAG 2007-08 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

In accordance with the proposed C/CAG 2007-08 Program Budget.

Revenue Sources:

Funding sources for C/CAG include but are not limited to the following:

<u>Source</u>	Amount	% Total
1- Member Assessments (General and Gas Tax)	\$ 610,410	6.2
2- Member Congestion Relief Match	\$ 350,000	N/A
3- Member San Mateo Congestion Relief Fee	\$ 1,850,000	18.0
4- Metropolitan Transportation Commission Funds	\$ 770,000	7.5
5- State Transportation Improvement Program Funds (Controlled)	\$15,000,000	N/A
6- Federal STP/ CMAQ Funds (Controlled)	\$ 6,200,000	N/A
7- Transportation Authority Partnerships	\$ 587,500	5.7
8- Valley Transportation Authority	\$ 75,000	0.73
9- Transportation Fund for Clean Air (Motor Vehicle Fee)	\$ 991,138	9.7
10- San Mateo Flood Control District Fee/ General Fund	\$ 1,431,518	14.0
11- State TDA Article 3 (Controlled)	\$ 600,000	N/A
12- AVA Service Fee	\$ 680,000	6.6
13- AB 1546 (Motor Vehicle Fee)	\$ 2,632,669	25.7
14- Planning, Programming, and Monitoring (STIP)	\$ 467,000	4.6
15- Federal Earmark	\$ 0	0.0
16- FAA Grant	\$ 40,000	0.39
17- Interest.	\$ 92,000	0.9

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2007-08. Refer to the Budget Summary in Attachment A. The complete detailed Budget will be provided in a separate attachment for reference for the June Board Meeting. See Attachment B for Member Assessments. The Member Assessments have been increased 5% in FY 07-08. The Member Assessments should also be increased 5% in FY 08-09. A comparison of the FY 2006-07 Projection vs. FY 2006-07 Updated Budget is also provided (Attachment E). Key Budget Definitions/ Acronyms is provided in Attachment F. The C/CAG Budget will be introduced at the 5/10/07 C/CAG Board Meeting for comments. It is recommended that the Board approve the Budget at the 6/14/07 Board Meeting.

C/CAG 2007-08 Program Budget Assumptions:

The following are the initial Budget assumptions. The C/CAG Board at the 5/10/07 Board Meeting will provide additional direction on the assumptions to be used to develop the final Budget.

- 1- The Member Assessments have been increased 5% in FY 07-08. The Member Assessments should also be increased 5% in FY 08-09. Balancing the General Fund remains problematic. With additional grants coming into Fund 02 (Congestion Management), should consider redistributing the member assessments between Fund 02 and Fund 01 (General Fund). This would move funds into the General Fund to improve its Ending Balance.
- 2- The Cities/ County will use their complete AB 1546 allocation within FY 07-08.
- 3- The San Mateo County Congestion Relief Program will fund the administrative and professional support required to implement the programs.
- 4- The San Mateo County Congestion Relief Program will fund the El Camino Real Incentive Program.
- 5- In FY 06-07 recommend transferring the funds in Fund 3 of \$77,789 to Fund 2 (Congestion Management). This yields an FY 06-07 Ending Balance of \$76,177.
- 6- The grant from the Metropolitan Transportation Commission has been increased from \$390,000 to \$525,000. This will help Fund 02 (Congestion Management).
- 7- In FY 07-08 the Planning Programming and Management will increase from \$67,000 to \$467,000. This will help Fund 02 (Congestion Management).
- 8- In FY 07-08 would receive approximately 100% of Revenue for AB 1546 Program.
- 9- In FY 07-08 will have significant implementation of the Regional Projects for the AB 1546 Program.
- 10- In FY 07-08 will have 100% implementation of the Hydrogen Shuttle for the AB 1546 Program. Assumed the TA will fund half of the cost.
- 11- In FY 07-08 will begin receiving funds from the Federal Aviation Administration (FAA) grant for \$300,000 to fund the Airport Land Use Commission function. This will eliminate these costs from the General Fund and help balance it.
- 12- The C/CAG Board approved a policy that stated that the Transportation Programs Fund,

TFCA Fund, and NPDES Fund should pay a proportionate share of certain General Fund cost. These transfers are reflected in both the FY 06-07 Projections and FY 07-08 Budget.

C/CAG 2007-08 Program Budget Overview:

Revenues increased 19.51% and Expenditures increased 30.56%. The Revenues increased due to an increase in member assessments, increase in grant funding, and the increase in the San Mateo Congestion Relief Program. The increase in Expenditures of \$2,266,912 is primarily due to an increase in the Congestion Relief Program of \$1,118,072 (Shuttle, Ramp Metering and ITS Projects) and AB 1546 Program of \$759,861 (Hydrogen Shuttle Program and County Projects). Ending Fund Balance increased 9.73%. The Reserves between FY 06-07 and FY 07-08 remain the same. The cost for the lobbyist is included in the budget for Congestion Management (\$36,000) and NPDES (\$36,000).

FY 2006-07 Budget Comparison - See Attachment E.

Member Assessments:

The Member Assessments have been increased 5% in FY 07-08. The Member Assessments should also be increased 5% in FY 08-09. Additionally the proposed Budget continues to pay for the lobbyist (\$72,000) without an increase in Member Assessment. This is effectively a 10% savings to Member Agencies.

Administrative Program Fund	\$250,024 (General Fund)
Transportation Programs Fund	\$390,907 (Gas Tax or General Fund)
Total C/CAG Assessments	\$640,931.

Assessments are made based on population. Basis is the State Department of Finance data released 1/01/06

NPDES Agency Direct	\$ 209,561 (Some City General Funds)
NPDES Flood Control District	\$1,221,957
Total NPDES	\$1,431,518

It is recommended that a fee and surcharge be applied of \$1,431,518. (Note: NPDES fees may increase slightly above this due to approved inflation factors. This will be included in the City/ County adopting resolutions.)

