

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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BOARD MEETING NOTICE

Meeting No. 219

- DATE:** Thursday, December 10, 2009
- 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.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 PLEDGE OF ALLEGIANCE
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS
 - 4.1 PRESENTATIONS
 - 4.1.1 Presentation to Diane Howard, Councilmember of the City of Redwood City, for her years of dedicated service and contributions to C/CAG. p. 1
 - 4.1.2. Presentation to Rosalie O'Mahony, Councilmember of the City of Burlingame, for her years of dedicated service and contributions to C/CAG. p. 5

5.0 CONSENT AGENDA

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

- 5.1 Approval of the Minutes of Regular Business Meeting No. 218 dated November 12, 2009. ACTION p. 9
- 5.2 Approval of appointments to fill vacant elected seats to the Resource Management and Climate Protection (RMCP) Committee ACTION p. 15
- 5.3 Approval of Resolution 09-69 authorizing the C/CAG Chair to execute an agreement with Economic & Planning Systems, Inc. to provide Countywide Transportation Plan 2035 Land Use Analysis in an amount not to exceed \$85,000. ACTION p. 21
- 5.4 Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Year Ending June 30, 2009. ACTION p. 35

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

6.0 REGULAR AGENDA

- 6.1 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. 47
- 6.2 Approval of Resolution 09-66 to approve the 2010 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make modifications as necessary. (Special voting procedures apply.) ACTION p. 53
- 6.3 Quarterly update on the implementation of the San Mateo County Smart Corridors Project. INFORMATION p. 61
 - 6.3.1 Adoption of Resolution 09-67 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor Project number 4 (north segment). ACTION p. 63
 - 6.3.2 Adoption of Resolution 09-68 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor Project number 4 (south segment). ACTION p. 79

- 6.4 Approval of an extension of the Hydrogen Shuttle Program to December 31, 2010.
- 6.4.1 Approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year. ACTION p. 95
- 6.4.2 Approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000. ACTION p. 135
- 6.5 Review of all current C/CAG committees' membership policies, procedures, and practices, and approval of a revision to the Bicycle and Pedestrian Advisory Committee (BPAC) membership policy. ACTION p. 139
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report.
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information only
No communications.
- 10.0 CLOSED SESSION (Pursuant to Government Code Sec. 54957):
- 10.1 Public Employee Performance Evaluation
Title: Executive Director
- 10.2 Conference with Labor Negotiators
C/CAG Representatives: Tom Kasten
Unrepresented Employee: Executive Director
- 10.3 Reconvene Open Session.
- 10.4 Report on Closed Session.
- 10.5 Action on Compensation Adjustment for Executive Director. Consideration of Amendment to the Agreement between the City/County Association of Governments (C/CAG) and Richard Napier regarding annual compensation for services as Executive Director. ACTION
- 10.6 Approval of the Performance Objectives for FY 09-10 for the City/County Association of Governments (C/CAG) Executive Director. ACTION

11.0 ADJOURN

Next scheduled meeting: January 14, 2010 Regular Board Meeting.

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

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the City/ County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

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

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

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

FUTURE MEETINGS

December 10, 2009	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
December 10, 2009	C/CAG Board - SamTrans 2 nd Floor Auditorium - 7:00 p.m.
December 17, 2009	NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
December 17, 2009	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15 p.m.
January 4, 2010	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City - Noon

C/CAG AGENDA REPORT

Date: December 10, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Presentation to Diane Howard, Councilmember of the City of Redwood City, for her years of dedicated service and contributions to C/CAG.

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

RECOMMENDATION

That the C/CAG Board honor Diane Howard for her years of dedicated service and contributions to C/CAG.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Diane Howard has contributed years of dedicated public service in San Mateo County. She has served as a Councilmember for the City of Redwood City. She has provided leadership to C/CAG as a Board of Directors member, and has served on the C/CAG Executive Director Compensation Committee. The C/CAG Board of Directors, as well as the C/CAG staff, have appreciated Diane Howard.

ATTACHMENTS

Certificate of appreciation.

ITEM 4.1.1

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CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
DIANE HOWARD
FOR HER DEDICATED SERVICE TO C/CAG**

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

Whereas, Diane Howard has served the City of Redwood City community in many capacities; and,

Whereas, Diane Howard served as Mayor and Council Member for the City of Redwood City for 15 years; and,

Whereas, Diane Howard served on the C/CAG Board of Directors, representing the City of Redwood City, from April 2004 to November 2009; and,

Whereas, Diane Howard served on the C/CAG Executive Director Compensation Committee, from 2007 to November 2009;

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

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER, 2009.

Thomas M. Kasten, Chair



C/CAG AGENDA REPORT

Date: December 10, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Presentation to Rosalie O'Mahony, Councilmember of the City of Burlingame, for her years of dedicated service and contributions to C/CAG.

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

RECOMMENDATION

That the C/CAG Board honor Rosalie O'Mahony for her years of dedicated service and contributions to C/CAG.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Rosalie O'Mahony has contributed years of dedicated public service in San Mateo County. She has served as a Councilmember for the City of Burlingame. She has provided leadership to C/CAG as a Board of Directors member, C/CAG Chair, the C/CAG Executive Director Selection Committee, C/CAG Finance Committee, C/CAG Legislative Committee, and the C/CAG Executive Director Compensation Committee.

The C/CAG Board of Directors, as well as the C/CAG staff, have appreciated Rosalie O'Mahony.

ATTACHMENTS

Certificate of appreciation.

ITEM 4.1.2

(1)

(2)

(3)

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO **ROSALIE M. O'MAHONY** FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Rosalie M. O'Mahony has served the City of Burlingame community in many capacities for over 20 years; and,

Whereas, Rosalie M. O'Mahony served as Mayor five times and as a Council Member for the City of Burlingame for 20 years; and,

Whereas, Rosalie M. O'Mahony served on the C/CAG Board of Directors, representing the City of Burlingame, from November 1991 to November 2009; and,

Whereas, Rosalie M. O'Mahony served as Chair of the C/CAG Board of Directors, from July 1998 through June 2000;

Whereas, Rosalie M. O'Mahony served on the C/CAG Executive Director Selection Committee, C/CAG Finance Committee, C/CAG Legislative Committee, and C/CAG Executive Director Compensation Committee;

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

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER, 2009.

Thomas M. Kasten, Chair

C/CAG

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Meeting No. 218
November 12, 2009

1.0 CALL TO ORDER/ROLL CALL

Chair Kasten called the meeting to order at 7:00 p.m. Roll Call was taken.

Jerry Carlson - Atherton
Rosalie O'Mahony - Burlingame, San Mateo County Transportation Authority
David Canepa - Daly City
Carlos Romero - East Palo Alto
Art Kiesel - Foster City
John Muller - Half Moon Bay
Tom Kasten - Hillsborough
Kelly Fergusson - Menlo Park
Gina Papan - Millbrae
Julie Lancelle - Pacifica
Maryann Moise Derwin - Portola Valley
Diane Howard - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo
Carole Groom - San Mateo County
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent:

Belmont
Brisbane
Colma

Others:

Richard Napier, Executive Director - C/CAG
Nancy Blair, C/CAG Staff
Sandy Wong, Deputy Director - C/CAG
Lee Thompson, C/CAG - Legal Counsel
Tom Madalena, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Joe Kott, C/CAG Staff
Joe La Mariana County of San Mateo
Alex Petru, Burlingame

Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Melanie Choi, San Mateo County Transportation Authority
Jerry Grace, San Lorenzo, CA
John Langbein, Redwood City, CA

2.0 PLEDGE OF ALLEGIANCE

3.0 ADOURN TO CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION
Initiation of litigation pursuant to subdivision (c) of Section 54956.9 (one case)

3.1 RECONVENE OPEN SESSION

Lee Thompson, C/CAG's Legal Counsel reported "Mr. Chairperson, I report that in its closed session the Board authorized and approved C/CAG's filing with the State Water Resources Control Board a Petition for Review of the Municipal Regional Stormwater Permit (NPDES Permit CAS612008) as issued by San Francisco Bay Regional Water Quality Control Board on October 14, 2009."

4.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Jerry Grace

John Langbein comments on San Mateo County Bicycle map.

Pat Giorni, Burlingame, thanked Board Member O'Mahony for her years of dedicated service and provided her with a rose.

5.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS

5.1 Presentation on Measure A Program Implementation Update: "New" Measure A Program.

Melanie Choi, San Mateo County Transportation Authority (TA) staff, gave a presentation and answered questions.

6.0 CONSENT AGENDA

Board Member Howard MOVED approval of Consent Items 6.1, 6.2, 6.3, 6.4, 6.4.1, 6.4.2, and 6.6. Board Member O'Mahony SECONDED. **MOTION CARRIED** 18-0.

6.1 Review and approval of the Minutes of Regular Business Meeting No. 217 dated October 8, 2009. APPROVED

6.2 Review and adoption of Resolution Number 09-57 authorizing the C/CAG Chair to Execute an Amendment (Amendment No. 1) to the Original Agreement with Jacobs Consultancy that extends the term of the Agreement for a period not to exceed 12 months. APPROVED

- 6.3 Review and approval of Resolution 09-59 authorizing the C/CAG Chair to execute a funding agreement with the City of San Carlos for the San Carlos General Plan update in an amount not to exceed \$50,000. APPROVED
- 6.4 Review and approval of a Memorandum of Understanding (MOU) with SamTrans and an agreement with Strategic Economics for the Economics and Housing Opportunities (ECHO) Study. APPROVED
- 6.4.1 Review and approval of Resolution 09-60 authorizing the C/CAG Chair to execute a Memorandum of Understanding with the San Mateo County Transit District (SamTrans) for the Economic and Housing Opportunities (ECHO) Assessment. APPROVED
- 6.4.2 Review and approval of Resolution 09-61 authorizing the C/CAG Chair to execute an agreement with Strategic Economics for the Economics and Housing Opportunities (ECHO) Assessment for a not to exceed amount of \$200,000. APPROVED
- 6.6 Report regarding the waiver of a funding agreement between the City/County Association of Governments and the Town of Colma regarding the payment of \$135,000 in local funds from the "D" Street Pedestrian Enhancement Project. INFORMATION p. 87

Items 6.5 was removed from the Consent Calendar.

- 6.5 Review and approval of Resolution 09-58 authorizing the C/CAG Chair to execute an amendment to the Memorandum of Agreement for a scope of work revision for the Bi-County Transportation Study between San Francisco County Transportation Authority, City and County of San Francisco, San Francisco Redevelopment Agency, C/CAG, Peninsula Corridor Joint Powers Board, San Mateo County Transit District, San Mateo County Transportation Authority, City of Brisbane, and City of Daly City for potential transportation improvements in the vicinity along US-101 from I-280 in San Francisco to Sierra Point Parkway in San Mateo County.

APPROVED

Board Member Matsumoto MOVED approval of Item 6.5. Board Member Howard SECONDED. **MOTION CARRIED** 18-0.

7.0 REGULAR AGENDA

- 7.1 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

There was no Legislative meeting.

No action was taken.

- 7.2 Review and approval of Status Report and agreements for the San Mateo County Energy Watch Program.

- 7.2.1 Review and accept Update on San Mateo County Energy Watch Partnership with PG&E.
INFORMATION

The 2009 San Mateo County Energy Watch (SMCEW) program has been operating in a limited, bridge period funding agreement with PG&E and will finish its cycle on 12/31/09. SMCEW continues to accomplish energy savings in a variety of cities in San Mateo County.

As planned, the low to moderate income residential program, under the SMCEW, will begin with the 2010-2012 program cycle.

Staff provided an update and answered questions.

- 7.2.2 Review and approval of Resolution 09-55 authorizing the C/CAG Chair to execute an Agreement between C/CAG and PG&E for the 2010 through 2012 program cycle of the San Mateo County Energy Watch (SMCEW) for up to \$5 Million dollars. APPROVED

Board Member Grotte MOVED approval of Item 7.2.2 Board Member O'Mahony SECONDED. **MOTION CARRIED** 18-0.

- 7.2.3 Review and approval of Resolution 09-56 authorizing the C/CAG Chair to execute Amendment Number One to extend the contract period one year and three months in an Agreement between C/CAG and County of San Mateo for Management and Staffing of the San Mateo County Energy Watch. APPROVED

Board Member Papan MOVED approval of Item 7.2.3 Board Member Gordon SECONDED. **MOTION CARRIED** 18-0.

- 7.3 Review and approval of an extension of the Hydrogen Shuttle Program to December 31, 2010.

- 7.3.1 Review and approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year. ACTION

Staff is directed to come back to the Board with more information showing whether it is cost effective to continue to operate the hydrogen shuttle.

- 7.3.2 Review and approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$75,000. ACTION

Board Member Groom MOVED to continue this item at the December 2009 meeting. Board Member Fergusson SECONDED. **MOTION CARRIED** 18-0.

- 7.4 Consideration of a revision to the Bicycle and Pedestrian Advisory Committee (BPAC) Membership Policy. ACTION

Pat Giorni, Public Speaker, asked the Board to reopen the discussion to resume the public member term limit restrictions on the BPAC.

The Board directed staff to provide membership policies, procedures, and practices of the current C/CAG Committees.

Board Member O'Mahony MOVED to continue this item at the December 2009 meeting. Board Member Matsumoto SECONDED. **MOTION CARRIED** 18-0.

8.0 COMMITTEE REPORTS

8.1 Committee Reports (oral reports).

8.2 Chairperson's Report.

The Chair asked the Executive Director to seek additional funding sources, from other entities, for the hydrogen shuttle and to bring this information back to the December 2009 Board meeting.

Board Members O'Mahony and Howard will not be returning to the C/CAG Board in 2010. The Chair thanked the two Board Members for the tremendous service they have provided to their individual communities and to the C/CAG Board.

9.0 EXECUTIVE DIRECTOR'S REPORT

The Executive Director thanked Board Members O'Mahony and Howard for their dedicated services.

10.0 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.

10.1 Letter from Richard Napier, Executive Director C/CAG, to Honorable Scott Haggerty, Chair, dated 10/22/09. Re: Support for the MTC Proposal for STP/ CMAQ and ARRA Backfill of \$222M for the Freeway Performance Initiative.

10.2 Letter from John Langbein, Redwood City, to Deborah Gordon, Chair, dated 10/26/09. Re: San Mateo County Bicycle Map.

10.3 Email from Richard Napier, Executive Director C/CAG, to John Langbein, Redwood City, dated 10/27/09. Re: Letter to C/CAG.

10.4 Press Release from Richard Napier, Executive Director C/CAG, and John Hoang, C/CAG Staff, dated 10/22/09. Re: 2009 Roadway System Monitoring Program and Performance Measures for San Mateo County.

11.0 MEMBER COMMUNICATIONS

Board Member Papan asked Senator Lee to pursue state legislation to prohibit telephone companies from delivering the white pages unless the customer opts-in to receiving it. Ending the unnecessary distribution of the white pages is a step forward in helping to save the environment, and reduce local recycling costs. Board Member Papan urges the Board Members to address this with their cities.

12.0 ADJOURN

The meeting was adjourned in memory of those who lost their lives at Fort Hood.

C/CAG AGENDA REPORT

Date: December 10, 2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Approval of appointments to fill vacant elected seats to the Resource Management and Climate Protection (RMCP) Committee

(For further information or questions contact Kim Springer at 650-599-1412 or Richard Napier at 650-5991420)

RECOMMENDATION

That the Board consider appointments to fill vacant elected seats to the Resource Management and Climate Protection (RMCP) Committee from the following candidates:

Maryann Moise Derwin, Councilmember, Town of Portola Valley
Pedro Gonzalez, Councilmember, City of South San Francisco

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

There are two open elected seats on the RMCP Committee. Former Committee members Bill Dickenson and Terry Nagel vacated these seats. A recruitment letter was distributed to all of the elected officials in San Mateo County. Interest letters were received from Council members Derwin and Gonzalez.

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

This item was placed on the consent agenda because there are two applicants and an equal number of open seats for elected officials on the RMCP committee.

ATTACHMENTS

- Current Roster for the RMCP Committee
- Letter from Councilmember Derwin
- Letter from Councilmember Gonzalez

ITEM 5.2

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Resource Management and Climate Protection Committee

(November 2009)

Elected Officials (6)

Deborah Gordon
Former Mayor/Councilwoman, Woodside
dcgordon@stanford.edu
(650) 725-6501

Carole Groom
Supervisor, County of San Mateo
cgroom@co.sanmateo.ca.us
(650) 363-4568

Barbara Pierce - **Committee Chair**
Former Mayor/Councilwoman, Redwood City
Brisbane barbara@barbarapierce.org
(650) 780-7554 home (650) 368-6246

Sepi Richardson
Former Mayor/Councilwoman,
sepirichardson@sbgcglobal.net
(415) 467-6409

Vacancy

Vacancy

Stakeholder Representatives (6)

Energy

Brian Kimball
Energy Program Manager
Ecology Action
(408) 355-5633
bkimball@ecoact.org

Water

Nicole Sandkulla, P.E.
Senior Water Resources Engineer, Bay Area Water Supply and Conservation Agency
nsandkulla@bawsca.org
(650) 349-3000

Utility

Kathy Lavezzo
Account Manager, PG&E
KOL1@pge.com
(650) 598-7267 cell (650) 279-3864

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227
www.ccag.ca.gov

Nonprofit

Robert Cormia
Volunteer, Sustainable Silicon Valley
rdcormia@earthlink.net
(650) 747-1588

Business

Large Business:

Lori Duvall
Eco-Responsibility Program Manager
Sun Microsystems
lori.duvall@sun.com
(650) 786-8720

Small Business:

Eric Sevim
Shop Manager
A+ Japanese Auto Repair, Inc.
apluseric@gmail.com
(650) 595-CARS

Committee Staff

C/CAG:

Richard Napier
Executive Director
rnapiet@co.sanmateo.ca.us
(650) 599-1420

San Mateo County, RecycleWorks:

Alexis Petru
Resource Conservation Specialist II
apetru@co.sanmateo.ca.us
(650) 599-1403

Kim Springer
Resource Conservation Programs Mgr.
kspringer@co.sanmateo.ca.us
(650) 599-1412

TOWN of PORTOLA VALLEY

Town Hall: 765 Portola Road, Portola Valley, CA 94028 Tel: (650) 851-1700 Fax: (650) 851-4677
November 9, 2009

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

Dear Rich,

I would like to apply for one of the two openings on the C/CAG Resource Management and Climate Protection Committee (RMCP).