See Attachment B for Member Assessments.

San Mateo County Congestion Management Program:

The San Mateo County Congestion Management Program (Fund 02) fund balance should improve. The increase in MTC funds of \$135,000 and the increase in Planning Programming

and Management funds of \$360,000 improve the fund balance for FY 07-08. This fund will continue to fund many of the core C/CAG Transportation Projects.

San Mateo County Transportation/ Environmental Program (AB 1546):

The C/CAG Board approved the San Mateo County Transportation/ Environmental Program. For FY 07-08 it is assumed that all the allocations to each agency will be made. It also assumes that the Regional programs will be funded in FY 07-08. The delay in funding is the cause for the rising fund balance. The Hydrogen shuttle will be funded in FY 07-08. The Transportation Authority staff has proposed to the TA Board that the TA partner with C/CAG for this shuttle and pay half the cost. The AB 1546 revenue will end on 1/1/09 unless the requested 10-year extension (SB 613) is granted.

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

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 07-08 Revenue is leveraged 4.06 to 1. Including the funds that C/CAG controls, such as State and Federal Transportation funds, increases the leverage to 14.29 to 1.

Through the C/CAG functions revenues are provided to member agencies that in most cases exceed the Member Assessments or fees. Furthermore it would be more costly for the program to be performed by individual agencies than through C/CAG. Developing cost and program efficiency through collective efforts is the whole basis for C/CAG.

Funds provided by the Transportation Authority were coordinated with the TA staff and confirmed that the TA budget is consistent.

Committee Recommendations:

The Technical Advisory Committee (TAC) will review the Budget on 5/17/07. The Congestion Management and Environmental Quality Committee will review the Budget on 5/21/07. The Finance Committee will meet on 5/17/07 to review and comment on the detailed Budget.

Attachments:

Attachment A - City/County Association of Governments 2007-08 Program Budget Summary

~~Attachment B - Member Assessments~~

~~Attachment C - Graphical Representation of C/CAG Budget~~

~~Attachment D - Resolution 07-14 adopting the C/CAG 2007-08 Program Budget and Fees~~

~~Attachment E - FY 2006-07 Projection vs. FY 2006-07 Updated Budget~~

~~Attachment F - Key Budget Definitions/ Acronyms~~

Alternatives:

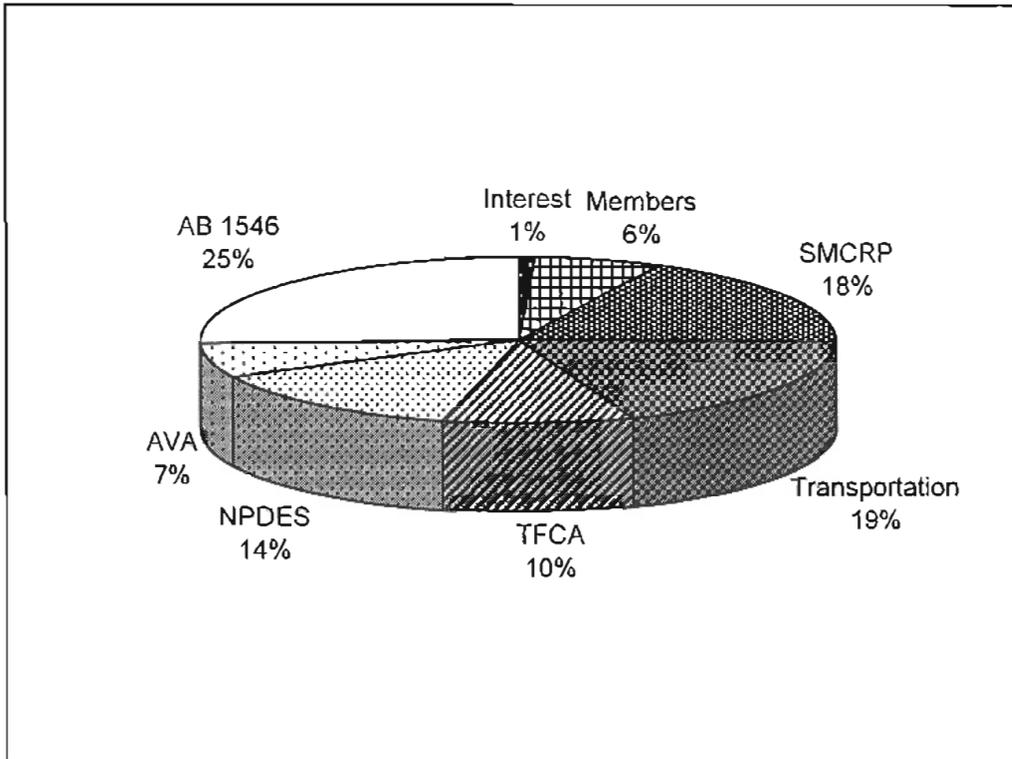
- 1- Review and provide comments on the initial draft of the C/CAG 2007-08 Program Budget and Fees in accordance with the staff recommendation.
- 2- Review and provide comments on the initial draft of the C/CAG 2007-08 Program Budget and Fees in accordance with the staff recommendation with modifications.
- 3- No action.

05/11/07	CHANGES IN C/CAG BUDGET BY FISCAL YEAR				
	Projected				
	Actual		Budgeted	Budget	Budget
	FY 2006-07		FY 2007-08	Change	% Change
BEGINNING BALANCE	\$4,716,779		\$5,881,233	\$1,164,454	24.69%
RESERVE BALANCE	\$194,249		\$194,249	\$0	0.00%
PROJECTED REVENUES					
Interest Earnings	\$87,000		\$92,000	\$5,000	5.75%
Member Contribution	\$2,117,087		\$2,700,492	\$583,405	27.56%
Cost Reimbursements-VTA	\$203,506		\$75,000	(\$128,506)	-63.15%
MTC/ISTEA Funding	\$695,000		\$770,000	\$175,000	29.41%
Grants	\$20,000		\$40,000	\$20,000	100.00%
DMV Fee	\$4,181,293		\$4,303,807	\$122,514	2.93%
NPDES Fee	\$1,205,134		\$1,221,957	\$16,823	1.40%
TA Cost Share	\$232,845		\$587,500	\$354,655	152.31%
Miscellaneous	(\$125,570)		\$0	\$125,570	100.00%
Street Repair Funding	\$0		\$0	\$0	0.00%
PPM-STIP	\$67,000		\$467,000	\$400,000	597.01%
Assessment	\$0		\$0	\$0	0.00%
	\$0		\$0	\$0	0.00%
	\$0		\$0	\$0	0.00%
Total Revenues	\$8,583,295		\$10,257,756	\$1,674,460	19.51%
TOTAL SOURCES OF FUNDS	\$13,300,074		\$16,138,989	\$2,838,915	21.35%
PROJECTED EXPENDITURES					
Administration Services	\$324,208		\$360,000	\$35,792	11.04%
Professional Services	\$895,370		\$1,205,599	\$310,229	34.65%
Consulting Services	\$2,590,361		\$3,088,320	\$497,959	19.22%
Supplies	\$48,745		\$58,500	\$9,755	20.01%
Prof. Dues & Memberships	\$204,500		\$204,500	\$0	0.00%
Conferences & Meetings	\$11,000		\$10,500	(\$500)	-4.55%
Printing/ Postage	\$32,500		\$40,500	\$8,000	24.62%
Publications	\$2,500		\$0	(\$2,500)	-100.00%
Distributions	\$3,256,657		\$4,653,334	\$1,396,677	42.89%
Street Repair	\$0		\$0	\$0	0.00%
Miscellaneous	\$46,500		\$58,000	\$11,500	24.73%
Bank Fee	\$1,500		\$1,500	\$0	0.00%
Audit Services	\$5,000		\$5,000	\$0	0.00%
	\$0		\$0	\$0	0.00%
Total Expenditures	\$7,418,841		\$9,685,753	\$2,266,912	30.56%
TRANSFERS					
Transfers In	\$562,375		\$66,796	(\$495,578)	-88.12%
Transfers Out	\$562,375		\$66,796	(\$495,578)	-88.12%
Total Transfers	\$0		\$0	\$0	0.00%
NET CHANGE	\$1,164,454		\$572,003	(\$592,452)	-50.88%
TRANSFER TO RESERVES	\$0		\$0	\$0	0.00%
TOTAL USE OF FUNDS	\$7,418,841		\$9,685,753	\$2,266,912	30.56%
ENDING FUND BALANCE	\$5,881,233		\$6,453,236	\$572,003	9.73%
RESERVE FUND BALANCE	\$194,249		\$194,249	\$0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	\$1,164,454		\$572,003	(\$592,452)	-50.88%
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance					