In my four years on the Portola Valley Town Council, I have worked on nearly every climate protection-based or environmentally-focused committee/project including the subcommittee developing new green building standards. I participated in the town's partnership with Solar City to arrange a bulk buy of solar PV arrays, Solar City's first group buy. I've co-chaired the town Climate Protection Task Force since September 2006 when we signed the Mayor's Climate Protection Agreement.

- In the process of building our new Town Center, named by the AAI as one of the top ten sustainable projects in the world, I learned first hand the environmental and cost benefits of deconstruction rather than demolition, how much CO2 we saved by using FSC-1 structural wood and the beauty of slag and fly ash concrete.
- I fought to daylight Sausal Creek on our Town Center site and now it's the centerpiece of our campus, crazy with native plants, insects and wildlife.
- While working with our Town Sustainability Coordinator on plans for a town-wide energy-efficient retrofit, I was inspired to complete an energy audit and subsequent major green-up on my own vintage 1960s home.
- To reduce my yard's appetite for water, I installed a 30,000 gallon rainwater capture system on my property, converted my irrigation system to all drip and replaced the large back lawn with native grass.

Having worked in our small town on all things sustainable and having applied these practices to my own home, I would appreciate the opportunity to move to the next level by working on a regional board that has made a strong commitment to climate protection. Thanks for considering me for a position on the RMCP.

Sincerely,


Maryann Moise Derwin, Councilmember, Town of Portola Valley



CITY COUNCIL 2009

KARYL MATSUMOTO, MAYOR
MARK N. ADDIEGO, VICE MAYOR
RICHARD A. GARBARINO, COUNCILMEMBER
PEDRO GONZALEZ, COUNCILMEMBER
KEVIN MULLIN, COUNCILMEMBER

BARRY M. NAGEL, CITY MANAGER

November 4, 2009

OFFICE OF THE CITY COUNCIL

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

Dear Mr. Napier:

Please accept this letter of interest for appointment to the Resource Management and Climate Protection (RMCP) Committee. I am aware of the importance the matters related to energy, water and climate protection programs are to our county and communities. I have had a dedicated interest in these issues for many years and believe I have the experience to be effective and a productive member of the RMCP Committee.

My City Council experience includes:

- South San Francisco Council member since 2000, Mayor in 2003 & 2008
- Liaison on Oyster Point Advisory and Preservation Task Force
- Alternate Representative to the Association of Bay Area Governments (ABAG) Executive Committee
- Representative on the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and San Mateo County Water Transit Advocates
- Subcommittee member of the Downtown Area Redevelopment, City Facilities Naming

I look forward for the opportunity to help improve the quality of life in San Mateo County and to support the Congestion Management and Environmental Quality and C/CAG in their efforts in providing sustainability, resources and educational opportunities to San Mateo County businesses and residents. Thank you for your consideration.

Sincerely,

Pedro Gonzalez, Councilmember
City of South San Francisco

C/CAG AGENDA REPORT

Date: December 10, 2009

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Approval of Resolution 09-69 authorizing the C/CAG Chair to execute an agreement with Economic & Planning Systems, Inc. to provide Countywide Transportation Plan 2035 Land Use Analysis in an amount not to exceed \$85,000.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 09-69 authorizing the C/CAG Chair to execute an agreement with Economic & Planning Systems, Inc. to provide Countywide Transportation Plan 2035 Land Use Analysis for an amount not to exceed \$85,000 in accordance with staff recommendation.

FISCAL IMPACT

The total amount of this agreement will be for an amount not to exceed \$85,000.

SOURCE OF FUNDS

Funds provided by the C/CAG Transportation Program.

BACKGROUND/DISCUSSION

The Countywide Transportation Plan 2035 (CTP 2035) will update and replace the original San Mateo Countywide Transportation Plan adopted on January 18, 2001. CTP 2035 requires substantial update of the population and employment estimates and projections necessary for projecting transportation demand for the next twenty-five years. The computer simulation and forecast of traffic, public transit, and non-motorized travel in San Mateo County depends on accurate base year information on the number of people and jobs at the small area or traffic analysis zone level. This information in turn has to be developed from an array of information sources, including interviews with local agency planning staff, review of current general and specific plans of jurisdictions within San Mateo County, Association of Bay Area Governments (ABAG) Projections 2009 data, Regional Housing Needs Analysis (RHNA) data for San Mateo County, and other sources. Two sets of projections will be needed. The first set of projections assume substantial implementation of the Grand Boulevard (El Camino Real) Plan, as well as

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various downtown and other specific plans in San Mateo County. The second set of projections assumes only a partial implementation of these plans.

Economic & Planning Systems, Inc. (EPS) has unique skills and experience to do these tasks. EPS provided all the population and employment estimates and forecasts for the original San Mateo County Travel Demand Computer Model, which in turn produced the travel demand simulations and projections for the original Countywide Transportation Plan. EPS and C/CAG staff at that time created the traffic analysis zones and produced all the detailed employment and population estimates and projections for each of the zones. More recently, EPS, in collaboration with C/CAG and municipal and County staff within San Mateo County, provided consulting assistance in the effort to produce the San Mateo County Regional Housing Needs Analysis through allocation of ABAG housing needs projections for San Mateo County. As a result, EPS has first-hand expertise with the San Mateo County Travel Demand Model geography and its socio-economic data, as well as recent experience in working with C/CAG and local agency staff countywide to prepare an allocation of demographic information by jurisdiction.

This experience and expertise means that EPS will be able to get right to work without a learning curve, thus ensuring timely, cost-effective performance that would not otherwise be possible. Staff therefore seeks permission to engage EPS on a sole-source basis. Staff concludes through professional experience and judgment that the \$85,000 cost for this project is highly competitive considering the scope of work requested. The \$85,000 is included in the adopted C/CG budget.

ATTACHMENTS

- Resolution 09-69
- Agreement with Economic & Planning Systems (EPS)

RESOLUTION 09-69

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR TO EXECUTE AN AGREEMENT FOR COUNTYWIDE TRANSPORTATION PLAN 2035 LAND USE ANALYSIS WITH ECONOMIC & PLANNING SYSTEMS, INC. FOR AN AMOUNT NOT TO EXCEED \$85,000.

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for preparation of the Countywide Transportation Plan and its Updates, including Countywide Transportation Plan 2035 (CTP 2035); and

WHEREAS, C/CAG has determined that outside consulting services are needed to provide estimates and projections at the traffic analysis zone level of population and employment in San Mateo County; and

WHEREAS, Economic & Planning Systems, Inc. (EPS) has unique skills and experience to do so in an expeditious, expert, and cost-effective manner; and

WHEREAS, C/CAG has selected EPS to provide these services.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with EPS for a maximum amount of \$85,000. 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. This agreement is attached hereto and is in a form that has been approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009.

Thomas M. Kasten, Chair

**AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ECONOMIC & PLANNING SYSTEMS, INC.**

This Agreement entered this ____ day of _____, 2009, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Economic & Planning Systems, Inc., hereinafter called "Contractor."

W I T N E S S E T H

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and,

WHEREAS, C/CAG is prepared to award funding for preparation of a set of population and employment estimates and projections for the purpose in turn of simulating and forecasting travel in San Mateo County as an essential part of development of Countywide Transportation Plan 2035; and

WHEREAS, C/CAG has determined that Contractor has the requisite qualifications to perform this work.

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the "Services"). All Services are to be performed and completed by December 31, 2010.
2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Consultant based on the cost rates set forth in Exhibit A up to a maximum amount of eighty-five thousand dollars (\$85,000) for Services provided during the Contract Term as set forth below.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement 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. Contractor shall not assign this Agreement or any portion thereof to a

third party.

5. Contract Term. This Agreement shall be in effect as of _____ and shall terminate on December 31, 2010; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination will be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.
6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Consultant, its agents, officers or employees related to or resulting from performance, or non-performance under this Agreement.
7. Insurance: Contractor or any subcontractors performing the services on behalf of Contractor 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. Contractor 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 Contractor's coverage to include the contractual liability assumed by the Contractor 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. Such Insurance shall include at a minimum the following:

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

Liability Insurance: Contractor shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect C/CAG, 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 the Contractor 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, the C/CAG Chairperson, at his/her 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. The Contractor and any subcontractors performing the services on behalf of the Contractor 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. Compliance with All Laws. Contractor shall at all times comply with all applicable laws and regulations, including without limitation those 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 this Agreement are providing services under this Agreement, the Contractor 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. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.

12. Agreement Renewal. This Agreement may be renewed or extended for up to an additional two (2) years by the mutual agreement of the parties.
13. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

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

14. Merger Clause. This Agreement, including Exhibit A attached hereto and incorporated herein by reference, 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. Any subsequent modifications must be in writing and signed by the parties. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
15. 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.

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16. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Joseph Kott

Notices required to be given to Contractor shall be addressed as follows:

Economic & Planning Systems, Inc.
2501 Ninth Street, Suite 200
Berkeley, CA 94710-2515
Attention: Walter Kieser

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

Economic & Planning Systems (Contractor)

By _____

_____ **Date**

City/County Association of Governments (C/CAG)

By _____
C/CAG Chair

_____ **Date**

By _____
C/CAG Legal Counsel

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EXHIBIT A

SCOPE OF SERVICES

DRAFT WORK PROGRAM

SAN MATEO COUNTY TRANSPORTATION PLAN LAND USE ANALYSIS

Project Understanding

San Mateo's City and County Association of Governments (C/CAG) seeks assistance with evaluating local land use policy and development trends as part of its effort to update the Countywide Transportation Plan 2035. Specifically, land use information is an essential ingredient in the transportation planning effort from technical (modeling), policy, and investment perspectives. This assignment would involve Economic & Planning Systems, Inc. (Consultant) in an effort to ascertain local land use policy as it may influence the distribution of land use in the County through the year 2035 as part of an effort to articulate two land use scenarios reflecting "moderate" growth and "enhanced" growth in the context of overall redevelopment and revitalization along the 101/El Camino Real Corridor. There will also be the need to review modifications that have occurred to the original land use data set over the years as part of establishing a valid "baseyear" land use data set for modeling purposes.

The Consultant established the original land use data set and construction of the travel demand model used in the Countywide Transportation Plan more than a decade ago and is thus familiar with the structure of the data set and the transportation model. Moreover, the Consultant has continuously worked in the County over the intervening years and is familiar with local land use policy and trends. This work is viewed as a collaborative effort, engaging C/CAG staff, the staff of the County and City governments, and the transportation consultants that will be involved in the modeling effort. While the land use effort will necessarily precede the travel demand modeling, it will be important to coordinate with the selected transportation consultant to assure data consistency and completeness.

Tasks

Task 1: Project Initiation

An initial meeting with the C/CAG technical team will be necessary to resolve technical aspects of the work program; establish liaison and communications protocols, a conceptual framework for the land use analysis and transportation modeling; and identify related data requirements and make technical assignments. Following this preparation, a working meeting is proposed with the Countywide Transportation Plan 2035 Working Group to discuss the land use analysis effort and to clarify technical standards, expectations, and methods. This meeting will also establish liaison with key local government staff who will be involved with the data collection and interview effort of the Consultant. Given the challenges involved with such data collection and policy review efforts it will be necessary to establish a highly efficient interview process, perhaps done

through interviewing several jurisdictions simultaneously or in series at a single location, especially given the variation in the local jurisdictions regarding land use policy and growth potential. In any event it is recommended that the cities be initially grouped into county subregions allowing focus on the areas where the most significant land use change is expected. Refinements to the work program and specific direction can be resolved as the result of these initial working meetings.

Task 2: Establish Baseyear Land Use Data Set and Forecasting Methodology

The updated transportation model will require a “baseyear” data set—a point of departure for validating the model to current traffic counts and also as a basis for adding future development toward the horizon year of 2035. It is understood that the model was updated in 2005, including an update to the land use data set. EPS will obtain and review this data, seeking to understand how it was modified over the years since it was first created. This effort will include comparison with the original (1995) data set and identifying how changes have been made since then. It is also known that other transportation modeling efforts have been underway including the work by VTA along the El Camino corridor and several independent efforts by the cities. This information may also be helpful in establishing a baseyear data set.

It will also be necessary to select a projection series and methodology for forecasting land use (population and employment) throughout the County and what will constitute the basis of the “enhanced” and “moderate” forecast scenarios. This matter will be discussed in **Task 1**; in **Task 2** EPS will begin to construct the scenarios. It is assumed that the jurisdictional land use analysis will further inform and shape one or both of the forecast scenarios. As a part of this task the EPS will make reference to available forecasts (e.g., ABAG Projections series 2007 and 2009) and available market research or other forecasts that indicates the location and timing of development in the County, thus putting the land use policies of the individual jurisdictions in a market forecast context. A *Technical Memorandum* summarizing the results of the **Task 2** effort will be prepared for use in the subsequent local policy effort.

Task 3: Review Local Land Use Policy and Development

The Consultant will assemble all current general plans and specific plans prepared by the County or Cities within San Mateo County and conduct a review regarding their land use, circulation, and public facilities elements. This effort will focus on identifying policy that will influence transportation travel demand and patterns including the quantity and spatial distribution of future population, housing, and employment growth.

Following preparation of a “land use policy and development forecast summary” for each jurisdiction the Consultant will conduct a round of interviews with each city and the county planners designated to be involved with the effort. The interviews will focus on the land use policy and development forecast summary. This effort will either validate the work or provide modifications reflecting current policy direction and development trends. This effort will assure that the spatial forecasts of future housing and jobs will be consistent with local policy and the best information and guidance available from local officials.

Task 4: Prepare a Technical Memorandum Summarizing Local Government Goals and Policies

The Consultant will prepare a *Technical Memorandum* summarizing the results of the land use analysis conducted in **Tasks 2 and 3**. This memorandum will document local land use and circulation goals and policies affecting travel demand and transportation systems in the County along with forecasts and development trends. In addition to providing a technical summary the report will investigate how recent development trends and local policies have moved the County (or specific jurisdictions within the County) toward a more intensive land use pattern characterized by higher-density, mixed-use development projects located along the El Camino Corridor and other major opportunity sites in the County. The report will also discuss the implications of spatial location with respect to transit service, so called “transit-oriented development” and the potential for such development to reduce single occupancy vehicle trips due to access to transit or the potential to “internalize” a greater number of trips. Finally, the Report will provide technical definition to the proposed “enhanced” and “moderate” development forecasts.

Task 5: Spatial (TAZ) Distribution of Job and Housing Growth to the Year 2035

In consultation with C/CAG staff and the Countywide Transportation Plan 2035 Working Group, the Consultant will develop a spatial distribution among the traffic analysis zones (TAZs) in the San Mateo County Travel Model of forecast job and housing (population) growth to the year 2035, including five year increments for the intervening years. This distribution will be based upon the zonal architecture of the existing C/CAG travel demand model (or as may be amended by reconfiguration reflecting recent development patterns or anticipating the 2010 US Census geography). A spatial distribution of future jobs and housing will be made to the TAZ land use data set for the two forecast scenarios. The two land use data sets will be in the form of MS Excel™ spreadsheet readable by the C/CAG travel demand model.

Task 6: Prepare a Report and Associated GIS Maps Documenting Spatial Distribution of Job and Housing Growth

A Technical Report will be prepared describing the spatial distribution of jobs and housing growth among the Transportation Model TAZs for the two forecast scenarios. In addition to incorporating methodological references from the earlier technical memoranda, the Report will provide final tabular results of the distribution and a set of GIS-based TAZ maps in various thematic patterns indicating aspects of the project distribution of jobs and housing growth in the County through the year 2035 (it is assumed, consistent with prior efforts with C/CAG and the County, that their GIS capability will be available for technical support in this effort).

Staffing and Budget

Walter Kieser, Managing Principal, will serve as Principal-in-Charge of this assignment. **Eileen Tumulad**, Senior Associate, will serve as Project Manager and will coordinate day-to-day project activities. **Edward Sullivan**, Senior Technical Associate, will provide technical support based upon his earlier work on the County Transportation Plan and extensive experience with

development forecasting, land use analysis, and preparation of travel demand model land use data sets. As noted above the EPS team expects to work collaboratively with C/CAG staff at all stages of the effort assuring good communication and involvement with key decisions that will be necessary.

A budget estimate is shown on **Table 1**. A total cost of **\$84,950** is estimated. This budget will be billed on a monthly basis as the work ensues and will be based upon an hourly rates not-to-exceed basis. Additional requests by the Client (C/CAG) beyond the scope indicated in the above described tasks will be considered a change order and will be billed on a time-and-materials basis.

Table 1

San Mateo Countywide Transportation Plan Land Use Analysis; EPS #19128

Task/ Description	EPS Staff					Staff Cost Subtotal	Direct Costs	Grand Total
	Kieser	Tumalad	Sullivan	RA	Prod.Staff			
Task 1: Project Initiation	8	10	6	0	0	\$5,160	\$100	\$5,260
Task 2: Baseyear Data and Forecast	8	16	40	24	0	\$15,080	100	15,180
Task 3: Local Land Use Policy Review	12	40	10	0	0	\$12,050	100	12,150
Task 4: Summarize Local Goals and Policies	16	40	8	24	2	\$15,670	100	15,770
Task 5: Conduct Spatial Distribution	8	8	92	40	0	\$25,140	100	25,240
Task 6: Prepare Technical Report	8	16	24	12	6	\$11,250	100	11,350
TOTAL HOURS	60	130	180	100	8			
Billing Rates	\$300	\$165	\$185	\$110	\$75			
TOTAL PROJECT COSTS						\$84,350	\$600	\$84,950

C/CAG AGENDA REPORT

Date: December 10, 2009
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009

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

Recommendation:

Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

Department of Motor Vehicle Fees that are provided to the County for Abandoned Vehicle Abatement.

Background/Discussion:

C/CAG acts as the San Mateo County AVA Service Authority. The objective of the program is the abatement of abandoned vehicles. Reimbursement is provided to the agencies through revenues provided from vehicle registration fees. The revenues are disbursed to participating agencies 50% based on population and 50% based on the proportionate share of the abatements in the County. If a participating agency does not perform any abatements then that agency's population share is returned to the State.