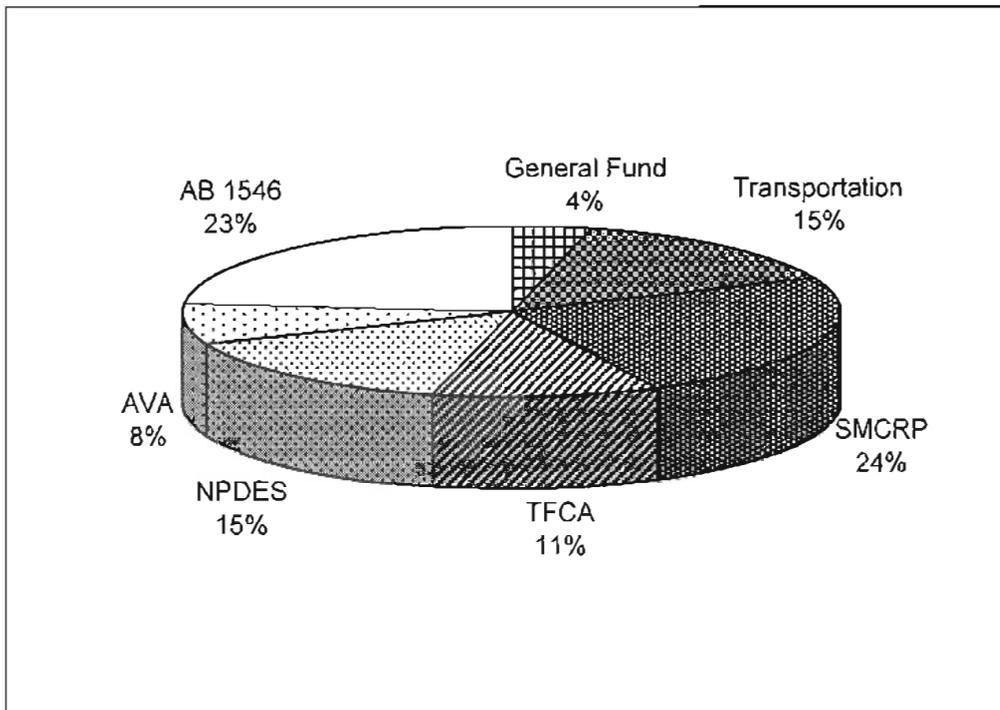
05/11/07	PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE							
	General Fund	Transportation Programs	SMCRP Program	FY 2006-07 TFCA	C/CAG PROJECTION NPDES	AVA	AB 1546 Program	Total
BEGINNING BALANCE	(\$13,941)	\$74,694	\$565,683	\$202,987	\$1,190,047	\$558,760	\$2,138,549	\$4,716,779
RESERVE BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
PROJECTED REVENUES								
Interest Earnings	\$1,000	\$0	\$10,000	\$4,000	\$40,000	\$2,000	\$30,000	\$87,000
Member Contribution	\$239,118	\$372,292	\$1,300,000	\$0	\$206,677	\$0	\$0	\$2,117,087
Cost Reimbursements-VTA	\$0	\$76,000	\$127,506	\$0	\$0	\$0	\$0	\$203,506
MTC/ISTEA Funding	\$0	\$505,000	\$0	\$0	\$0	\$0	\$0	\$505,000
Grants	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
DMV Fee	\$0	\$0	\$0	\$1,068,421	\$0	\$525,000	\$2,587,872	\$4,181,293
NPDES Fee	\$0	\$0	\$0	\$0	\$1,205,134	\$0	\$0	\$1,205,134
TA Cost Share	\$0	\$182,845	\$50,000	\$0	\$0	\$0	\$0	\$232,845
Miscellaneous	\$0	(\$125,570)	\$0	\$0	\$0	\$0	\$0	(\$125,570)
Street Repair Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPM-STIP	\$0	\$67,000	\$0	\$0	\$0	\$0	\$0	\$67,000
Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$259,118	\$1,167,567	\$1,487,506	\$1,072,421	\$1,451,811	\$627,000	\$2,617,872	\$8,583,295
TOTAL SOURCES OF FUNDS	\$245,177	\$1,242,261	\$2,053,189	\$1,275,408	\$2,641,858	\$1,085,760	\$4,758,421	\$13,300,074
PROJECTED EXPENDITURES								
Administration Services	\$110,000	\$120,000	\$30,740	\$7,000	\$15,000	\$12,000	\$29,468	\$324,208
Professional Services	\$120,000	\$417,870	\$184,000	\$21,000	\$123,500	\$2,000	\$27,000	\$895,370
Consulting Services	\$1,200	\$527,000	\$660,000	\$272,000	\$1,038,900	\$0	\$91,261	\$2,590,361
Supplies	\$46,500	\$2,000	\$245	\$0	\$0	\$0	\$0	\$48,745
Prof. Dues & Memberships	\$500	\$0	\$0	\$0	\$204,000	\$0	\$0	\$204,500
Conferences & Meetings	\$6,000	\$3,000	\$500	\$0	\$1,500	\$0	\$0	\$11,000
Publications	\$22,000	\$5,500	\$0	\$0	\$5,000	\$0	\$0	\$32,500
TFCA Distributions	\$1,500	\$0	\$1,000	\$0	\$0	\$0	\$0	\$2,500
Distributions	\$0	\$0	\$345,943	\$981,970	\$20,000	\$680,000	\$1,348,744	\$3,256,657
AVA Distributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous	\$8,000	\$35,000	\$2,500	\$0	\$1,000	\$0	\$0	\$46,500
	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$322,200	\$1,110,370	\$1,224,928	\$1,161,970	\$1,408,900	\$684,000	\$1,496,473	\$7,418,841
TRANSFERS								
Transfers In	\$65,929	\$77,789	\$0	\$418,657	\$0	\$0	\$0	\$562,375
Transfers Out	\$0	\$133,503	\$0	\$421,907	\$8,954	\$0	\$0	\$562,375
Total Transfers	(\$65,929)	\$55,714	\$0	\$3,250	\$8,954	\$0	\$0	\$0
NET CHANGE	\$2,847	\$1,483	\$262,578	(\$92,799)	\$35,947	(\$167,000)	\$1,121,399	\$1,164,464
TRANSFER TO RESERVES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL USE OF FUNDS	\$256,271	\$1,168,084	\$1,224,928	\$1,165,220	\$1,415,854	\$694,000	\$1,496,473	\$7,418,841
ENDING FUND BALANCE	(\$11,094)	\$76,177	\$828,261	\$110,188	\$1,225,994	\$391,760	\$3,259,948	\$5,881,233
RESERVE FUND BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
NET INCREASE (Decrease) IN FUND BALANCE	\$2,847	\$1,483	\$262,578	(\$92,799)	\$35,947	(\$167,000)	\$1,121,399	\$1,164,464
As of June 30, 2006								
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance See individual fund summaries and fiscal year comments for details on Miscellaneous expenses								
	\$110,000	\$120,000		\$7,000	\$15,000			\$252,000
% Basis	0.436507937	0.476190478		0.027777778	0.05952381			100%
Admin Cost Sharing								
Legal Services	\$27,000							
Accounting Services	\$52,000							
Office Space	\$38,000							
Total	\$117,000							
Transfer Out	\$51,071.43	\$55,714.29		\$3,250.00	\$8,964.29			\$117,000
Transfer In	\$65,928.57	\$55,714.29		\$3,250.00	\$8,964.29			