FY 08-09 Performance:

During the FY 08-09 - 23,179 vehicles were abated for the year. All revenues received less administration costs were disbursed to the participating agencies. In accordance with the C/CAG Board-approved program, major purchases of \$0.00 were made which came from the established reserves. Total agency disbursements for FY 08-09 was \$678,415. Administrative cost for FY 08-09 was \$12,288 for an Administrative Rate of 1.78%. A summary report for the year is provided for the Board.

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Attachment

AVA Program Summary FY 2008-09
Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009
(FY 08-09) for San Mateo County

Alternatives:

- 1- Review and approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009 in accordance with the staff recommendation.
- 2- Review and approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009 in accordance with the staff recommendation with modifications.
- 3- No action.

	First	Second	Third	Fourth	Fiscal Year
	Quarter	Quarter	Quarter	Quarter	Total
Revenues					
Registration Fees	\$179,056.65	\$154,874.45	\$167,625.55	\$189,146.19	\$690,702.84
Interest				(\$463.00)	(\$463.00)
Total	\$179,056.65	\$154,874.45	\$167,625.55	\$188,683.19	\$690,239.84
Costs					
Administration					
C/CAG					\$0.00
Personnel	\$2,537.78	\$2,780.36	\$2,780.36	\$4,189.38	\$12,287.88
Service&Supplies					\$0.00
Total Administration	\$2,537.78	\$2,780.36	\$2,780.36	\$4,189.38	\$12,287.88
Disbursement	\$176,518.87	\$152,094.09	\$164,845.19	\$184,956.81	\$678,414.96
Unexpended Revenues					\$0.00
Funds Returned					\$0.00
Miscellaneous					\$0.00
Major Purchases					\$0.00
Total Disbursed	\$176,518.87	\$152,094.09	\$164,845.19	\$184,956.81	\$678,414.96
Disbursed Cum YTD	\$176,518.87	\$328,612.96	\$493,458.15	\$678,414.96	
Total Admin+Disbursed	\$179,056.65	\$154,874.45	\$167,625.55	\$189,146.19	\$690,702.84
RESERVE					
Beginning	\$183,751.30	\$183,751.30	\$183,751.30	\$183,751.30	\$183,751.30
Transfer In	\$0.00	\$0.00	\$0.00	(\$463.00)	(\$463.00)
Total Reserve	\$183,751.30	\$183,751.30	\$183,751.30	\$183,288.30	\$183,288.30
Administration Rate	1.42%	1.80%	1.66%	2.21%	1.78%
Vehicles Abated					
Voluntary Abatements	6571	5337	5404	5867	23179
Tows(Abatements)					0
Total Abatements	6571	5337	5404	5867	23179

Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2009,
(FY 08-09) for San Mateo County

CITY OF SAN CARLOS

CITY HALL
600 Elm Street
San Carlos, CA 94070



POLICE DEPARTMENT
Telephone (650) 802-4277
FAX (650) 595-3049
<http://www.cityofsancarlos.org>

October 12, 2009

Mr. Richard Napier
Executive Director
C/CAG
555 County Center (5th Floor)
Redwood City, CA 94063

Dear Mr. Napier:

The City of San Carlos received payment from the State Controller's Office for the fourth quarter of the county's Abandoned Vehicle Abatement Program. Enclosed you will find a copy of the Abandoned Vehicle Abatement report for the fourth quarter that ended on 06/30/09. I have also enclosed the payment authorizations which need your signature.

Please return the signed authorizations to the San Carlos Finance Department, Attention: Rebecca Mendenhall, for processing at your earliest convenience. In addition, Tammy Mak with our Finance Department has been in contact with the auditors they recently utilized and I will be providing them with a copy of the year-end report that I will submit to the State Controller's Office prior to October 31st.

Please let me know if you have any questions.

Sincerely,

Melissa Mortz
Administrative Assistant

Enclosures

SAN MATEO COUNTY ABANDONED VEHICLE AUTHORITY
4th QUARTER ENDING 06/30/09

CITIES	POPULATION TOTAL	% POPULATION	50% FUNDS BY POPULATION BASE (P)	TOWED			VOLUNTARY ABATED			TOTAL ABATED	% ABATED	50% FUNDS BY % ABATED (A)	TOTAL REIMBURS. THIS QTR (P+A)	AVA FUNDS TO DISBURSE THIS QTR \$184,956.81
				Public	Private	Total	Public	Private	Total					
Belmont	25,648	3.64%	\$ 3,367.71	10	0	10	146	0	146	156	2.66%	\$ 2,458.95	\$ 5,826.66	
Brisbane	3,744	0.53%	\$ 491.61	7	0	7	73	0	73	80	1.36%	\$ 1,261.00	\$ 1,752.60	
Burlingame	28,322	4.02%	\$ 3,718.82	24	0	24	225	0	225	249	4.24%	\$ 3,924.85	\$ 7,643.68	
Daly City	104,820	14.88%	\$ 13,763.39	45	8	53	184	5	189	242	4.12%	\$ 3,814.52	\$ 17,577.91	
East Palo Alto	32,083	4.56%	\$ 4,212.66	73	0	73	243	6	249	322	5.49%	\$ 5,075.51	\$ 9,288.17	
Foster City	29,900	4.25%	\$ 3,926.02	5	0	5	504	0	504	509	8.68%	\$ 8,023.10	\$ 11,949.12	
Half Moon Bay	12,739	1.81%	\$ 1,672.69	3	0	3	32	0	32	35	0.60%	\$ 551.69	\$ 2,224.38	
Menlo Park	30,750	4.37%	\$ 4,037.63	7	0	7	51	0	51	58	0.99%	\$ 914.22	\$ 4,951.85	
Millbrae	20,735	2.94%	\$ 2,722.61	2	0	2	91	0	91	93	1.59%	\$ 1,465.91	\$ 4,188.52	
Pacifica	38,739	5.50%	\$ 5,086.63	35	0	35	344	0	344	379	6.46%	\$ 5,973.98	\$ 11,060.60	
Portola Valley	4,553	0.65%	\$ 597.83	0	0	0	0	0	0	0	0.00%	\$ -	\$ 597.83	
Redwood City	76,087	10.80%	\$ 9,990.61	93	0	93	522	5	527	620	10.57%	\$ 9,772.73	\$ 19,763.34	
San Bruno	41,515	5.89%	\$ 5,451.13	53	1	54	419	8	427	481	8.20%	\$ 7,581.75	\$ 13,032.88	
San Carlos	28,265	4.01%	\$ 3,711.34	5	0	5	115	0	115	120	2.05%	\$ 1,891.50	\$ 5,602.83	
San Mateo	94,315	13.39%	\$ 12,384.04	78	0	78	1191	0	1191	1269	21.63%	\$ 20,002.57	\$ 32,386.61	
San Mateo County	64,756	9.19%	\$ 8,502.79	50	0	50	238	0	238	288	4.91%	\$ 4,539.59	\$ 13,042.38	
S. San Francisco	61,824	8.78%	\$ 8,117.80	86	0	86	858	17	875	961	16.38%	\$ 15,147.73	\$ 23,265.54	
Woodside	5,507	0.78%	\$ 723.10	1	0	1	4	0	4	5	0.09%	\$ 78.81	\$ 801.91	
TOTAL	704,302	100%	\$ 92,478.41	577	9	586	5240	41	5281	5867	100.00%	\$ 92,478.41	\$ 184,956.81	

-42-



Gregory P. Rothaus, Chief of Police

10/8/09
Date

For Abandoned Vehicle Abatement
2008-2009 Fiscal Year

County	Quarterly Payments				Year To Date
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	
	Paid 11-21-2008	Paid 02-19-2009	Paid 05-08-2009	Paid 08-25-2009	
Alameda	\$ 315,108.57	\$ 283,988.93	\$ 297,796.10	\$ 334,914.79	\$ 1,231,808.39
Amador	12,230.32	10,780.70	11,552.72	12,950.14	47,513.88
Butte	51,653.29	46,001.38	49,761.88	54,830.04	202,246.59
Calaveras	15,812.49	14,152.96	14,476.25	16,925.29	61,366.99
Contra Costa	227,747.79	205,415.75	217,403.46	240,890.49	891,457.49
Del Norte	6,035.83	5,399.10	5,927.57	6,562.67	23,925.17
El Dorado	49,719.48	44,285.40	45,978.44	52,234.34	192,217.66
Fresno	175,387.89	159,195.96	179,098.43	189,875.77	703,558.05
Glenn	1,614.81	1,917.08	7,220.76	7,888.37	18,641.02
Humboldt	33,730.71	30,421.76	31,440.89	36,442.71	132,036.07
Imperial	35,317.15	34,519.39	37,501.02	40,468.32	147,805.88
Kings	24,705.42	22,608.12	25,082.63	26,670.70	99,066.87
Lake	18,867.19	17,161.26	18,411.52	20,995.27	75,435.24
Lassen	6,918.72	6,304.02	7,336.71	8,223.93	28,783.38
Madera	29,697.46	27,154.76	29,786.52	31,497.81	118,136.55
Marin	60,707.45	55,680.15	55,253.79	62,671.62	234,313.01
Mendocino	25,380.57	23,875.21	24,834.15	27,752.73	101,842.66
Monterey	87,275.20	77,642.30	83,045.55	91,847.83	339,810.88
Napa	34,176.66	29,992.36	31,770.68	35,515.63	131,455.33
Nevada	29,485.44	25,920.47	27,151.66	30,753.95	113,311.52
Orange	654,198.11	586,580.01	616,145.57	673,369.14	2,530,292.83
Plumas	7,315.64	6,829.86	6,573.70	7,982.93	28,702.13
Riverside	419,320.74	378,004.47	426,941.66	450,328.19	1,674,595.06
Sacramento	286,121.69	257,467.90	279,182.21	309,675.21	1,132,447.01
San Benito	13,467.54	11,659.76	12,547.20	14,102.34	51,776.84
San Diego	667,827.38	603,406.70	658,858.88	705,706.85	2,635,799.81
San Francisco	123,511.58	114,741.70	114,726.11	130,217.52	483,196.91
San Joaquin	137,276.51	125,604.31	136,120.96	147,870.84	546,872.62
San Mateo	179,056.65	154,874.45	167,625.55	189,146.19	690,702.84
Santa Clara	383,978.17	346,767.86	358,140.31	409,886.31	1,498,772.65
Santa Cruz	60,833.69	54,482.83	56,289.52	63,760.82	235,366.86
Shasta	48,470.59	43,655.70	47,000.71	51,662.38	190,789.38
Solano	91,778.99	81,423.71	90,100.97	99,528.31	362,831.98
Sonoma	120,703.31	107,943.38	112,702.50	126,140.41	467,489.60
Stanislaus	108,872.18	98,024.64	106,915.80	115,469.75	429,282.37
Tehama	14,608.61	13,628.77	14,922.59	16,294.56	59,454.53
Trinity	4,359.22	3,920.54	4,225.11	4,859.54	17,364.41
Tulare	82,642.84	75,505.91	84,951.39	90,704.45	333,804.59
Tuolumne	16,957.51	15,199.78	15,682.11	18,283.97	66,123.37
Yuba	15,534.70	13,822.80	15,360.95	16,485.53	61,203.98
Total	\$ 4,678,408.09	\$ 4,215,962.14	\$ 4,525,844.53	\$ 4,971,387.64	\$ 18,391,602.40

SAN MATEO COUNTY ABANDONED VEHICLE ABATEMENT PROGRAM
DETAIL FOR QUARTERLY REPORT ENDING 06/30/09

OFFICE OF THE CHIEF OF POLICE/FINANCE DEPARTMENT
(ADMINISTRATION COSTS)

Personnel Costs - Police/Admin.

** 12 hours @ \$138.72/hr	\$1,664.64
** 10 hours @ \$46.13	\$461.30

Personnel Costs - Finance

** Finance Dept. Personnel	\$1,663.44
Finance Dept. Supplies	\$400.00

TOTAL EXPENSES	\$4,189.38
-----------------------	-------------------



Gregory P. Rothaus, CHIEF OF POLICE

10/2/09
Date

**All personnel costs include benefits

Expenditures

	<u>Admin. Costs</u>	<u>Disbursements</u>	<u>Total FY 08/09</u>
1st Quarter	\$ 2,537.78	\$ 176,518.87	\$ 179,056.65
2nd Quarter	\$ 2,780.36	\$ 152,094.09	\$ 154,874.45
3rd Quarter	\$ 2,780.36	\$ 164,845.19	\$ 167,625.55
4th Quarter	\$ 4,189.38	\$ 184,956.81	\$ 189,146.19
FY 08/09			

Vehicles Abated

1st Quarter	6,571
2nd Quarter	5,337
3rd Quarter	5,404
4th Quarter	5,867
FY 08/09	23,179

C/CAG AGENDA REPORT

Date: December 10, 2009

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

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

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

RECOMMENDATION

That the C/CAG Board approve the proposed 2010 State Legislative Priorities.

FISCAL IMPACT

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

SOURCE OF FUNDS

New legislation.

BACKGROUND/DISCUSSION

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

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

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

ALTERNATIVES

1. Accept proposed C/CAG Legislative Policies and Priorities for 2010 with changes
2. Postpone decision until next meeting.

ATTACHMENT

C/CAG Proposed Legislative Policies and Priorities For 2010

ITEM 6.1

ATTACHMENT

C/CAG LEGISLATIVE PRIORITIES FOR 2010

Priority #1 -

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

- 1.1 Support League and CSAC Initiative to protect local revenues, including the Local Taxpayer, Public Safety and Transportation Protection Act.
- 1.2 Protect and preserve the 20% redevelopment housing set aside.
- ~~1.3 Support follow up legislation to the 2006 Bond Funds to create opportunities for San Mateo County.~~

Priority #2 -

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

- 2.1 Ensure that there is real local representation on State Boards and Commissions that are establishing policies and requirements for local programs.
- 2.2 Advocate for the appointment of Administration Officials who are sensitive to the fiscal predicament faced by local jurisdictions.
- 2.3 Oppose State action to dictate wage and benefits for local employees.
- 2.4 Oppose State action to restrict the ability of local jurisdictions to contract for services.
- 2.5 Advocate for State actions that are required to take into consideration the fiscal impact to local jurisdictions.

Priority #3 -

Secure stable funding to pay for increased NPDES mandates.

- 3.1 Primary focus on maximizing funds from the adopted infrastructure bonds.
- 3.2 Support efforts to exempt NPDES from the super majority voting requirements imposed by Proposition 218.

- 3.3 -Support inclusion of funding for municipal stormwater management efforts in federal and state legislation, bond measures, grant and loan programs, and stimulus packages. Include NPDES as a priority for funding in new sources of revenues (i.e. water bonds).
- ~~3.4 Advocate for C/CAG and San Mateo County jurisdictions to be identified as a pilot project to receive earmarked funding.~~
- ~~3.5 Support efforts to reduce NPDES requirements as a way to stimulate business development while still working to improve the quality of the Ocean, Bay, streams, creeks, and other waterways.~~
- ~~3.6 Support efforts to reform the NPDES program while still working to improve the quality of the Ocean, Bay, streams, creeks, and other waterways.~~
- ~~3.7 Support efforts to place the burden/ accountability of reporting, managing and meeting the NPDES requirements on the responsible source not the City or County.~~
- ~~3.8 Oppose efforts to require quantitative limits and Total Maximum Daily Load (TMDL) measures since there are insufficient scientific methods to evaluate the benefits. For this reason C/CAG instead supports the implementation of Best Management Practices (BMP's) to the maximum extent practicable.~~
- 3.4 Pursue/Support NPDES Program appeals from the new Municipal Regional Permit to the Commission on State Mandates.
- 3.5 Support and pursue legislation that provides source control benefits for municipal stormwater management efforts, such as addressing plastic bags, polystyrene containers, litter control, metals in brake pads and tire weights, and extended producer responsibility.
- 3.6 Support and pursue the State Water Resources Control Board obtaining additional funding sources in order to pay the anticipated unfunded mandate claims from municipalities for aspects of their municipal stormwater permits that secede federal Clean Water requirements and that municipalities are unable to fund using regulatory fees
- 3.7 Support and pursue the State Water Resources Control Board obtaining additional funding sources in order to pay the anticipated unfunded mandate claims from municipalities for aspects of their municipal stormwater permits that secede federal Clean Water requirements and that municipalities are unable to fund using regulatory fees.

Priority #4 -

Support lowering the 2/3rd super majority vote for local special purpose taxes.

- 4.1 Oppose bills that lower the 2/3rd super majority threshold, but dictate beyond the special tax category, how locally generated funds can be spent.
- 4.2 Support bills that reduce the vote requirement for special taxes but increase the vote requirement for general taxes.

Priority #5-

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

- 5.1 Urge the State to restrict or eliminate transfer of State transportation funds to the State General Fund.
- 5.2 ~~Urge the State to continue to pursue a solution to the Federal Ethanol tax problem.~~
- 5.3 5.2 Oppose efforts to divert any of the Regional Measure 2 funds to pay for any Bay Bridge cost overruns.

Priority #6 -

Advocate for revenue solutions to address State budget issues that are also beneficial to Cities/Counties

- 6.1 Support measures to realign the property tax with property related services
- 6.2 Support measures to ensure that local governments receive appropriate revenues to service local businesses.
- 6.3 Support measures to collect sales tax on Internet transactions.
- 6.4 Support expansion of the sales tax to personal and professional services.

Priority #7 -

Support reasonable climate action/Greenhouse Gas legislation

- 7.1 Support incentive approaches toward implementing AB32.

- 7.2 Support county-based planning for sustainable communities in SB 375.
- 7.3 Oppose climate legislation that would conflict with or override projects approved by the voters.
- 7.4 Support expansion of the sales tax to personal and professional services.

**Priority #8 -
Support energy conservation**

- 8.1 Support local government partnerships with PG&E.
- ~~8.2 Support county-based planning for sustainable communities in SB 375.~~

**Priority #9 -
Other**

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

C/CAG AGENDA REPORT

Date: December 10, 2009

To: C/CAG Board of Directors

From: Richard Napier

Subject: Approval of Resolution 09-66 to approve the 2010 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make modifications as necessary.

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

RECOMMENDATION

That the C/CAG Board approve Resolution 09-66 to approve the 2010 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make modifications as necessary.

FISCAL IMPACT

None to the direct C/CAG budget.

SOURCE OF FUNDS

The 2010 State Transportation Improvement Program (STIP) fund will come from the State and Federal fund sources.