05/11/07 PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE								
	FY 2007-08 PROGRAM BUDGET							
	General Fund	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	AB 1546 Program	Total
BEGINNING BALANCE	(\$11,094)	\$76,177	\$828,261	\$110,188	\$1,225,994	\$391,760	\$3,259,948	\$5,881,233
RESERVE BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
PROJECTED REVENUES								
Interest Earnings	\$1,000	\$0	\$10,000	\$4,000	\$45,000	\$2,000	\$30,000	\$92,000
Mombor Contribution	\$250,024	\$390,907	\$1,650,000	\$0	\$209,561	\$0	\$0	\$2,700,492
Cost Reimbursements-VTA	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
MTC/ISTEA Funding	\$0	\$670,000	\$100,000	\$0	\$0	\$0	\$0	\$770,000
Grants	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
DMV Fee	\$0	\$0	\$0	\$991,138	\$0	\$680,000	\$2,632,669	\$4,303,807
NPDES Fee	\$0	\$0	\$0	\$0	\$1,221,957	\$0	\$0	\$1,221,957
TA Cost Share	\$0	\$137,500	\$350,000	\$0	\$0	\$0	\$100,000	\$587,500
Miscellaneous	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Street Repair Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPM-STIP	\$0	\$467,000	\$0	\$0	\$0	\$0	\$0	\$467,000
Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$291,024	\$1,740,407	\$2,310,000	\$995,138	\$1,476,518	\$682,000	\$2,762,669	\$10,257,756
TOTAL SOURCES OF FUNDS	\$279,930	\$1,816,584	\$3,138,261	\$1,105,326	\$2,702,512	\$1,073,760	\$6,022,617	\$16,138,989
PROJECTED EXPENDITURES								
Administration Services	\$118,000	\$130,000	\$40,000	\$12,000	\$15,000	\$15,000	\$30,000	\$360,000
Professional Services	\$125,000	\$560,000	\$300,000	\$37,099	\$123,500	\$0	\$60,000	\$1,205,699
Consulting Services	\$25,000	\$735,000	\$1,200,000	\$0	\$1,078,320	\$0	\$50,000	\$3,088,320
Supplies	\$56,500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$58,500
Prof. Dues & Memberships	\$500	\$0	\$0	\$0	\$204,000	\$0	\$0	\$204,600
Conferences & Meetings	\$6,000	\$3,000	\$0	\$0	\$1,500	\$0	\$0	\$10,500
Printing/ Postage	\$25,000	\$5,500	\$0	\$0	\$10,000	\$0	\$0	\$40,500
Publications	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Distributions	\$0	\$0	\$803,000	\$1,029,000	\$25,000	\$680,000	\$2,116,334	\$4,653,334
Street Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Miscellaneous	\$6,000	\$1,000	\$0	\$0	\$1,000	\$50,000	\$0	\$58,000
Bank Fee	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Audit Services	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$368,500	\$1,436,500	\$2,343,000	\$1,078,099	\$1,458,320	\$745,000	\$2,258,334	\$9,685,753
TRANSFERS								
Transfers In	\$66,796	\$0	\$0	\$0	\$0	\$0	\$0	\$66,796
Transfers Out	\$0	\$55,309	\$0	\$5,105	\$6,382	\$0	\$0	\$66,796
Total Transfers	(\$66,796)	\$55,309	\$0	\$5,105	\$6,382	\$0	\$0	\$0
NET CHANGE	(\$10,680)	\$248,598	(\$33,000)	(\$88,066)	\$11,816	(\$63,000)	\$506,335	\$572,003
TRANSFER TO RESERVES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL USE OF FUNDS	\$301,704	\$1,491,809	\$2,343,000	\$1,083,204	\$1,464,702	\$745,000	\$2,258,334	\$9,686,753
ENDING FUND BALANCE	(\$21,774)	\$324,775	\$795,261	\$22,122	\$1,237,810	\$328,760	\$3,786,283	\$6,453,236
RESERVE FUND BALANCE	\$43,346	\$50,000	\$0	\$0	\$100,903	\$0	\$0	\$194,249
NET INCREASE (Decrease) IN FUND BALANCE	(\$10,680)	\$248,598	(\$33,000)	(\$88,066)	\$11,816	(\$63,000)	\$506,335	\$572,003
As of June 30, 2007								
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance See individual fund summaries and fiscal year comments for details on Miscellaneous expenses								
	\$116,000	\$130,000		\$12,000	\$15,000			\$275,000
% Basis	0.429090909	0.472727273		0.043636364	0.054545455			100%
Admin Cost Sharing								
Legal Services	\$27,000							
Accounting Services	\$52,000							
Office Space	\$38,000							
Total	\$117,000							
Transfer Out	\$50,203.64	\$55,309.09		\$5,105.45	\$6,381.82			\$117,000
Transfer In	\$66,796.36							