BACKGROUND/DISCUSSION

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR) or PSR Equivalent.

Statewide Economic Environment:

The STIP is a five-year document adopted every two years that displays commitments of certain transportation funds for improving highway, transit, and other transportation systems. On October 14, 2009, the California Transportation Commission (CTC) approved the Fund Estimates (FE) for the 2010 STIP covering FY 2010/11 through FY 2014/15. The Fund Estimates projected no new funds for highway or transit projects as compared to the 2008 STIP. The only new funds available are for the relatively small Transportation Enhance (TE) program, and a small additional fund for Planning/Programming/Monitoring (PPM) purpose.

ITEM 6.2

Funds available to San Mateo County:

	<u>2008 STIP (for FYs: 10/11, 11/12, 12/13)</u>	<u>2010 STIP (for FYs: 10/11, 11/12, 12/13, 13/14, 14/15)</u>
Highway program	\$61.6M	\$61.6M
PTA Eligible (Transit)	\$19.2M	\$19.2M
TE program	\$2.76M	\$5.00M
Planning	\$1.84M	\$2.21M

There is practically no new money in the 2010 STIP. However, it is an opportunity to move the available funds to match the current needs and readiness of projects.

Recommendations from C/CAG staff, CMP TAC, and CMEQ:

Staff from C/CAG, San Mateo County Transportation Authority (SMCTA), CalTrain JPB, and Caltrans collaborated on the initial proposal and brought it forward to the Congestion Management Program Technical Advisory Committee (CMP TAC) and the Congestion Management & Environmental Quality (CMEQ) committee for input and revisions. The collective recommendations for the 2010 San Mateo County STIP are summarized in the Attachment. Here are some highlights:

1. The design of US 101/Broadway Interchange project was introduced as a new project.
2. The Highway 1 San Pedro Creek Bridge project was introduced as a new project.
3. The SR 92 Curve Correction project (\$5.629M) has been deleted. Funds have been moved to the Broadway Interchange (\$2.629M) and the Highway 1 San Pedro Creek Bridge project (\$3M).
4. Due to the need for coordination with High Speed Rail, the CalTrain South San Francisco Station improvement project has been deleted (\$19.203M) from the STIP. \$19.203 million STIP Funds have been moved to the San Bruno Ave Grade Separation. It is the intent of SMCTA to direct Measure A funds back to the South San Francisco Station project.
(Note: The San Bruno Ave Grade Separation project has also received \$30 million Prop 1B grant, resulting in its expedited schedule of ready for contract award in 2010.)
5. Transportation Enhancement (TE) funds have been continued to be programmed in reserve. Staff will recommend new TE program guidelines to the C/CAG Board next year so that the best candidate projects can be selected, i.e., through a call for projects process.
6. Previous C/CAG TOD commitments to the City of San Bruno and County of San Mateo will be funded by TE funds, \$779K and \$200K, respectively.

Upon approval by the C/CAG Board, the Proposed 2010 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC as scheduled in January 2010, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in May 2010. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year. Staff requests that the C/CAG Board authorize the Executive Director to negotiate with MTC and CTC to make modifications as necessary.

Compliance with SB 286 for Transportation Enhancement (TE) projects:

The new SB 286 requires that the selection of TE funded projects must give priority to projects that partner with, or commit to employ, the services of a Conservation Corps to construct or undertake the project. Community Conservation Corps and the California Conservation Corps are collectively referred to as conservation corps. The following criteria must be used in prioritizing and selecting TE projects for programming in the STIP:

1. TE eligible projects whose sponsor is partnering with or has agreed to employ the services of a corps shall be selected first for funding.
2. After all TE eligible projects described in paragraph 1 above have been selected for funding, the remaining eligible TE projects may be selected.
3. TE project candidates are exempted from the above selection criteria if no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE application with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps.

ATTACHMENT

- Resolution 09-66
- Summary of 2010 STIP for San Mateo County

RESOLUTION 09-66

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE 2010 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR SAN MATEO COUNTY AND AUTHORIZE THE C/CAG EXECUTIVE DIRECTOR TO NEGOTIATE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CALIFORNIA TRANSPORTATION COMMISSION (CTC) TO MAKE MODIFICATIONS AS NECESSARY

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

WHEREAS, the California Transportation Commission (CTC) has adopted the Fund Estimates for the 2010 State Transportation Improvement Program (STIP); and,

WHEREAS, the Fund Estimates for the San Mateo County 2010 STIP is \$1.411 million in Transportation Enhance (TE) fund and \$371K in Planning/Programming/Monitoring (PPM) fund; and,

WHEREAS, the Metropolitan Transportation Commission (MCT) and the California Transportation Commission (CTC) may need to go through iterations of STIP proposals submitted by various counties in the region and throughout the state in order to develop the final statewide STIP program; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to approve the San Mateo County 2010 State Transportation Improvement Program (STIP) and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009.

Thomas M. Kasten, Chair

PROPOSED SUMMARY of 2010 STIP FOR SAN MATEO COUNTY
(\$1,000's)

Lead Agency	Rte	PPNO	Project	Total	(Info Only) 08/09	(Info Only) 09/10	10-11	11-12	12-13	13-14	14-15
Caltrans	101	658B	Auxiliary Lanes from Marsh Rd to Embarcadero Rd		9,021						
SMCTA			US 101/Broadway Interchange (Design) - New project	4,218			4,218				
SMCTA	101	690A	Willow Rd interchange (design phase) - Reduced by \$1,589	4,500			6,089	4,500			
SMCTA	102	690A	US 101/Willow interchange reconstruction (construction phase)	20,471				20,471	20,471		
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements	7,759				7,759			
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements (grf)	4,781				4,781			
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 2			6,396					
SMCTA/ Pacifica	1	632C	SR 1 Calera Parkway - Pacifica	6,900			6,900		6,900		
SMCTA	92	225G	SR 92 Widening - Curve Correction (funds moved to Broadway Interchange (\$2,629) and Hwy 1 San Pedro Brdige (\$3,000))					5,629			
SMCTA/ Pacifica	1	New	Hwy 1 San Pedro Creek Bridge Replacement - New project	3,000					3,000		
SM C/CAG	VAR	2140E	Countywide ITS Project	1,977			1,977		1,977		
SM C/CAG	VAR	2140F	Smart Corridor Segment	8,000	2,000	1,000	8,000				
			SUBTOTAL - HIGHWAY (2010/11 thru 2014/15):	61,606							
JPB			CalTrain South SF Station and Access Improvements (funds moved to San Bruno Ave Grade Separation)	19,203			19,203				
JPB			CalTrain San Bruno Ave Grade Separation - New project	19,203			19,203				
			SUBTOTAL - PTA ELIGIBLE (2010/11 thru 2014/15):	19,203							
SM C/CAG			TE Reserve	4,016	1,124	1,587	0	1,004	1,004	1,004	1,004
SM County			TE funded - County of San Mateo Bike lane (C/CAG TOD commitment)	200			200				
San Bruno			TE funded - City of San Bruno ECR median (C/CAG TOD commitment)	779			779				
MTC		2140	Planning, programming, and monitoring	306	60	60	60	60	60	63	63
SM C/CAG		2140A	Planning, programming, and monitoring	2,210	460	460	460	460	430	430	430
			Grand Total:	88,320			34,791	37,163	10,371	4,497	1,497

C/CAG AGENDA REPORT

Date: December 10,2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Quarterly update on the implementation of the San Mateo County Smart Corridor project

(For further information or questions contact Parviz Mokhtari at 599-1433)

RECOMENDATION

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

FISCAL IMPACT

The estimated total cost of the project is \$25,000,000 and the sources of funds are as follows:

State Transportation Improvement Program (STIP)	\$11,000,000
Traffic Light Synchronization Program (TLSP)	\$ 10,000,000
San Mateo County Transportation Authority	\$ 3,000,000
C/CAG	<u>\$ 1,000,000</u>
Total	\$25,000,000

Since February 2009 approximately \$363,000 has been paid to the City of San Mateo and their consultants for preparation of Plans, Specifications and Estimate (PS&E) for the pilot project and it has cost approximately \$459,000 to prepare all the documents required by the Federal Highway Administration (FHWA), the Environmental Documents and the Project Report

STATUS UPDATE

The present Smart Corridor project limits are along El Camino Real from Highway 380 on the north to Whipple Avenue on the south and include all major arterials connecting highway 101 to El Camino Real. The entire project has been divided into the following three projects:

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

ITEM 6.3

- Project number 3 includes El Camino Real and all other locations within the State right-of-way (**State portion**)
- Project number 4 consists of all local arterials and streets (**Local portion**)

Project number 1:

Plans, Specifications and Environmental Documents for the pilot project in the City of San Mateo have been completed and the City has applied to Caltrans for an encroachment permit that will be issued within the next couple of weeks and the construction will be postponed pending State allocation of funds.

Project number 3:

Since project number 3 is all within the State right-of-way, it has been decided that Caltrans design the project and prepare all required construction documents and proceed with Construction Management and complete the project.

The preliminary schedule prepared by Caltrans staff shows that the design and approval of the Headquarters will be completed by November 2010 and construction will begin in February 2011 and be completed and tested by April 2012.

Project number 4:

C/CAG is responsible for the design of project number 4 that includes all local roads. In order to expedite the design, the project has been divided into two segments. The north segment includes all arterials from San Bruno Avenue to Poplar Avenue and the south segment is from Poplar Avenue to Whipple Avenue.

Staff prepared a Request for Qualifications (RFQ) and Request for Proposal (RFP) and distributed to 22 design firms and has received four proposals. The proposals have been reviewed and evaluated by some cities, Caltrans and C/CAG staff. The results and the staff recommendations are presented to the Board under separate item

It is estimated that the design of this project will be completed by July 2010 and the construction can begin by September 2010 and construction will be completed by June 2011.

As of this date, the entire project is on schedule and within budget.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: December 10, 2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Adoption of Resolution 09-67 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor Project number 4 (north segment)

(For further information or questions contact Parviz Mokhtari at 599-1433)

RECOMENDATION

That the C/CAG Board adopt Resolution 09-67 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor project number 4 (north segment)

FISCAL IMPACT

State Transportation Improvement Program (STIP) funds the design cost of Smart Corridor project.

BACKGROUND

The entire project includes all the arterials connecting Highway 101 to El Camino Real and a few roads that are parallel to El Camino Real. The design and preparation of Plans, Specifications and Estimate (PS&E) by one design firm may take up to twelve months. To expedite the design and reduce the required time to approximately six months, the project has been divided into two segments. The north segment includes all the local roads from San Bruno Avenue to Poplar Avenue and the south segment includes all the roads from 5th Avenue to Whipple Avenue.

Following completion of all the documents required by Federal Highway Administration (FHWA) such as System Engineering Management Plan (SEMP) and Detailed Design Requirements, staff prepared a combination Request for Qualifications (RFQ) and Request for Proposal (RFP) for design services. The RFQ, RFP was sent to 22 consulting firms and it was posted on the C/CAG website.

ITEM 6.3.1

On the deadline of October 30, 2009 the following four proposals were submitted to C/CAG offices:

- Iteris in association with DSK Associates and HNTB
- URS
- Delcan in association with TJKM
- Kimley-Horn and Associates

The California Government Code section 4526 requires that government agencies must select professional engineers and architects based on qualifications and following ranking of the firms, the fees must be negotiated with top qualified firms.

To comply with the Government Code, the RFP required that the fee schedules be submitted in a separate sealed envelope. Therefore, the envelopes containing fee schedules will not be opened until after the interview and ranking process is completed.

The proposals were distributed to seven cities, Caltrans and C/CAG staff for review and evaluation. Five cities, Caltrans and C/CAG staff have completed their review and evaluations and an interview of all four firms has been scheduled for Wednesday December 2nd from 1:00 to 5:00 PM. A panel consisting of representatives from Caltrans, Local City staff, and the C/CAG project manager will interview the firms.

Following ranking of the firms, staff will open the fee envelopes and will negotiate the fees with top ranked firms. The selected firm and the negotiated fees will be presented to the Board at the meeting of December 10th, 2009.

ATTACHMENT

- Resolution 09-67
- Draft Agreement

RESOLUTION 09-67

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH _____ FOR THE DESIGN OF SAN MATEO COUNTY SMART CORRIDORS PROJECT 4 (NORTH SEGMENT)

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

WHEREAS, C/CAG has programmed \$3M from the State Transportation Improvement Program (STIP), for preparation of Plans, Specifications and Estimate (PS&E) for the Smart Corridor project; and,

WHEREAS, a portion of that \$3M is available, for the design PS&E for the project 4, north and south segment; and,

WHEREAS, C/CAG has identified _____ as the qualified consultant to work under the direction of the Executive Director to prepare the PS&E for the project 4 north segment

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an Agreement with _____ to provide design services and prepare the Plans, Specifications and Estimate for the north segment for the amount shown on Exhibit C of the contract. 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. It is also resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by the C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009.

Thomas M. Kasten, Chair

**AGREEMENT BETWEEN{PRIVATE }
CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND
CONSULTANT FOR THE SMART CORRIDOR DESIGN**

This Agreement entered this _____, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called "C/CAG" and the consultant., hereinafter called "Contractor."

W I T N E S S E T H

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and,

WHEREAS, C/CAG is prepared to award funding for development of the Plans, specifications and Estimate (PS&E) for the Smart Corridor project number 4.

WHEREAS, C/CAG has determined that Contractor has the requisite qualifications to perform this work.

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Consultant agrees to perform the services described in Exhibit A, and abide by the schedule set forth in Exhibit B.
2. Payments. In consideration of Contractor providing the services described in Exhibit A shall be as defined in Exhibit C
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. Contractor 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 _____, and shall terminate on _____; provided, however, the C/CAG Chairperson may terminate this

Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all services provided to the date of termination.

6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG from all claims, suits or actions to the extent caused by the negligent errors, acts or omissions of the Contractor, its agents, officers or employees related to or resulting from the performance by Contractor of its duties under this Agreement. C/CAG shall indemnify and save harmless Contractor from all claims, suits or actions to the extent caused by the negligent errors, acts or omissions of C/CAG, its agents, officers or employees resulting from or related to the 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: Contractor or its subcontractors performing the services on behalf of Contractor 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. Contractor 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 Contractor's coverage to include the contractual liability assumed by the Contractor 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: Contractor shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

Liability Insurance: Contractor shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect C/CAG, 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 the Contractor 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
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, the C/CAG Chairperson, at his/her 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. The Contractor and its subcontractors performing the services on behalf of the Contractor 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. The Contractor, 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 this Agreement are providing services under this Agreement, the Contractor 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: 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 the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and

transcriptions.

The Contractor 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, including Exhibit A attached hereto and incorporated herein by reference, 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. All subsequent modifications shall be in writing and signed by the C/CAG Chairperson. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
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.
15. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County of San Mateo
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Parviz Mokhtari

Notices required to be given to contractor shall be addressed as follows:

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

Contractor

By _____

Date

Contractor Legal Counsel

By _____

City/County Association of Governments (C/CAG)

By _____

C/CAG Legal Counsel

By _____

EXHIBIT A

SCOPE OF WORK

To Be Determined.

Consultant to prepare the scope of work to be approved by Project Manager and attached to the agreement



EXHIBIT B

SCHEDULE

Consultant to prepare the schedule to be approved by Project Manager and attached to the agreement

EXHIBIT C
PAYMENTS

To Be Determined.

C/CAG AGENDA REPORT

Date: December 10, 2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Adoption of Resolution 09-68 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor Project number 4 (south segment)

(For further information or questions contact Parviz Mokhtari at 599-1433)

RECOMENDATION

That the C/CAG Board adopt Resolution 09-68 authorizing the C/CAG Chair to execute an agreement with the selected consultant for the design of Smart Corridor project number 4 south segment

FISCAL IMPACT

State Transportation Improvement Program (STIP) funds the design cost of Smart Corridor project.

BACKGROUND

The entire project includes all the arterials connecting Highway 101 to El Camino Real and a few roads that are parallel to El Camino Real. The design and preparation of Plans, Specifications and Estimate (PS&E) by one design firm may take up to twelve months. To expedite the design and reduce the required time to approximately six months, the project has been divided into two segments. The north segment includes all the local roads from San Bruno Avenue to Poplar Avenue and the south segment includes all the roads from 5th Avenue to Whipple Avenue.

Following completion of all the documents required by Federal Highway Administration (FHWA) such as System Engineering Management Plan (SEMP) and Detailed Design Requirements, staff prepared a combination Request for Qualifications (RFQ) and Request for Proposal (RFP) for design services. The RFQ, RFP was sent to 22 consulting firms and it was posted on the C/CAG website.

On the deadline of October 30, 2009 the following four proposals were submitted to C/CAG offices:

- Iteris in association with DSK Associates and HNTB
- URS
- Delcan in association with TJKM
- Kimley-Horn and Associates

The California Government Code section 4526 requires that government agencies must select professional engineers and architects based on qualifications and following ranking of the firms, the fees must be negotiated with top qualified firms.

To comply with the Government Code, the RFP required that the fee schedules be submitted in a separate sealed envelope. Therefore, the envelopes containing fee schedules will not be opened until after the interview and ranking process is completed.

The proposals were distributed to seven cities, Caltrans and C/CAG staff for review and evaluation. Five cities, Caltrans and C/CAG staff have completed their review and evaluations and an interview of all four firms has been scheduled for Wednesday December 2nd from 1:00 to 5:00 PM. A panel consisting of representatives from Caltrans, Local City staff, and the C/CAG project manager will interview the firms.

Following ranking of the firms, staff will open the fee envelopes and will negotiate the fees with top ranked firms. The selected firm and the negotiated fees will be presented to the Board at the meeting of December 10th, 2009.

ATTACHMENT

- Resolution 09-68
- Draft Agreement

RESOLUTION 09-68

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH _____ FOR THE DESIGN OF SAN MATEO COUNTY SMART CORRIDORS PROJECT 4 (SOUTH SEGMENT)

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

WHEREAS, C/CAG has programmed \$3M from the State Transportation Improvement Program (STIP), for preparation of Plans, Specifications and Estimate (PS&E) for the Smart Corridor project

WHEREAS, a portion of that \$3M is available, for the design PS&E for the project 4, north and south segment; and,

WHEREAS, C/CAG has identified _____ as the qualified consultant to work under the direction of the Executive Director to prepare the PS&E for the project 4 south segment

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an Agreement with _____ to provide design services and prepare the Plans, Specifications and Estimate for the south segment for the amount shown on Exhibit C of the contract. 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. It is also resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by the C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009.