C/CAG REVENUES FY 2007-08

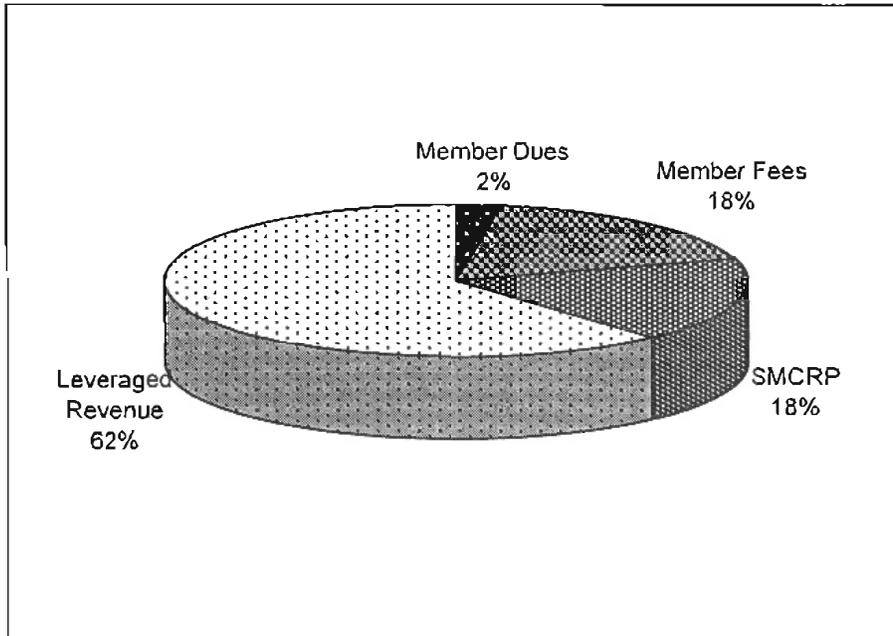


C/CAG EXPENDITURES FY 2007-08



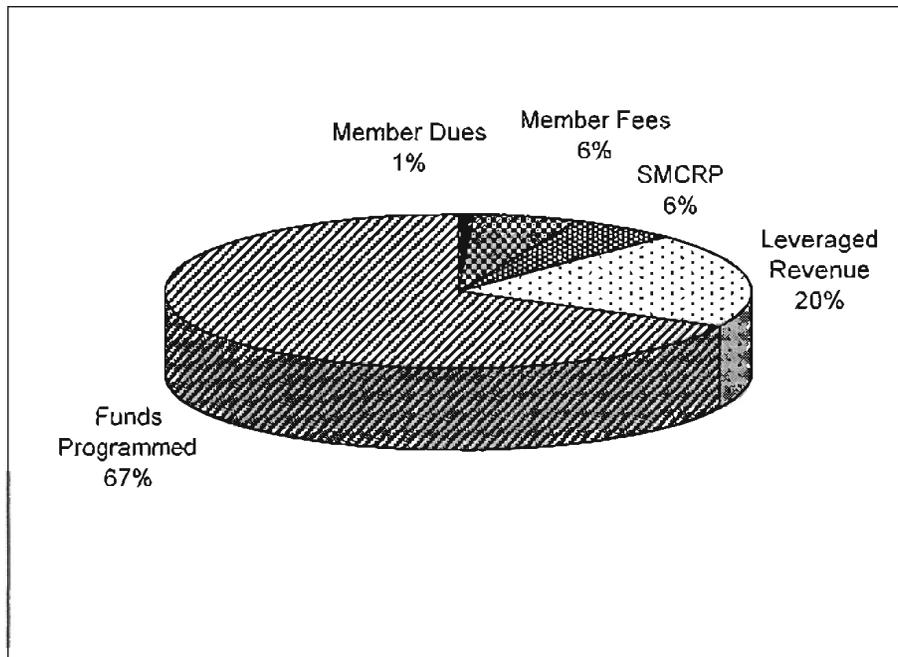
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2007-08



Leverage= $\$8,407,756 / \$2,072,449 = 4.06$ to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2007-08



Leverage= $\$29,607,756 / \$2,072,449 = 14.29$ to 1
(Less SMCRP Funds)

C/CAG AGENDA REPORT

Date: May 10, 2007
To: Legislative Committee (and C/CAG Board)
From: Richard Napier, C/CAG Executive Director
Subject: SUPPORT FOR SENATE BILL (SB) 286 (LOWENTHAL AND DUTTON), TRANSPORTATION BONDS: IMPLEMENTATION

(For further information contact Richard Napier at 599-1420
or Diana Shu at 650-599-1414)

RECOMMENDATION

Recommend that the Board approve a motion to support SB 286 to encourage the Legislature to expedite the allocation of the Local Street and Road Improvement funds to cities and counties starting in Fiscal Year 2007-08.

FISCAL IMPACT

Allocation of the \$2 billion in local street and road funds under Proposition 1B is estimated to be approximately \$22 million for the 20 cities and \$18.5 million for the county over the life of the bond. SB 286 proposes to allocate these funds in two cycles over a four-year period.

SOURCE OF FUNDS

Proposition 1B

BACKGROUND

SB 286 is the vehicle for authorizing the allocation of Proposition 1B Transportation Bond funds to cities and counties for local street and road purposes. The voters approved Proposition 1B in November 2006, as the transportation component of a package of investments in California infrastructure.

DISCUSSION

Proposition 1B, approved by the voters in November 2006, authorized the issuance of \$19.925 billion of general obligation bonds for a comprehensive package of transportation investments. Of this amount, \$2 billion has been designated for local street and road purposes and will be allocated one-half to cities and one-half to counties. The county share is based on a formula that includes 75% by number of registered vehicles,

and 25% by number of miles of maintained roads. The city share is based on the total population of the cities.

Per Proposition 1B, the Controller is required to allocate to each city a minimum of \$400,000. After which, the remaining funds will be distributed on the basis of population. Due to the minimum allocation of \$400,000 to cities, counties may receive less than 50% of their total allotment in the first cycle but will receive the balance in the second cycle.

This bill ensures timely expenditure of funds and will require cities and counties to:

1. Provide a list of projects expected to be funded with bond funds
2. Submit documentation of expenditure of bond funds to Department of Finance.

ATTACHMENTS

1. Table #1 Estimated Allocation of Funds by City
2. Bill Analysis SB 286
3. Amended text of Bill SB 286 (current version) pages 1, 11-

ALTERNATIVES

1. Vote to Support
2. Vote to Support in concept
3. Vote to Support if amended
4. Vote to Oppose

Staff Recommends Alternative #1.

Attachment 1

Table 1 Estimated Allocation of Funds by Cities

Prop 1 B Local Streets and Road Fund estimated distribution

Jurisdiction	Population	Total Bond Revenue estimated [1] \$2 Billion Amount	Cycle 1 estimated \$1 Billion Amount	Cycle 2 estimated \$1 Billion Amount
County of San Mateo		\$ 18,472,879.00	\$ 7,768,194.00	\$ 10,704,685.00
Atherton	7262	\$ 400,000.00	\$ 400,000.00	\$ -
Belmont	25648	\$ 814,868.00	\$ 407,434.00	\$ 407,434.00
Brisbane	3744	\$ 400,000.00	\$ 400,000.00	\$ -
Burlingame	28322	\$ 899,824.00	\$ 449,912.00	\$ 449,912.00
Colma	1575	\$ 400,000.00	\$ 400,000.00	\$ -
Daly City	104820	\$ 3,330,257.00	\$ 1,665,128.50	\$ 1,665,128.50
East Palo alto	32083	\$ 1,019,315.00	\$ 509,657.50	\$ 509,657.50
Foster city	29900	\$ 949,959.00	\$ 474,979.50	\$ 474,979.50
Half Moon Bay	12739	\$ 404,733.00	\$ 400,000.00	\$ 4,733.00
Hillsborough	10965	\$ 400,000.00	\$ 400,000.00	\$ -
Menlo Park	30750	\$ 976,964.00	\$ 488,482.00	\$ 488,482.00
Millbrae	20735	\$ 658,776.00	\$ 400,000.00	\$ 258,776.00
Pacifica	38739	\$ 1,230,784.00	\$ 615,392.00	\$ 615,392.00
Portola Valley	4553	\$ 400,000.00	\$ 400,000.00	\$ -
Redwood City	76087	\$ 2,417,375.00	\$ 1,208,687.50	\$ 1,208,687.50
San Bruno	41515	\$ 1,318,981.00	\$ 659,490.50	\$ 659,490.50
San Carlos	28265	\$ 898,013.00	\$ 449,006.50	\$ 449,006.50
San Mateo	94315	\$ 2,996,500.00	\$ 1,498,250.00	\$ 1,498,250.00
South San Francisco	61824	\$ 1,964,222.00	\$ 982,111.00	\$ 982,111.00
Woodside	5507	\$ 400,000.00	\$ 400,000.00	\$ -
Total for Cities	659348	\$ 22,280,571.00	\$ 12,608,531.00	\$ 9,672,040.00
Grand Total		\$ 40,753,450.00	\$ 20,376,725.00	\$ 20,376,725.00