Thomas M. Kasten, Chair

**AGREEMENT BETWEEN{PRIVATE }
CITY/COUNTY ASSOCIATION OF GOVERNMENTS AND
CONSULTANT FOR THE SMART CORRIDOR DESIGN**

This Agreement entered this _____, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called "C/CAG" and the consultant., hereinafter called "Contractor."

W I T N E S S E T H

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and,

WHEREAS, C/CAG is prepared to award funding for development of the Plans, specifications and Estimate (PS&E) for the Smart Corridor project number 4.

WHEREAS, C/CAG has determined that Contractor has the requisite qualifications to perform this work.

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Consultant agrees to perform the services described in Exhibit A, and abide by the schedule set forth in Exhibit B.
2. Payments. In consideration of Contractor providing the services described in Exhibit A shall be as defined in Exhibit C
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. Contractor 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 _____, and shall terminate on _____; provided, however, the C/CAG Chairperson may terminate this

Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all services provided to the date of termination.

6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG from all claims, suits or actions to the extent caused by the negligent errors, acts or omissions of the Contractor, its agents, officers or employees related to or resulting from the performance by Contractor of its duties under this Agreement. C/CAG shall indemnify and save harmless Contractor from all claims, suits or actions to the extent caused by the negligent errors, acts or omissions of C/CAG, its agents, officers or employees resulting from or related to the 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: Contractor or its subcontractors performing the services on behalf of Contractor 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. Contractor 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 Contractor's coverage to include the contractual liability assumed by the Contractor 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: Contractor shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

Liability Insurance: Contractor shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect C/CAG, 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 the Contractor 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
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, the C/CAG Chairperson, at his/her 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. The Contractor and its subcontractors performing the services on behalf of the Contractor 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. The Contractor, 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 this Agreement are providing services under this Agreement, the Contractor 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: 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 the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and

transcriptions.

The Contractor 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, including Exhibit A attached hereto and incorporated herein by reference, 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. All subsequent modifications shall be in writing and signed by the C/CAG Chairperson. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
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.
15. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County of San Mateo
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Parviz Mokhtari

Notices required to be given to contractor shall be addressed as follows:

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

Contractor

By _____

_____ Date

Contractor Legal Counsel

By _____

City/County Association of Governments (C/CAG)

By _____

C/CAG Legal Counsel

By _____

EXHIBIT A

SCOPE OF WORK

To Be Determined.

Consultant to prepare the scope of work to be approved by Project Manager and attached to the agreement

EXHIBIT B

SCHEDULE

Consultant to prepare the schedule to be approved by Project Manager and attached to the agreement

EXHIBIT C

PAYMENTS

To Be Determined.

C/CAG AGENDA REPORT

Date: December 12, 2009

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year.

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

Recommendation:

Approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year, in accordance with the staff recommendation.

Fiscal Impact:

\$40,000 - Can be funded within the adopted C/CAG Budget.

Source of Revenue:

C/CAG Motor Vehicle Fee.

Background/ Discussion:

The C/CAG Board adopted Resolution 07-12 on 5/10/07 to implement a Hydrogen Shuttle. The shuttle has been in service since 12/07. Key results from the shuttle include:

- 1- Greater than 80% in service time (less than 20% "down time" for repairs).
- 2- High ridership - 75% of time is greater than 75% capacity. 8,621 Riders
- 3- Fueling at VTA has been trouble free.
- 4- Detailed out reach plan implemented to provide exposure for the shuttle and C/CAG.
- 5- Cost for the two years is \$140,000 to \$170,000 which is significantly under the \$250,000 budget.

Clearly the technology has been proven with good reliability. The current shuttle contract ends 12/31/09. Ford Motor Company has offered to extend the term one year for \$40,000. The California Air Resources Board is considering contributing \$20,000 toward the lease which **ITEM 6.4.1**

would potentially reduce C/CAG's cost to \$20,000. The current contract was for \$125,000 per year and was paid by the California Air Resources Board. Therefore, this is a reasonable cost for extending the lease. Given that the program is operating trouble free with minimum oversight required it would be easy to accommodate an extension of one year. The reasons to consider an extension include:

- 1- Provide an almost zero emissions shuttle in San Mateo County.
- 2- Provide service between East Palo and the Palo Alto Caltrain Station.
- 3- Continue to provide high profile for C/CAG and the technology.
- 4- This would support climate protection in San Mateo County.
- 5- Would potentially be able to fuel at the SFIA Hydrogen Fueling Station.

C/CAG staff recommends that the Board commit \$40,000 maximum to extend the shuttle for one year to 12/31/10. Direct staff to work with the California Air Resources Board (CARB) to possibly provide \$20,000 in funding towards the lease.

Board Requested Information:

This was considered by the C/CAG Board at the November 12, 2009 Board Meeting. At that time the Board continued the item to the December 10, 2009 Board Meeting and requested the following additional information:

- 1- Provide data on performance of the hydrogen shuttle. See the attached Quarterly reports from the Peninsula Congestion Relief Alliance.
- 2- Provide the comparative cost for fuel.
- 3- Provide the cost for a hybrid shuttle.
- 4- Provide the carbon footprint for different alternatives.

The comparative cost per day from the quarterly shuttle reports for the different technologies is approximately:

Technology	Base Cost (per day)	Fuel Cost (per day)	Total
Hydrogen Shuttle	\$302	\$158	\$460
(Includes no capital cost for the hydrogen shuttle lease - \$80-160 per day))			
Gasoline Shuttle	\$330 to 380	\$20	\$350-400
Hybrid	\$330 to 380	\$10	\$340-390

Environmental Transportation Solutions researched the cost and availability of a hybrid shuttle and the comparative carbon emissions of the various technologies. See the attached Summary Information on Hybrid Shuttle. The cost for a Hybrid Shuttle is from \$95,000 to \$120,000 with a voucher (grant) of \$30,000 for the first shuttle purchased for a net cost of \$65,000 to \$90,000. Table 1 of the attachment Summary Information on Hybrid Shuttle shows the comparative carbon emissions of the different technologies. The hydrogen shuttle is significantly cleaner than all the other technologies. Hythane and Compressed Natural Gas (CNG) are next with Hythane slightly cleaner than CNG. The Hybrid is approximately 25% cleaner in Greenhouse Gas (GHG) carbon emissions than a comparable gasoline vehicle; however, it is not as clean as the other technologies mentioned.

Attachment:

Resolution 09-62

C/CAG - Hydrogen Demonstration Shuttle Report FY 2008-09 First Quarter

C/CAG - Hydrogen Demonstration Shuttle Report FY 2008-09 Second Quarter

C/CAG - Hydrogen Demonstration Shuttle Report FY 2008-09 Third Quarter

C/CAG - Hydrogen Demonstration Shuttle Report FY 2008-09 Fourth Quarter

Summary Information on Hybrid Shuttle

Alternatives:

- 1- Review and approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year in accordance with the staff recommendation.
- 2- Review and approval of Resolution 09-62 authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year in accordance with the staff recommendation with modifications.
- 3- No action.

RESOLUTION 09-62

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE CONTRACT WITH FORD MOTOR COMPANY FOR AN AMOUNT NOT TO EXCEED \$40,000 TO CONTINUE THE LEASE OF THE FORD HYDROGEN INTERNAL COMBUSTION ENGINE (ICE) VEHICLE FOR ONE ADDITIONAL YEAR

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

WHEREAS, C/CAG entered into contract with Ford Motor Company as recipient of the hydrogen shuttle grant for a two year lease on the shuttle and maintenance; and

WHEREAS, this lease with Ford Motor Company will expire on 12/31/09; and

WHEREAS, Ford Motor Company offered to extend the lease one year for \$40,000; and

WHEREAS, C/CAG has entered into a contract with the Santa Clara Valley Transportation Authority (SCVTA) in order to provide fuel for the shuttle; and

WHEREAS, C/CAG will need to modify the contract with the Peninsula Congestion Alliance (Alliance) for storage, management and operations of the shuttle; and

WHEREAS, the shuttle is currently in service; and

WHEREAS, the shuttle has performed well with greater than 80% in service and high ridership;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Chair to execute an amendment to the contract with Ford Motor Company for an amount not to exceed \$40,000 to continue the lease of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year. Authorize the Executive Director to negotiate necessary contracts.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009

Thomas M. Kasten, Chair



**C/CAG – Hydrogen Demonstration
Shuttle Report
FY 2008-2009, First Quarter
July 2008 – September 2008**

Report prepared by:

Michael Stevenson
Shuttle Program Manager
Peninsula Traffic Congestion Relief Alliance
1150 Bayhill Drive, Suite 107
San Bruno, CA 94066

650.588.8170
mike@commute.org

11/17/2008



C/CAG Hydrogen Demonstration Shuttle Report FY 08-09 Q1

Hydrogen Demonstration Shuttle – Operating on East Palo Alto Community Caltrain – Morning Bus 1 Only

The Alliance has administrative responsibilities for the new Hydrogen Demonstration Shuttle (H2). The shuttle is provided by a grant from the California Air Resource Board and is subsidized locally by the City/County Association of Governments of San Mateo as well as the San Mateo County Transportation Authority.

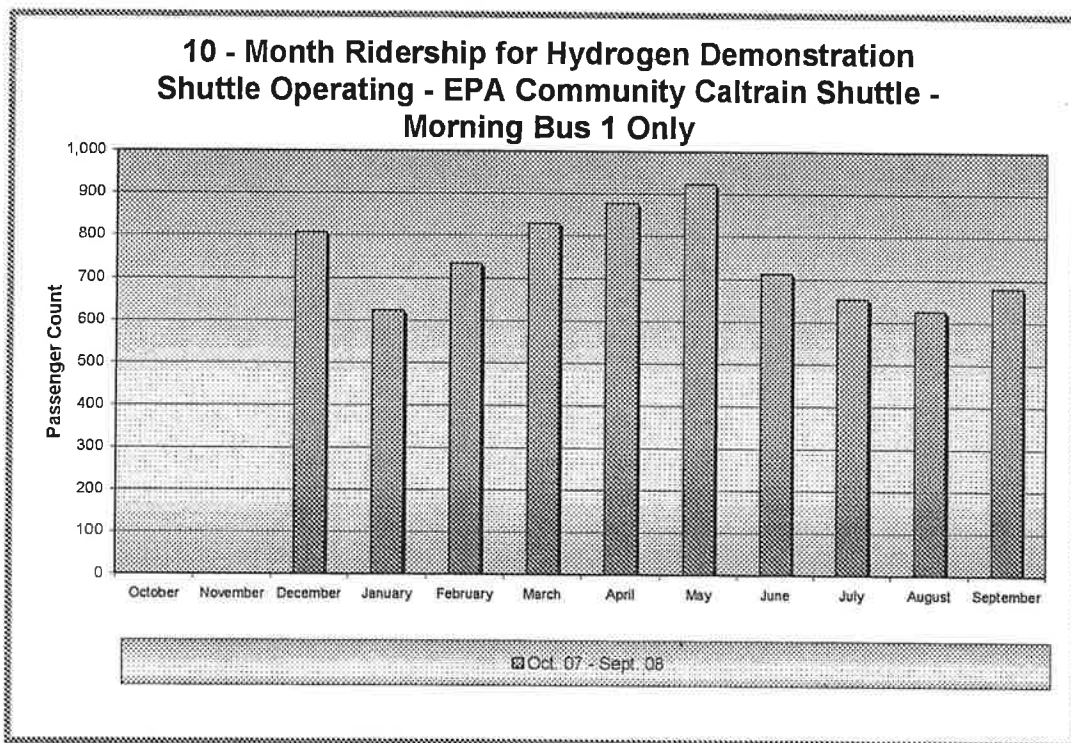


Figure 1

The service connects the Palo Alto Caltrain Station to the East Palo Alto community. The H2 seats eight passengers and has the ability to transport two wheelchair bound passengers. The vehicle is fueled by hydrogen at AC Transit's fueling facility in San Jose.

When the H2 is down for repairs, a wheelchair lift-equipped, 20-passenger gasoline or diesel shuttle with a particulate trap operates the four morning, weekday, commute hour trips with reduced vehicle emissions.



The vehicle began operating on the East Palo Alto Community Caltrain shuttle route as the first of two morning vehicles in December 2007. This shuttle only operates the morning shift, while fuel range and vehicle reliability are tested. The Alliance does not have management responsibilities for the shuttle route itself. The service is managed by the city of East Palo Alto.

The Hydrogen Demonstration shuttle (and/or its replacement) carried a total 1,959 quarterly (Figure 1) or 31 average weekday morning riders in Q1. The route transported 8.6 riders per service hour, while eliminating 1,703 SOV trips. The EFR and CPP averaged 9.6% and \$10.45 respectively. As the purpose of the demonstration project is to gain operating data from the test platform, cost statistics are not emphasized.

Based on the vendor invoice, the H2 operated 48 of the available 64 service days. The H2 was at the dealership on multiple occasions related to an engine fuel gasket issue.

The vehicle operated 1,942.1 miles during the quarter or 118 hours 01 minutes according to the telemetry. The vehicle also consumed 304.3 KG of hydrogen, while averaging 40.5 miles per in service day. This equates to an average 6.4 miles per kilogram of hydrogen fuel. At \$25 per kilogram of hydrogen, the fuel expense for the demonstration project is \$3.91 per mile. The increase in consumption directly relates to the fuel gasket issue. The H2 was down during most of September due for repairs to the fuel system. A backup vehicle operated as a replacement.

Shuttle management regularly met with the vendor to discuss various shuttle related items.



Peninsula Traffic Congestion Relief Alliance Shuttle Summary
FY 0809 Q1

¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$6 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service. Details converted to 5 day for comparison.
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Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Elim.
Bris: Bayshore/Brisbane Commuter Caltrain ^{3,TA} (Service began 5/08)	BART-Caltrain (5-months)	3,142 4,731	N/A N/A	49 0	7.0 0.0	20 21	7.0 2.6	0.0%	80.0%	\$ 338.71 \$ 338.71	\$ 338.71 \$ 338.71	14.5% 5.5%	14.5% 5.5%	\$ 6.90 \$ 18.33	\$ 6.90 \$ 18.33	2,848 4,437
Bris: Crocker Park ^{1,ST,TA} ^{Cy,P,AC,FS} (Service began 1994)	BART-Caltrain 2 Buses	21,517 85,320	1.1% 0.9%	336 336	25.0 24.7	35 35	21.0 21.0	25.0%	142.5%	\$ 933.94 \$ 927.34	\$ 876.57 \$ 890.39	36.0% 36.2%	38.3% 37.7%	\$ 2.78 \$ 2.76	\$ 2.61 \$ 2.65	20,493 81,240
Bur: Bayside ^{1,TA,Cy,JPB,CC} (Alliance Managed 2002)	BART - Caltrain	9,221 32,269	18.0% 15.9%	144 126	25.4 22.6	20 20	13.1 11.6	27.3%	145.0%	\$ 343.80 \$ 343.80	\$ 343.80 \$ 343.80	41.9% 36.7%	41.9% 36.7%	\$ 2.39 \$ 2.73	\$ 2.39 \$ 2.73	8,517 29,453
Bur: North Burlingame ⁴ ^{CG,Cy,P,CC} (Service began 2003)	BART - Caltrain	4,111 14,924	40.3% 34.3%	64 58	9.2 6.3	20 20	4.0 3.8	6.3%	130.0%	\$ 376.94 \$ 371.39	\$ 376.94 \$ 371.39	17.0% 15.7%	17.0% 15.7%	\$ 5.87 \$ 6.37	\$ 5.87 \$ 6.37	3,087 10,628
Bur: Trolley ^{6,Cy,P,CC} (Alliance managed 2002)	Community	13,637 47,747	4.0% 15.6%	208 184	22.4 19.8	32 32	15.9 14.1	0.0%	90.6%	\$ 508.97 \$ 501.55	\$ 508.97 \$ 505.51	29.1% 26.2%	29.1% 26.2%	\$ 3.43 \$ 3.82	\$ 3.43 \$ 3.82	12,441 42,959
CCAG: Hydrogen ^{4,CG,TA,AC} (Service began 12/07)	Caltrain (10-months)	1,989 7,464	N/A N/A	31 35	8.6 0.0	8 8	5.3 6.6	100.0%	175.0%	\$319.94 \$296.18	\$319.94 \$296.18	9.6% 11.9%	9.6% 11.9%	\$ 10.45 \$ 8.41	\$ 10.45 \$ 6.41	1,703 5,616

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FY 0809 Q1

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FC: Lincoln Centre ^{1, TA, P, JPB, AC}																		
(Alliance managed 2003)	Caltrain	11,970	46.1%	187	29.0	28	18.7	40.0%	128.6%	\$ 391.39	\$ 391.39	47.8%	47.8%	\$ 2.09	\$ 2.09	11,330		
		39,113	35.4%	153	23.7	20	15.3			\$ 391.39	\$ 391.39	39.0%	39.0%	\$ 2.56	\$ 2.56	36,553		
FC: North Foster City ^{1, ST, P, AC, FS}																		
(Alliance managed 2003)	BART - Caltrain	5,975	22.2%	93	15.3	20	13.3	37.5%	110.0%	\$ 392.22	\$ 369.06	23.8%	25.3%	\$ 4.20	\$ 3.95	5,527		
		21,925	19.5%	86	14.1	20	12.2			\$ 384.57	\$ 369.06	22.3%	23.2%	\$ 4.43	\$ 4.31	20,133		
FC: Blue Line ^{4, CO, CY, CC, FS}																		
(Alliance managed 2003)	Community	6,432	-5.5%	101	17.5	20	10.1	10.0%	105.0%	\$ 328.03	\$ 307.28	30.6%	32.7%	\$ 3.26	\$ 3.06	5,728		
		26,470	11.2%	103	18.0	20	10.3			\$ 317.44	\$ 303.57	32.6%	34.1%	\$ 3.07	\$ 2.94	23,654		
FC: Red Line ^{1, CO, CY, CC, FS}																		
(Alliance managed 2003)	Community - Caltrain	13,189	1.6%	206	32.5	30	20.6	60.0%	150.0%	\$ 315.47	\$ 293.92	65.3%	70.1%	\$ 1.53	\$ 1.43	12,969		
		49,284	6.4%	193	30.3	20	19.3			\$ 304.76	\$ 290.37	63.2%	66.3%	\$ 1.58	\$ 1.51	48,004		
RWC: Mid Point ^{1, CO, TF, CY, P, AC, FS}																		
(Service began 4/07)	Caltrain	2,934	74.3%	46	7.8	20	3.5	0.0%	0.0%	\$ 378.54	\$ 356.31	12.1%	12.9%	\$ 8.26	\$ 7.77	2,102		
		11,983	N/A	47	8.0	20	3.6			\$ 371.19	\$ 356.31	12.6%	13.1%	\$ 7.93	\$ 7.61	8,591		