Notes:

Cycle 1 plus Cycle 2 = total Bond Revenue

For county portion cycle 1 and 2 are estimated based on the total for each cycle.

Actual figures may vary depending on population tables used.

^[1] http://www.californiacityfinance.com/TrAllocSB1266_060505.pdf

BILL ANALYSIS
SB 286

SENATE TRANSPORTATION & HOUSING COMMITTEE

BILL NO: SB 286

SENATOR ALAN LOWENTHAL, CHAIRMAN

AUTHOR:

Lowenthal

VERSION: 4/9/07

Analysis by: Art Bauer

FISCAL: Yes

Hearing date: April 24, 2007

SUBJECT:

Transportation bonds: implementation

DESCRIPTION:

This bill establishes procedures for the allocation of up to \$2 billion of bond proceeds from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, SB 1266 (Perata), Chapter 25, Statutes of 2006, that are deposited in the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006 for use by cities and counties.

ANALYSIS:

On November 7, 2006, California voters approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorized the issuance of \$19.925 billion in general obligation bonds to invest in high-priority improvements to the state's surface transportation system and to finance strategies to improve air quality. Among the fourteen programs contained in Proposition 1B is the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006 (Account) for which \$2 billion has been set aside for local governments-\$1 billion for cities and \$1 billion for counties. Proposition 1B provides minimal guidance on how to allocate the Account's funds. This bill is intended to provide a detailed statutory framework governing the allocation of funds.

Existing law:

- 1) Authorizes \$1 billion for counties and establishes an allocation formula for distributing the funds among the counties with 75 percent of the funds apportioned on the basis of each county's proportional share of registered motor vehicles and 25 percent of the funds apportioned on the basis of each county's proportional share of county maintained roads.
- 2) Authorizes \$1 billion for cities and establishes an allocation formula for distributing the funds among the cities on the basis of each city's proportional share of the population of all cities in the state. Each city is guaranteed as a minimum \$400,000.
- 3) Requires that Account's funds shall be used by cities and counties for reducing traffic congestion, improve traffic safety, street and highway maintenance, roadway rehabilitation, drainage control facilities, traffic control devices, maintenance and construction of facilities that will expand transit ridership, and as a local match for state or federal transportation funds for projects that further the purposes of this program.
- 4) Authorizes the Controller to verify that a city's or county's expenditure of funds complies with the program expenditure requirements.

This bill :

Rewrites the allocation formula for distributing the cities' share of funds by requiring that the Controller shall allocate to each city a minimum of \$400,000. After this has occurred, the remaining funds are to be allocated on the basis of population.

Authorizes the Controller to allocate, upon appropriation by the Legislature, the Account's funds to cities and counties, according to the formulas in Proposition 1B and in this bill in two cycles over a period of four years. The first two-year cycle of payments shall be made no later than January 1, 2008 and the second cycle of payments shall be made no later than January 1, 2010.

Authorizes the Controller to allocate to a city or county more than 50 percent of the funds its entitled to by formula in the first two-year cycle, if the local agency can demonstrate that the funds can be spent on an eligible project in that cycle.

Includes transit guideways among the authorized projects for which cities and counties may use the Account's funds, but prohibits the use of the funds for transit operating subsidies.

Requires cities and counties, upon the appropriation of the Account's funds, to submit to the Department of Finance a list projects included in the applicants adopted budget that are expected to be funded with the bond revenue.

Requires cities and counties to report annually to the Department of Finance on the expenditure of bond funds, including the project name, the location of the project, the amount of expenditures, the completion date, and the project's estimated useful life.

Requires the Department of Finance to publish the reports from the cities and counties on its website.

COMMENTS:

1) Purpose . The purpose of this bill is to establish a procedure for allocating the Account's funds, as well as a procedure to ensure the funds are used by the cities and counties consistent with the objectives of Proposition 1B.

2) Background . This bill is important to cities and counties because they are foregoing their allocation of Proposition 42 for this fiscal year and next to reimburse the State Highway Account (SHA) for an advance they received from the SHA in fiscal year 2001-02 and fiscal year 2002-03, when the sales tax on gasoline was diverted to the General Fund. This bill will offset the gap in funding that local governments are encountering.

3) Allocation formula assumes full funding . The allocation formula in this bill assumes full funding of the \$2 billion provided in Proposition 1B for Account's over two cycles. The first cycle is for fiscal year 2007-08 and the second cycle is for fiscal year 2009-2010. In the first cycle, the

counties will not receive their full share of Account's funds due to the \$400,000 minimum guaranteed to the cities. The counties agree with this situation. Should the appropriations for the Account's be structured differently, the allocation formula in this bill will have to be revisited. For example, if the Governor's proposal, which would have cities and counties equally share \$600 million in fiscal year 2007-2008, \$300 million in fiscal year 2008-2009, and \$150 million for 2009-2010 and each fiscal year thereafter until the entire Account's is allocated, were enacted, the formula in this bill would be unworkable as there are insufficient revenues in any single year to meet its requirements.