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Peninsula Traffic Congestion Relief Alliance Shuttle Summary
FY 0809 Q1

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RWC: Community On Demand ^{5, CG, Cy, AC, FS} (Service began 6/08)	Caltrain (4-month)	1,492 1,967	N/A N/A	23 23	3.9 15.5	20 20	0.0 0.0	N/A N/A	N/A N/A	\$ 382.41 \$ 1,511.43	\$ 364.20 \$ 1,456.80	6.1% 1.5%	6.4% 1.6%	\$ 16.40 \$ 65.31	\$ 15.62 \$ 62.95	
SM: Campus Area ^{1, TA, Cy, P, JPB, CC} (Alliance managed 2002)	Caltrain	4,855 17,188	9.4% 7.7%	76 67	12.6 11.2	24 24	8.4 7.5	0.0% 79.2%	79.2% 79.2%	\$ 365.17 \$ 365.17	\$ 365.17 \$ 365.17	20.8% 18.4%	20.8% 18.4%	\$ 4.81 \$ 5.44	\$ 4.81 \$ 5.44	4,215 14,628
SM: Mariners' Island ^{1, TA, P, JPB, CC} (Alliance managed 2005)	Caltrain	17,002 54,802	64.8% 64.2%	266 214	37.4 30.1	26 20	24.2 19.5	81.8% 81.8%	153.9% 153.9%	\$ 431.98 \$ 431.98	\$ 431.98 \$ 431.98	61.5% 49.6%	61.5% 49.6%	\$ 1.63 \$ 2.02	\$ 1.63 \$ 2.02	16,298 51,986
SM: Norfolk Area ^{1, TA, Cy, JPB, CC} (Alliance managed 2002)	Caltrain	3,702 11,711	30.4% 0.7%	58 46	9.8 7.6	20 20	8.3 6.5	12.5% 12.5%	90.0% 90.0%	\$ 367.17 \$ 367.17	\$ 367.17 \$ 367.17	15.8% 12.5%	15.8% 12.5%	\$ 6.35 \$ 8.03	\$ 6.35 \$ 8.03	3,190 9,663
SSF: Oyster Point ^{1, ST, P, AC, FS} (Service began 1998)	BART 2 Buses	9,790 39,025	-0.2% 10.6%	153 154	13.2 13.3	20 20	9.0 9.0	0.0% 0.0%	80.0% 80.0%	\$ 756.52 \$ 738.00	\$ 701.09 \$ 700.91	20.2% 20.8%	21.8% 21.9%	\$ 4.95 \$ 4.80	\$ 4.58 \$ 4.56	8,702 34,690
SSF: Utah Grand ^{1, ST, P, AC, FS} (Service began 1998)	BART 2 Buses	8,180 30,535	19.3% 17.3%	128 120	10.3 9.7	20 20	7.1 6.7	5.6% 5.6%	90.0% 90.0%	\$ 791.86 \$ 779.22	\$ 754.70 \$ 754.32	16.1% 15.4%	15.9% 15.9%	\$ 6.20 \$ 6.48	\$ 5.90 \$ 6.27	7,412 25,945

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Peninsula Traffic Congestion Relief Alliance Shuttle Summary
FY 0809 Q1

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Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Elim.
SSF: Oyster Point ^{1, TA, P, AC, FS}	Caltrain	6,486	-8.9%	101	14.7	20	7.2	14.3%	135.0%	\$ 432.17	\$ 417.62	23.4%	24.3%	\$ 4.26	\$ 4.12	5,590
(Service began 2000)		23,729	-12.8%	93	13.5	20	6.6			\$ 427.34	\$ 417.62	21.7%	22.2%	\$ 4.61	\$ 4.51	20,145
SSF: Ulah-Grand ^{1, TA, P, AC, FS}	Caltrain	4,828	24.0%	75	9.6	20	5.0	13.3%	95.0%	\$ 495.76	\$ 476.50	15.2%	15.8%	\$ 6.57	\$ 6.32	3,868
(Service began 2000)		16,795	35.9%	66	8.4	20	4.4			\$ 489.37	\$ 476.50	13.4%	13.8%	\$ 7.46	\$ 7.26	12,955
SSF: Dasher Tax ^{CV, CC}	Employer Taxi	156	-68.0%	2		4				\$ 12.11						
(Service began 2000)		488	-34.0%	4		4				\$ 20.72						
Combined Totals	QTR	150,578	11.4%	2,347	311.1	448	201.9			\$ 8,651.00	\$ 8,363.32					135,920
	12-Mon.	537,470	11.6%	2,107	278.5	425	180.5			\$ 9,678.75	\$ 9,427.15					482,480

Definitions:

CPP - Cost per Passenger

EFR - Equivalent Fare Box Ratio - If each rider paid \$1, ratio shows percentage of operating budget would be covered by fares - in theory.



**C/CAG – Hydrogen Demonstration
Shuttle Report
FY 2008-2009
Second Quarter
October 2008 – December 2008**

Report prepared by:

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Shuttle Program Manager
Peninsula Traffic Congestion Relief Alliance
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C/CAG Hydrogen Demonstration Shuttle Report FY 08-09 Q2

Hydrogen Demonstration Shuttle – Operating on East Palo Alto Community Caltrain – Morning Bus 1 Only

The Alliance has administrative responsibilities for the new Hydrogen Demonstration Shuttle (H2). The shuttle is provided by a grant from the California Air Resource Board and is subsidized locally by the City/County Association of Governments of San Mateo as well as the San Mateo County Transportation Authority.

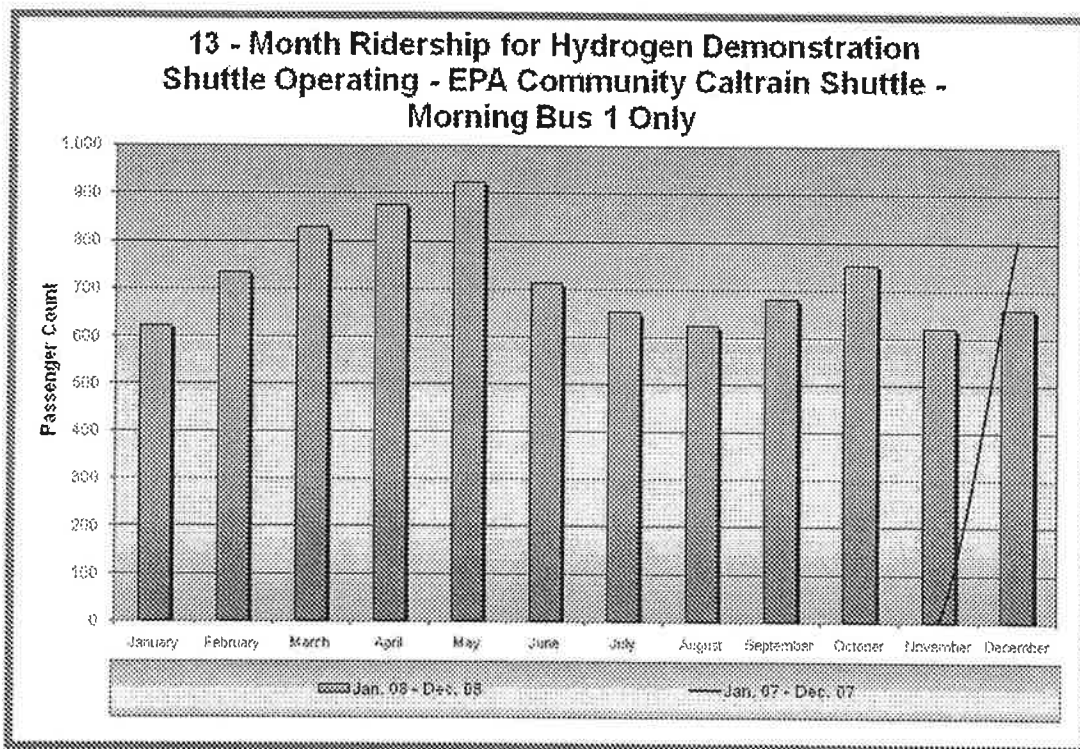


Figure 1

The service connects the Palo Alto Caltrain Station to the East Palo Alto community. The H2 seats eight passengers and has the ability to transport two wheelchair bound passengers. The vehicle is fueled by hydrogen at AC Transit's fueling facility in San Jose.

When the H2 is down for repairs, a wheelchair lift-equipped, 20-passenger gasoline or diesel shuttle with a particulate trap operates the four morning, weekday, commute hour trips with reduced vehicle emissions.



The vehicle began operating on the East Palo Alto Community Caltrain shuttle route as the first of two morning vehicles in December 2007. This shuttle only operates the morning shift, while fuel range and vehicle reliability are tested. The Alliance does not have management responsibilities for the shuttle route itself. The service is managed by the city of East Palo Alto.

The Hydrogen Demonstration shuttle (and/or its replacement) carried a total 2,036 quarterly (Figure 1) or 32 average weekday morning riders in Q2. The route transported 13.8 riders per service hour, while eliminating 1,780 SOV trips. The EFR and CPP averaged 10.7% and \$9.38 respectively. As the purpose of the demonstration project is to gain operating data from the test platform, cost statistics are not emphasized.

Based on the vendor invoice, the H2 operated 44 of the available 64 service days (69% in service). Unfortunately, the vehicle has been parked since late December when we were notified of a contract dispute between Santa Clara Valley Transportation Authority (the H2's fueling source) and their hydrogen supplier. As a result, the hydrogen shuttle will be parked until the dispute is resolved. In the meantime, a backup shuttle is operating the H2's schedule.

The vehicle operated 2,077.8 miles during the quarter or 129 hours 47 minutes according to the telemetry. The vehicle also consumed 274.3 KG of hydrogen, while averaging 47.2 miles per in service day. This equates to an average 7.6 miles per kilogram of hydrogen fuel. At \$25 per kilogram of hydrogen, the fuel expense for the demonstration project is \$3.30 per mile.

Shuttle management regularly met with the vendor to discuss various shuttle related items.

Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q2



¹ >25% EFR & <\$4 CPP
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Bris: Bayshore/Brisbane Commuter Caltrain ^{3, TA} (Service began 5/08)	BART-Caltrain (8-months)	2,813 7,544	N/A N/A	44 44	7.0 0.0	20 21	6.3 4.0	0.0%	70.0%	\$ 338.71 \$ 338.71	\$ 338.71 \$ 541.93	13.0% 13.1%	13.0% 8.2%	\$ 7.71 \$ 7.63	\$ 7.71 \$ 12.21	2,645 7,376
Bris: Crocker Park ^{1, ST, TA} Cy, P, AC, FS (Service began 1994)	BART-Caltrain 3 Buses	19,246 83,767	-7.5% -0.2%	305 329	22.5 24.3	30 35	17.0 20.1	12.5%	146.7%	\$ 916.11 \$ 897.09	\$ 913.13 \$ 893.97	33.3% 36.7%	33.5% 36.8%	\$ 3.00 \$ 2.73	\$ 2.99 \$ 2.72	18,003 79,271
Bur: Bayside ^{1, TA, Cy, JPB} CC (Alliance Managed 2002)	BART - Caltrain	7,467 31,964	-3.9% 10.6%	117 125	20.5 22.4	20 20	10.5 11.5	36.4%	105.0%	\$ 343.80 \$ 343.80	\$ 343.80 \$ 343.80	33.9% 36.3%	33.9% 36.3%	\$ 2.95 \$ 2.75	\$ 2.95 \$ 2.75	6,763 29,148
Bur: North Burlingame ² Cy, P, CC (Service began 2003)	BART - Caltrain	4,456 15,926	29.0% 32.9%	70 62	10.0 8.9	20 20	4.3 3.9	6.3%	155.0%	\$ 380.64 \$ 374.17	\$ 380.64 \$ 374.17	18.3% 16.6%	18.3% 16.6%	\$ 5.47 \$ 6.01	\$ 5.47 \$ 6.01	3,432 11,830
Bur: Trolley ^{6, Cy, P, CC} (Alliance managed 2002)	Community	10,165 47,380	-3.5% 10.4%	158 182	22.4 19.7	32 32	15.9 14.0	0.0%	81.3%	\$ 520.28 \$ 505.25	\$ 520.28 \$ 503.48	21.7% 25.8%	21.7% 25.8%	\$ 4.61 \$ 3.88	\$ 4.61 \$ 3.88	8,969 42,592
CCAG: Hydrogen ^{4, ST, TA} AC (Service began 12/07)	Caltrain	2,036 8,994	N/A N/A	32 34	13.8 0.0	8 8	5.3 5.3	100.0%	162.5%	\$ 298.26 \$ 283.47	\$ 298.26 \$ 283.47	10.7% 12.0%	10.7% 12.0%	\$ 8.38 \$ 8.35	\$ 8.38 \$ 8.35	1,780 7,870
FC: Lincoln Centre ^{1, TA, P} JPB, AC (Alliance managed 2003)	Caltrain	9,300 40,784	21.9% 33.6%	145 159	22.6 24.7	28 20	14.6 15.9	40.0%	121.4%	\$ 430.08 \$ 401.07	\$ 430.08 \$ 401.07	33.8% 39.7%	33.8% 39.7%	\$ 2.96 \$ 2.52	\$ 2.96 \$ 2.52	8,660 38,224
FC: North Foster City ¹ ST, P, AC, FS (Alliance managed 2003)	BART - Caltrain	5,046 22,075	3.1% 16.1%	79 86	12.9 14.2	20 20	11.2 12.3	37.5%	115.0%	\$ 383.54 \$ 387.54	\$ 380.12 \$ 371.82	20.6% 22.3%	20.7% 23.2%	\$ 4.86 \$ 4.49	\$ 4.82 \$ 4.31	4,598 20,283

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FC: Blue Line ^{4,CG,CC,CC,FS} (Alliance managed 2003)	Community	6,119	-12.6%	96	16.5	20	9.5	10.0%	155.0%	\$ 310.34	\$ 307.28	30.8%	31.1%	\$ 3.25	\$ 3.21	5,415
		25,589	-6.6%	100	17.4	20	10.0			\$ 319.86	\$ 305.79	31.3%	32.7%	\$ 3.20	\$ 3.06	22,773
FC: Red Line ^{CG,CC,CC,FS} (Alliance managed 2003)	Community	13,551	17.8%	212	33.4	30	21.2	30.0%	173.3%	\$ 297.10	\$ 293.92	71.3%	72.0%	\$ 1.40	\$ 1.39	13,082
	2 Buses 12/08	31,342	5.1%	201	31.6	20	20.1			\$ 307.11	\$ 292.50	65.3%	66.6%	\$ 1.53	\$ 1.46	49,813
RWC: Mid Point ^{4,CG,TF,CY,P,AC,FS} (Service began 4/07)	Caltrain	3,051	20.2%	48	8.1	20	3.7	0.0%	50.0%	\$ 370.27	\$ 366.99	12.9%	13.0%	\$ 7.77	\$ 7.70	2,219
		12,495	138.2%	49	8.3	20	3.8			\$ 374.07	\$ 358.98	13.0%	13.6%	\$ 7.66	\$ 7.35	9,103
RWC: Climate Best Express - Community On Demand ^{CG,CC,CC,FS} (Service began 6/08)	Caltrain	1,288	N/A	20	3.4	20	0.0	N/A	N/A	\$ 482.00	\$ 479.32	4.2%	4.3%	\$ 23.53	\$ 23.45	
	(7-months)	3,255	N/A	22	23.5	20	0.0			\$ 2,957.44	\$ 2,899.76	0.7%	0.9%	\$ 134.47	\$ 131.62	
SM: Campus Area ^{1,TA,CY,P,JPB,CC} (Alliance managed 2002)	Caltrain	4,002	2.1%	63	10.4	24	7.0	0.0%	75.0%	\$ 365.17	\$ 365.17	17.1%	17.1%	\$ 5.84	\$ 5.84	3,362
		17,271	3.1%	67	11.2	24	7.5			\$ 365.17	\$ 365.17	18.5%	18.5%	\$ 5.41	\$ 5.41	14,711
SM: Mariners Island ^{1,TA,JPB,CC} (Alliance managed 2005)	Caltrain	12,931	27.7%	202	28.0	28	18.1	27.3%	153.8%	\$ 431.98	\$ 431.98	46.8%	46.8%	\$ 2.14	\$ 2.14	12,227
		57,603	53.4%	225	31.5	20	20.4			\$ 431.98	\$ 431.98	52.1%	52.1%	\$ 1.92	\$ 1.92	56,382
SM: Norfolk Area ^{1,TA,CY,JPB,CC} (Alliance managed 2002)	Caltrain	2,750	-0.1%	43	7.1	20	6.1	12.5%	105.0%	\$ 367.17	\$ 367.17	11.7%	11.7%	\$ 8.55	\$ 8.55	2,238
		11,709	0.4%	46	7.6	20	6.5			\$ 367.17	\$ 367.17	12.5%	12.5%	\$ 8.03	\$ 8.03	9,661

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Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q2



¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$8 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service, Details converted to 5 day for comparison

^{CC} City/County Association of Governments of San Mateo County
ST San Mateo Transit District

^{TA} San Mateo County Transportation Authority
^{TF} Transportation Fund for Clean Air
^{CT} City Contributions
^P Participant Contributions

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^{FS} Fuel Surcharge Invoiced Route

Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trlp Cap. (Seated)	Avg. Trlp Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Ellm.
SSF: Oyster Point ^{1, TA, P} AC, FS	BART	8,545	-10.9%	134	13.2	20	9.0	5.9%	95.0%	\$ 756.92	\$ 701.09	17.6%	18.0%	\$ 6.67	\$ 5.25	7,457
	2 Buses	38,024	3.7%	150	13.0	20	8.8			\$ 743.77	\$ 705.15	20.1%	21.2%	\$ 4.97	\$ 4.72	33,689
SSF: Utah-Grand ^{1, ST, P} AC, FS	BART	6,632	-8.9%	105	8.5	20	5.9	0.0%	90.0%	\$ 781.94	\$ 776.47	13.5%	13.6%	\$ 7.43	\$ 7.38	5,873
	2 Buses	29,885	9.6%	118	9.5	20	6.5			\$ 785.20	\$ 759.95	15.0%	15.5%	\$ 6.67	\$ 6.46	25,295
SSF: Oyster Point ^{1, TA, P} AC, FS	Caltrain	4,917	-10.5%	77	11.2	20	5.5	14.3%	145.0%	\$ 432.28	\$ 430.14	17.8%	17.9%	\$ 5.63	\$ 5.80	4,021
		23,143	-13.9%	90	13.1	20	5.5			\$ 430.61	\$ 420.75	21.0%	21.5%	\$ 4.76	\$ 4.65	19,559
SSF: Utah-Grand ^{1, TA, P} AC, FS	Caltrain	4,316	19.2%	67	8.6	20	4.5	0.0%	90.0%	\$ 493.62	\$ 490.78	13.7%	13.7%	\$ 7.32	\$ 7.28	3,356
		17,489	30.9%	68	8.7	20	4.6			\$ 493.13	\$ 480.07	13.9%	14.2%	\$ 7.22	\$ 7.03	13,649
SSF: Dasher Taxi ^{CC} (Service began 2000)	Employer Taxi	202	-6.7%	4						\$ 19.69						
		275	-36.8%	4						\$ 20.74						
Combined Totals	QTR	128,883	0.5%	2,020	280.2	422	175.8			\$ 8,699.83	\$ 8,615.34					114,100
	12-Mon.	546,215	9.3%	2,162	289.6	404	191.7			\$ 11,127.36	\$ 11,096.99					489,534

Definitions:
 CPP - Cost per Passenger
 EFR - Equivalent Fare Box Ratio - If each rider paid \$1, ratio shows percentage of operating budget would be supported by fares only - in theory.