4) Timely expenditure of funds . One of the objectives of Proposition 1B was to have projects constructed as quickly as possible. This demonstrates to the public that there is a desire to use the funds as quickly as possible. Moreover, the timely use of funds also reduces the impact of construction cost inflation. The Committee may wish to amend the bill to require that cities and counties shall spend the Account's funds within three of receiving an allocation from the Controller.

5) Proposed Technical amendments . The Controller's office has requested technical amendments to clarify the reimbursement process should a city or county use the funds inconsistently with the purposes of Proposition 1B. The amendment requires that the city or to reimburse the state only for the amount of funds found to be used inappropriately and not all funds received. The amendment rewrites the section that begins on page 11, line 23.

POSITIONS: (Communicated to the Committee before noon on Wednesday,
April 18, 2007)

SUPPORT: California State Association of Counties, Sponsor
League of California Cities, Sponsor
Mayors' and Councilmembers' Association of Sonoma
County
City of Long Beach
City of Thousand Oaks
City of Rancho Cucamonga
City of Alhambra
City of Wasco
City of Fremont

City of San Diego
City of Menlo Park
City of Huntington Beach
City of Torrance
City of Martinez
Sixty-two other cities

OPPOSED: None received.

BILL NUMBER: SB 286 AMENDED
BILL TEXT

AMENDED IN SENATE APRIL 9, 2007

INTRODUCED BY ~~Senator Dutton~~
Senators Lowenthal and Dutton

FEBRUARY 15, 2007

An act to amend Sections 8879.23 and 8879.28 of the Government Code, relating to transportation bonds, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 286, as amended, ~~Dutton~~ Lowenthal
. Transportation bonds: implementation.

Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature.

This bill would require the bond funds for local street and road purposes to be allocated by the Controller in 2 cycles that cover 4 years, with the 1st cycle of payments to be made to eligible local agencies not later than January 1, 2008, and the 2nd cycle of payments to be made not later than January 1, 2010, as specified. The bill would also require the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. The bill would require an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance, as specified, and to report various information to the Department of Finance. The bill would make other related changes.

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

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

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:.

(1) (1) Two billion dollars (\$2,000,000,000) shall be deposited in the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, which is hereby created in the fund. The proceeds of bonds deposited into that account shall be available, upon appropriation by the Legislature, for the purposes specified in this subdivision, to the Controller for administration and allocation in the fiscal year in which the bonds are issued and sold.

The Controller shall allocate the funds to eligible local agencies in two cycles that cover four years, in order to allow each eligible local agency to spend the funds in two periods of two years each. The Controller shall allocate at least one-half of each allocation amount in the first cycle of payments, which shall be made no later than January 1, 2008, except that each city shall receive at least four hundred thousand dollars (\$400,000), as described in subparagraph (B) of paragraph (2). If an eligible local agency is able to demonstrate that more than one-half of its share of funds under this subdivision is able to be spent on eligible projects in the first two-year cycle, the Controller shall allocate up to the full amount to the local agency. The Controller shall allocate the remaining portion of an eligible local agency's share of funds under this subdivision in the second cycle of payments, which shall be made no later than January 1, 2010. The money in the account, and any interest or other return on money in the account, shall be allocated in the following manner:

(A) Fifty percent to the counties, including a city and county, in accordance with the following formulas:

(i) Seventy-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(ii) Twenty-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this clause, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(B) Fifty percent to the cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city, pursuant to this subparagraph.

(2) Funds received under this subdivision shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(A) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

(B) In the case of an eligible county, into the county road fund.

(C) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

(3) For the purpose of allocating funds under this subdivision to cities and a city and county, the Controller shall use the population estimates prepared by the Demographic Research Unit of the Department of Finance as of January 1, 2007. For a city that incorporated after January 1, 1998, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3 of the Revenue and Taxation Code.

(4) Funds apportioned to a city, county, or city and county under this subdivision shall be used for improvements to transportation

facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes. Projects to be funded pursuant to this subdivision shall be consistent with the requirements applicable to funds subject to Section 1 of Article

XIX of the California Constitution or shall be other transit projects consistent with this paragraph, but may not include the funding of transit operating costs.

(5) A city, county, or city and county shall submit to the Department of Finance, upon appropriation of bond funds by the Legislature, a list of projects expected to be funded with bond funds pursuant to an adopted city or county budget. The list shall not limit the flexibility of the applicant to fund projects in accordance with local needs and priorities consistent with paragraph (4) of subdivision (1) of Section 8879.23 of the Government Code. All projects funded with these bond funds shall be included within the city, county, or city and county budget that is adopted by the applicable city council or board of supervisors at a regular public meeting.

(6) A city, county, or city and county shall submit documentation of expenditure of bond funds made available under this subdivision to the Department of Finance, including the name of each project, the location, the amount of the expenditure, and the completion date and estimated useful life. The documentation shall be made available at the end of each fiscal year until the bond funds are accounted for. The information provided shall be posted on the Internet Web site of the Department of Finance.

— (5) —

(7) At the conclusion of each fiscal year during which a city or county expends the funds it has received under this subdivision, the Controller may verify the city's or county's compliance with paragraph (4). Any city or county that has not complied with paragraph (4) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (4) shall be reallocated to the other counties and cities whose expenditures are in compliance.

SEC. 2. Section 8879.28 of the Government Code is amended to read:

8879.28. Upon request of the board stating that funds are needed for purposes of this chapter, the committee shall determine whether or not it is necessary or desirable to issue bonds authorized pursuant to this chapter in order to carry out the actions specified in Section 8879.23, and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out those actions progressively, and are not required to be sold at any one time. Bonds may bear interest subject to federal income tax. For purposes of this section, the committee shall consider the request of the Controller relative to issuance of bonds authorized

pursuant to subdivision (1) of Section 8879.23.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to ensure that the funds made available by this act are appropriated in the Budget Act of 2007, it is necessary that this act take effect immediately.