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**C/CAG – Hydrogen Demonstration
Shuttle Report
FY 2008-2009
Third Quarter
January 2009 – March 2009**

Report prepared by:

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C/CAG Hydrogen Demonstration Shuttle Report FY 08-09 Q3

Hydrogen Demonstration Shuttle – Operating on East Palo Alto Community Caltrain – Morning Bus 1 Only

The Alliance has administrative responsibilities for the new Hydrogen Demonstration Shuttle (H2). The shuttle is provided by a grant from the California Air Resource Board and is subsidized locally by the City/County Association of Governments of San Mateo County as well as the San Mateo County Transportation Authority.

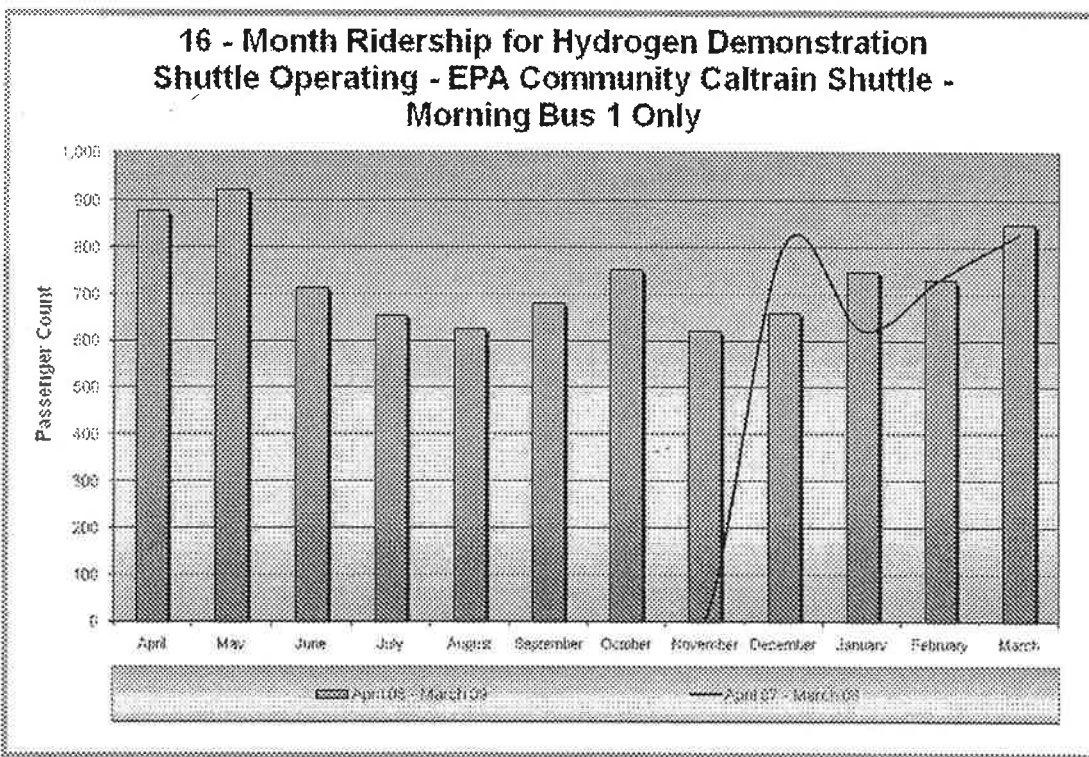


Figure 1

The service connects the Palo Alto Caltrain Station to the East Palo Alto community. The H2 seats eight passengers and has the ability to transport two wheelchair bound passengers. The vehicle is fueled by hydrogen at Santa Clara Valley Transportation Authority's (VTA) fueling facility in San Jose.

When the H2 is down for repairs, a wheelchair lift-equipped, 20-passenger gasoline or diesel shuttle with a particulate trap operates the four morning, weekday, commute hour trips with reduced vehicle emissions.



The vehicle began operating on the East Palo Alto Community Caltrain shuttle route as the first of two morning vehicles in December 2007. This shuttle only operates the morning shift, while fuel range and vehicle reliability are tested. The Alliance does not have management responsibilities for the shuttle route itself. The service is managed by the city of East Palo Alto.

Due to an issues regarding lack of fuel access beyond our control, the H2ICE was parked during the entire quarter. The Hydrogen Demonstration shuttle (and/or its replacement) carried a total 2,325 quarterly (Figure 1) or 37 average weekday morning riders in Q3. This is a +6.4% change compared to the year ago period. The route (shift) transported 10.6 riders per service hour, while eliminating 2,073 SOV trips. The EFR and CPP averaged 14.2% and \$7.05 respectively. As the purpose of the demonstration project is to gain operating data from the test platform, cost statistics are not emphasized. The hydrogen fuel expense is not included in the above statistics.

Shuttle management regularly met with the vendor to discuss various shuttle related items.

Marketing

- 500 color copies of the shuttle schedule were printed and provided to the City of East Palo Alto for distribution.

Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q3



¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$6 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service

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^{FS} Fuel Surcharge Invoiced Route

Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Elim.
Bris: Bayshore/Brisbane (Service began 5/08)	Caltrain (11-months)	2,770 / 10,314	N/A / N/A	44 / 44	7.0 / 0.0	20 / 21	6.3 / 6.3	0.0%	60.0%	\$ 338.71 / \$ 338.71	\$ 338.71 / \$ 338.71	13.0%	13.0%	\$ 7.70 / \$ 7.70	\$ 7.70 / \$ 7.70	2,602 / 10,146
Bris: Crocker Park (Service began 1994)	BART-Caltrain 3 Buses	18,195 / 80,320	-15.9% / -5.9%	291 / 317	21.5 / 23.4	20 / 35	15.3 / 18.8	12.5%	123.3%	\$ 913.13 / \$ 900.12	\$ 913.13 / \$ 887.64	31.9%	35.3%	\$ 3.14 / \$ 2.64	\$ 3.14 / \$ 2.63	16,963 / 75,842
Bur: Bayside ^{1, 1A, 1, JPB, AC} (Alliance Managed 2002)	BART - Caltrain	8,133 / 32,841	12.1% / 11.0%	129 / 129	22.8 / 22.7	20 / 20	11.7 / 11.7	36.4%	105.0%	\$ 378.19 / \$ 361.00	\$ 378.19 / \$ 361.00	34.1%	35.7%	\$ 2.93 / \$ 2.80	\$ 2.93 / \$ 2.80	7,440 / 30,036
Bur: North Burlingame (Service began 2003)	BART - Caltrain	4,180 / 16,638	20.5% / 32.8%	66 / 65	9.5 / 9.3	20 / 20	4.1 / 4.1	6.3%	160.0%	\$ 380.84 / \$ 376.94	\$ 380.84 / \$ 376.94	17.3%	17.2%	\$ 5.77 / \$ 5.80	\$ 5.77 / \$ 5.80	3,172 / 12,558
Bur: Trolley ^{1, 1A, 1, JPB, AC} (Alliance managed 2002)	Community	8,759 / 45,644	-16.5% / 0.0%	97 / 126	10.6 / 13.6	32 / 32	7.5 / 9.7	0.0%	68.8%	\$ 514.02 / \$ 508.99	\$ 514.02 / \$ 501.23	18.9%	24.8%	\$ 5.30 / \$ 4.04	\$ 5.30 / \$ 4.04	7,589 / 40,869
CCAG: Hydrogen ^{1, 1A, AC} (Service began 12/07)	Caltrain	2,325 / 8,633	6.4% / N/A	37 / 35	10.4 / 0.0	8 / 8	5.3 / 5.3	75.0%	225.0%	\$260.82 / \$283.05	\$260.82 / \$293.05	14.2%	12.4%	\$ 7.05 / \$ 8.09	\$ 7.05 / \$ 8.09	2,073 / 7,813
FC: Lincoln Centre ^{1, 1A, 1, JPB, AC} (Alliance managed 2003)	Caltrain	9,113 / 41,064	3.2% / 27.3%	145 / 161	22.4 / 25.0	28 / 20	14.5 / 16.1	40.0%	128.6%	\$ 430.08 / \$ 410.74	\$ 430.08 / \$ 410.74	33.7%	39.2%	\$ 2.97 / \$ 2.55	\$ 2.97 / \$ 2.55	8,483 / 38,514
FC: North Foster City ^{1, 1A, 1, JPB, AC} (Alliance managed 2003)	BART - Caltrain	4,891 / 21,960	-9.5% / 8.8%	78 / 83	12.8 / 13.9	20 / 20	11.1 / 12.1	25.0%	106.0%	\$ 380.76 / \$ 367.64	\$ 380.76 / \$ 374.76	20.5%	22.7%	\$ 4.88 / \$ 4.66	\$ 4.88 / \$ 4.41	4,450 / 19,776
FC: Blue Line ^{1, 1A, 1, JPB, AC, FS} (Alliance managed 2003)	Community	5,888 / 24,844	-11.2% / -9.5%	93 / 97	16.3 / 16.9	20 / 20	9.4 / 9.7	10.0%	160.0%	\$ 307.28 / \$ 318.83	\$ 307.28 / \$ 307.28	30.3%	31.6%	\$ 3.30 / \$ 3.29	\$ 3.30 / \$ 3.17	5,195 / 22,039
FC: Red Line ^{1, 1A, 1, JPB, AC, FS} (Alliance managed 2003)	Community 2 Buses 12/08	12,604 / 51,879	2.7% / 4.4%	200 / 203	16.6 / 26.9	40 / 20	20.0 / 20.3	10.0%	107.5%	\$ 808.68 / \$ 477.51	\$ 808.68 / \$ 485.51	24.7%	43.6%	\$ 4.04 / \$ 2.35	\$ 4.04 / \$ 2.29	11,848 / 49,809
RWC: Mid Point ^{1, 1A, 1, JPB, AC} (Service began 4/07)	Caltrain	3,895 / 13,286	25.5% / 59.1%	62 / 52	10.5 / 8.9	20 / 20	4.7 / 4.0	0.0%	75.0%	\$ 366.99 / \$ 374.03	\$ 366.99 / \$ 361.65	16.9%	14.4%	\$ 5.92 / \$ 7.19	\$ 5.92 / \$ 6.95	3,076 / 9,907
RWC: Climate Best Express (Service began 6/08)	Community (10-months)	1,256 / 4,511	N/A / N/A	20 / 21	3.3 / 35.8	20 / 20	0.0 / 0.0	N/A	N/A	\$ 375.12 / \$ 377.02	\$ 375.12 / \$ 370.75	5.3%	5.7%	\$ 18.76 / \$ 17.85	\$ 18.76 / \$ 17.65	

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Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q3



¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$6 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service.

⁰⁹ City/County Association of Governments of San Mateo County
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Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Elim.	
SM: Campus Area ^{1, 1A, CV, P, JPB, AC} (Alliance managed 2002)	Caltrain	3,396 16,755	-13.2% -2.2%	54 66	9.0 10.9	24	6.0 7.3	0.0%	58.3%	\$ 401.69 \$ 383.43	\$ 401.69 \$ 383.43	13.4% 17.2%	13.4% 17.2%	\$ 7.44 \$ 5.81	\$ 7.44 \$ 5.81	2,766 14,205	
SM: Madriers' Island ^{2, 3, 4, 5, 6, JPB, AC} (Alliance managed 2005)	Caltrain	9,463 53,794	-22.7% 27.5%	150 211	21.3 29.8	26	13.7 19.1	18.2%	115.4%	\$ 470.66 \$ 448.27	\$ 470.66 \$ 443.27	31.9% 47.0%	31.9% 47.0%	\$ 3.14 \$ 2.13	\$ 3.14 \$ 2.15	6,773 33,883	
SM: Norfolk Area ^{1, 1A, CV, JPB, CC} (Alliance managed 2002)	Caltrain	2,703 11,987	11.5% 7.1%	43 47	7.1 7.8	20	6.1 6.7	0.0%	65.0%	\$ 403.89 \$ 385.53	\$ 403.89 \$ 385.53	10.6% 12.2%	10.6% 12.2%	\$ 9.39 \$ 8.20	\$ 9.39 \$ 8.20	2,199 9,947	
SSF: Oyster Point ^{1, 1A, CV, JPB, AC, FS} (Service began 1998)	BART 2 Buses	7,996 35,378	-17.1% -4.9%	128 143	11.1 12.4	20	7.5 8.4	0.0%	90.0%	\$ 722.11 \$ 742.39	\$ 722.11 \$ 711.59	17.7% 19.3%	17.7% 20.1%	\$ 5.64 \$ 3.19	\$ 5.64 \$ 4.88	6,934 32,060	
SSF: Oyster Point ^{1, 1A, P, AC, FS} (Service began 2000)	Caltrain	4,526 22,189	-17.4% -10.2%	72 87	10.5 12.6	20	5.1 6.2	14.3%	120.0%	\$ 430.14 \$ 431.98	\$ 430.14 \$ 423.88	16.7% 20.1%	16.7% 20.5%	\$ 5.97 \$ 4.97	\$ 5.97 \$ 4.87	3,644 18,619	
SSF: Ulah-Grand ^{1, 1A, CV, JPB, AC, FS} (Service began 1998)	BART 2 Buses	6,392 29,041	-11.7% 3.2%	102 114	8.2 9.2	20	5.7 6.3	0.0%	80.0%	\$ 777.33 \$ 788.49	\$ 777.33 \$ 765.80	13.1% 14.5%	13.1% 14.9%	\$ 7.62 \$ 6.90	\$ 7.62 \$ 6.72	5,293 24,483	
SSF: Ulah-Grand ^{1, 1A, P, AC, FS} (Service began 2000)	Caltrain	4,092 17,513	0.6% 18.1%	65 69	8.3 8.8	20	4.4 4.6	0.0%	80.0%	\$ 490.78 \$ 494.36	\$ 490.78 \$ 483.64	13.2% 14.0%	13.2% 14.3%	\$ 7.55 \$ 7.16	\$ 7.55 \$ 7.01	3,147 13,688	
SSF: Dasher Taxi ^{1, 1A, P, AC, FS} (Service began 2000)	Employer Taxi	184 789	-58.4% -53.2%	3 3			4 4			\$ 14.60 \$ 15.29							
Combined Totals	QTR 12-Mon.	120,754 539,971	-11.3% 2.9%	1,879 2,075	239.2 288.0	432 404	158.5 176.5			\$ 9,151.01 \$ 8,803.27	\$ 9,151.01 \$ 8,652.19					105,610 481,265	

Definitions:
 CPP - Cost per Passenger
 EFR - Equivalent Fare Box Ratio - If each rider paid \$1, ratio shows percentage of operating budget would be supported by fares only - in theory

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**C/CAG – Hydrogen Demonstration
Shuttle Report
FY 2008-2009
Fourth Quarter
April 2009 – June 2009**

Report prepared by:

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C/CAG Hydrogen Demonstration Shuttle Report FY 08-09 Q4

Hydrogen Demonstration Shuttle – Operating on East Palo Alto Community Caltrain – Morning Bus 1 Only

The Alliance has administrative responsibilities for the new Hydrogen Demonstration Shuttle (H2). The shuttle is provided by a grant from the California Air Resource Board and is subsidized locally by the City/County Association of Governments of San Mateo County as well as the San Mateo County Transportation Authority.

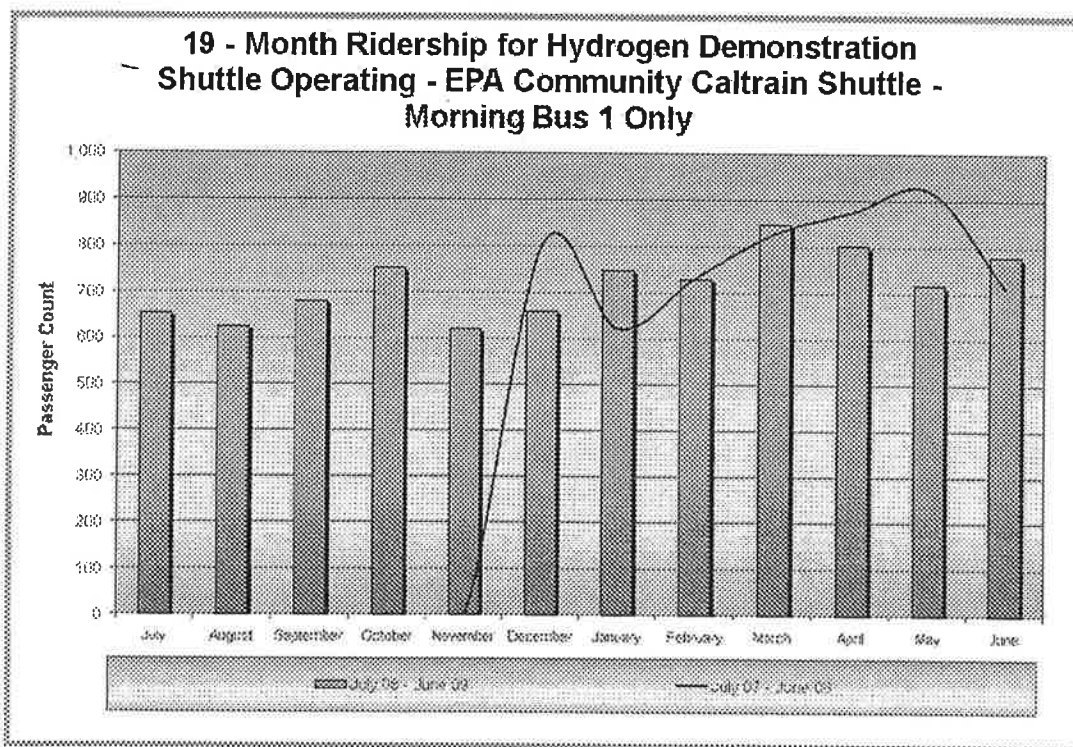


Figure 1

The service connects the Palo Alto Caltrain Station to the East Palo Alto community. The H2 seats eight passengers and has the ability to transport two wheelchair bound passengers. The vehicle is fueled by hydrogen at Santa Clara Valley Transportation Authority's (VTA) fueling facility in San Jose.

When the H2 is down for repairs, a wheelchair lift-equipped, 20-passenger gasoline or diesel shuttle with a particulate trap operates the four morning, weekday, commute hour trips with reduced vehicle emissions.



The vehicle began operating on the East Palo Alto Community Caltrain shuttle route as the first of two morning vehicles in December 2007. This shuttle only operates the morning shift, while fuel range and vehicle reliability are tested. The Alliance does not have management responsibilities for the shuttle route itself. The service is managed by the city of East Palo Alto.

The Hydrogen Demonstration shuttle (and/or its replacement) carried a total 2,301 quarterly (Figure 1) or 36 average weekday morning riders in Q4. This is a -8.4% change compared to the year ago period. The route (shift) transported 10.1 riders per service hour, while eliminating 2,045 SOV trips. The EFR and CPP averaged 11.9% and \$8.39 respectively. As the purpose of the demonstration project is to gain operating data from the test platform, cost statistics are not emphasized. The hydrogen fuel expense is not included in the above statistics.

Based on the vendor invoice, the H2 operated 54 of the available 64 service days (86% in service). The vehicle operated 2,983.6 miles during the quarter or 183 hours 52 minutes according to the telemetry. The vehicle also consumed 366.1 KG of hydrogen, while averaging 50.6 miles per in service day. This equates to an average 8.2 miles per kilogram of hydrogen fuel. At \$25 per kilogram of hydrogen, the fuel expense for the demonstration project is \$3.07 per mile.

In addition, the demonstration vehicle participated in four events in the months of April and May. It was at the Pacific Coast Dream Machines in Half Moon Bay, the Earth Day event in Belmont, a Green Transportation Fair in Redwood City and the SFO ribbon cutting event for the planned hydrogen fuel station.

Shuttle management regularly met with the vendor to discuss various shuttle related items.

Marketing

- Staff attended the East Palo Alto Transportation meeting on 4/21/09 to discuss the Hydrogen Shuttle and other East Palo Alto Shuttles.

Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q4



¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$6 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service.

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Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV Trips Elim.
Bris: Bayshore/Brisbane (Service began 5/08)	Caltrain	2,637 11,362	N/A N/A	41 45	7.0 0.0	20 21	5.9 6.4	0.0%	70.0%	\$ 338.71 \$ 338.71	\$ 338.71 \$ 338.71	12.1% 13.3%	12.1% 13.3%	\$ 8.26 \$ 7.53	\$ 8.26 \$ 7.53	2,469 11,194
Bris: Crocker Park (Service began 1994)	BART-Caltrain 3 Buses	17,076 76,034	-20.1% -10.6%	267 300	14.3 17.8	30 35	14.0 16.9	12.5%	126.7%	\$ 913.13 \$ 905.81	\$ 913.13 \$ 904.49	29.2% 33.1%	29.2% 33.2%	\$ 3.42 \$ 3.02	\$ 3.42 \$ 3.01	15,612 71,556
Bur: Bayside (Alliance Managed 2002)	BART - Caltrain	8,062 32,883	0.5% 6.6%	126 129	22.2 22.7	20 20	11.5 11.7	27.3%	100.0%	\$ 378.19 \$ 369.59	\$ 378.19 \$ 369.59	33.3% 34.9%	33.3% 34.9%	\$ 3.00 \$ 2.87	\$ 3.00 \$ 2.87	7,358 30,078
Bur: North Burlingame (Service began 2003)	BART - Caltrain	3,297 16,044	-15.3% -16.7%	52 63	7.4 9.9	30 20	3.2 3.9	6.3%	160.0%	\$ 380.64 \$ 379.72	\$ 380.64 \$ 379.72	13.7% 16.6%	13.7% 16.6%	\$ 7.32 \$ 6.03	\$ 7.32 \$ 6.03	2,273 11,964
Bur: Trolley (Alliance managed 2002)	Community	8,854 41,415	-32.3% -12.3%	97 114	10.6 12.3	32 32	7.5 8.8	0.0%	78.1%	\$ 514.02 \$ 512.74	\$ 514.02 \$ 499.04	18.9% 22.2%	18.9% 22.2%	\$ 5.30 \$ 4.50	\$ 5.30 \$ 4.50	7,671 36,640
CCAG: Hydrogen (Service began 12/07)	Caltrain	2,301 6,621	-8.4% N/A	36 34	10.1 0.0	6 6	5.3 5.3	75.0%	225.0%	\$302.00 \$289.75	\$302.00 \$289.75	11.9% 11.7%	11.9% 11.7%	\$ 8.39 \$ 8.52	\$ 8.39 \$ 8.52	2,046 7,601
FC: Lincoln Centre (Alliance managed 2003)	Caltrain	8,305 38,688	-22.2% 9.5%	130 152	20.2 23.5	28 20	13.0 15.2	20.0%	121.4%	\$ 430.08 \$ 420.41	\$ 430.08 \$ 420.41	30.2% 36.2%	30.2% 36.2%	\$ 3.31 \$ 2.77	\$ 3.31 \$ 2.77	7,665 36,138
FC: North Foster City (Alliance managed 2003)	BART - Caltrain	3,992 19,904	-29.3% -4.5%	62 78	11.3 13.1	20 20	9.0 11.2	12.5%	105.0%	\$ 345.74 \$ 375.56	\$ 345.74 \$ 368.92	17.9% 20.8%	17.9% 21.1%	\$ 5.58 \$ 4.61	\$ 5.56 \$ 4.73	3,544 18,119
FC: Blue Line (Alliance managed 2003)	Community	4,743 23,182	-25.9% -13.6%	74 91	12.9 15.8	20 20	7.4 9.1	0.0%	120.0%	\$ 316.48 \$ 317.83	\$ 316.48 \$ 311.88	23.4% 28.6%	23.4% 29.2%	\$ 4.28 \$ 3.49	\$ 4.28 \$ 3.43	4,039 20,377
FC: Red Line (Alliance managed 2003)	Community 2 Buses 12/08	12,789 52,133	3.7% 6.2%	200 204	16.6 23.5	40 20	20.0 20.4	10.0%	137.5%	\$ 808.68 \$ 800.38	\$ 808.68 \$ 984.20	24.7% 34.0%	24.7% 34.3%	\$ 4.04 \$ 2.94	\$ 4.04 \$ 2.91	12,021 50,253
RWC: Mid Point (Service began 4/07)	Caltrain	4,792 14,672	40.7% 36.7%	75 58	12.8 9.8	20 20	5.8 4.4	7.7%	110.0%	\$ 366.99 \$ 370.70	\$ 366.99 \$ 364.32	20.4% 15.6%	20.4% 15.9%	\$ 4.89 \$ 6.39	\$ 4.89 \$ 6.28	3,960 11,293
RWC: Climate Best Express (Service began 5/08)	Community	1,820 5,656	N/A N/A	25 22	4.2 44.7	20 20	0.0 0.0	N/A	N/A	\$ 375.13 \$ 377.61	\$ 375.12 \$ 372.39	6.7% 5.8%	6.7% 5.9%	\$ 15.00 \$ 17.16	\$ 15.00 \$ 16.93	

Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q4



¹ >25% EFR & <\$4 CPP
² >20% EFR & <\$5 CPP
³ >10% EFR & <\$10 CPP
⁴ < \$5 CPP & >10 Riders/hr

⁵ < \$15 CPP
⁶ 7-day service

^{CC} City/County Association of Governments of San Mateo County
ST San Mateo Transit District

^{TA} San Mateo County Transportation Authority
^{TF} Transportation Fund for Clean Air
^{Cy} City Contributions
^P Participant Contributions

^{AC} Alliance Contract or Lead Employer
^{CC} City Contract or Lead Employer
^{JPB} Peninsula Corridor Joint Powers Board Contract
^{FS} Fuel Surcharge Involved Route

Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV	Trips Elim.
SM: Campus Area ^{1, TA, Cy, P, JPB, (Alliance managed 2002)}	Caltrain	3,389 15,642	-24.7% -6.7%	53 61	8.8 10.2	24 24	5.9 6.8	0.0%	54.2%	\$ 401.69 \$ 392.56	\$ 401.69 \$ 392.56	13.2% 15.5%	13.2% 15.5%	\$ 7.58 \$ 6.44	\$ 7.58 \$ 6.44		2,749 13,092
SM: Marinerg Island ^{1, TA, Cy, P, JPB, (Alliance managed 2005)}	Caltrain	7,953 46,319	-48.5% -3.7%	124 182	17.8 25.7	26 20	11.3 16.5	18.2%	103.8%	\$ 470.66 \$ 459.98	\$ 470.66 \$ 459.98	28.3% 39.6%	28.3% 39.6%	\$ 3.80 \$ 2.53	\$ 3.80 \$ 2.53		7,248 43,514
SM: Norfolk Area ^{1, TA, Cy, JPB, CC (Alliance managed 2002)}	Caltrain	2,420 11,575	-14.5% 6.7%	38 45	6.2 7.5	20 20	5.4 6.5	0.0%	65.0%	\$ 403.89 \$ 394.71	\$ 403.89 \$ 394.71	9.4% 11.4%	9.4% 11.4%	\$ 10.63 \$ 8.77	\$ 10.63 \$ 8.77		1,908 9,535
SSF: Oyster Point ^{1, ST, P, AC, FS (Service began 1898)}	BART 2 Buses	6,954 33,285	-30.8% -14.7%	109 131	9.4 11.3	20 20	6.4 7.7	0.0%	65.0%	\$ 722.11 \$ 732.65	\$ 722.11 \$ 716.75	15.1% 17.9%	15.1% 18.3%	\$ 6.62 \$ 5.59	\$ 6.62 \$ 5.47		5,866 28,967
SSF: Oyster Point ^{1, TA, P, AC, FS (Service began 2000)}	Caltrain	4,089 20,018	-34.7% -17.8%	64 79	9.3 11.4	20 20	4.6 5.6	7.1%	100.0%	\$ 430.14 \$ 431.18	\$ 430.14 \$ 427.01	14.9% 18.3%	14.9% 18.5%	\$ 6.72 \$ 5.46	\$ 6.72 \$ 5.41		3,193 16,448
SSF: Utah Island ^{1, ST, P, AC, FS (Service began 1938)}	BART 2 Buses	6,799 37,892	-13.4% -4.2%	106 110	8.6 8.9	20 22	5.9 6.1	0.0%	60.0%	\$ 777.53 \$ 782.12	\$ 777.23 \$ 771.46	13.8% 14.1%	13.8% 14.3%	\$ 7.35 \$ 7.11	\$ 7.35 \$ 7.01		5,643 22,420
SSF: Utah-Grand ^{1, TA, P, AC, FS (Service began 2000)}	Caltrain	3,987 17,223	-6.8% 8.6%	62 68	7.9 8.6	20 20	4.4 4.5	6.7%	90.0%	\$ 490.78 \$ 492.74	\$ 490.78 \$ 487.21	12.6% 13.8%	12.6% 14.0%	\$ 7.92 \$ 7.25	\$ 7.92 \$ 7.16		3,027 13,398
SSF: Dastler Taxi ^{1, TA, P, AC, FS (Service began 2000)}	Employer Taxi	226 819	20.2% -41.3%	4 3			4 4			\$ 17.66 \$ 16.04							
Combined Totals	QTR 12-Mon.	114,281 513,466	-24.4% -6.4%	1,745 1,969	217.4 275.9	432 404	146.3 167.0			\$ 9,166.38 \$ 8,960.77	\$ 9,166.38 \$ 8,863.07						98,492 453,597

Definitions:

CPP - Cost per Passenger

EFR - Equivalent Fare Box Ratio - If each rider paid \$1, ratio shows percentage of operating budget would be supported by fares only - in theory.

SUMMARY INFORMATION ON HYBRID SHUTTLE

Summary Information in Support a Hybrid Shuttle Demonstration & Continuation of the H2ICE Shuttle Program

In support of C/CAG's continued efforts to promote alternative/renewable fuel technology in support of its community shuttle program, the following information provides: 1) a comparison of relative air quality benefits of target technologies, and 2) identifies possible funding for hybrid-based technologies.

Air Quality Benefits

To assist in the determination of whether to continue with a second phase of C/CAG's current H2ICE (hydrogen internal combustion engine) Shuttle Demonstration Project or begin a new demonstration project focused on hybrid technology, Table 1 below shows the relative emissions reduction given the specific types of technology.

Table 1

Emissions Values for Ford E450 Cutaway Chassis Shuttle Bus (% Reduction of emissions compared to gasoline)

Fuel Technology	GHG (CO ₂)	CO	Total Hydrocarbons	NOx	Non-Methane HCs	PM
H2ICE ¹	99.70%	n/a	n/a	n/a	n/a	n/a
Hybrid ²	25%<	34%	48%	15%	n/a	n/a
Hythane ³	8%	12%	47%	n/a	43%	70%
CNG ⁴	25%	90-97%	50%	35-60%	50-75%	n/a

¹Source: http://media.ford.com/article_display.cfm?article_id=20332.

²Source: Azure Dynamics Corporation. Values reflect reduction of emissions compared to a similar gasoline-powered Ford E-450 chassis.

³Source: Hythane Corporation. Values reflect reduction of emissions compared to a similar CNG-powered Ford E-450 chassis.

⁴Source: http://www.afdc.energy.gov/afdc/pdfs/epa_cng.pdf. Values reflect potential reduction of emissions of CNG vs. gasoline-powered vehicles. Actual emission will vary with engine design.

The H2ICE provides the greatest reduction in emissions, with near-zero emissions for all pollutants. The values for Hythane reflect reductions beyond those of compressed natural gas (CNG), where the values for CNG are already better than those of gasoline. The values for the Hybrid are compared to a similar gasoline-powered vehicle. The Hybrid reflects the lowest reduction of emissions from gasoline because it still utilizes a gasoline-powered engine in parallel to the electric drive system.

Hybrid Shuttle – Balance Hybrid Electric (Shuttle) - Azure Dynamics Corporation(AZD)

The vehicle identified for the proposed C/CAG Hybrid Shuttle Demonstration Project is the *Balance Hybrid Electric* shuttle developed by Azure Dynamics Corporation. The vehicle is based on the Ford E-450 commercial chassis and uses a modified drive train and modified electric controls system. According to AZD, fuel efficiency and emissions reduction are achieved through several features including:

- Engine stop/start capability
- Regenerative braking
- Electric-only mode at low speeds
- Electric launch assist

The attached AZD Specification & Ordering Guide provide more detailed specifications on the vehicle.

Grant Funding

AZD provided the following information identifying CARB funding available to offset the capital cost of the Shuttle:

The CARB's Hybrid Voucher Incentive Program or HVIP is the functional portion of House Bill AB 118 that will be used to fund hybrid vehicle purchases. This program is intended to only fund heavier vehicles (over 8K or 10K pounds of GVW) so this is right up our ally. As the CARB determined that they did not want/or could not manage the distribution of funds to end users themselves, it went out to bid on a contract for an organization to manage the HVIP program on its behalf. The successful bidder was CALSTART. CALSTART is in the process now of writing the program rules and guidelines and should have them available for public consumption in the next 45-60 days.

The general guidelines released by the House Bill AB 118 show that the Balance hybrid system, based on its GVW and current CARB certification would enable it to receive a flat \$25,000 per unit voucher. In addition to the base voucher amount, every fleet gets an additional \$5,000 for the first unit they purchase through the program. Customers would get \$30,000 for the first unit they buy, and \$25,000 for each additional unit.

As a dealer managed voucher program, the customer will not need to submit any grant requests or handle a lot of paper work. They will talk to their dealer about purchasing a new hybrid unit and indicate that they would like to utilize the HVIP program. The dealer in turn will submit a request through CALSTART for a voucher. Within a period of approximately seven (7) days the dealer will receive approval and a voucher. They will then order the unit through the bus manufacturer. Once the unit arrives, the dealer will invoice the customer for the vehicle, MINUS the voucher amount (so if the total vehicle cost was \$100,000 and the purchase was approved for a \$30,000 voucher, the dealer would only invoice the customer for \$70,000). The dealer will then send the vehicle sale information and the voucher back to CALSTART who will send the dealer a check for the voucher amount.

The estimated cost of the AZD Balance Hybrid Electric shuttle is between \$95,000 and \$120,000. Since AZD does not build complete vehicles, only hybrid systems, we have partnered with six different commercial bus manufacturers to offer our system (Eldorado, Goshen Coach, Glaval, StarTrans, Champion, and Turtle Top). The range in pricing reflects the differences in pricing structures from these 6 manufacturers for complete units as well as the variation in options pricing.

AZD Balance™ Hybrid Electric E-450 Bus Chassis



Azure Dynamics Corporation

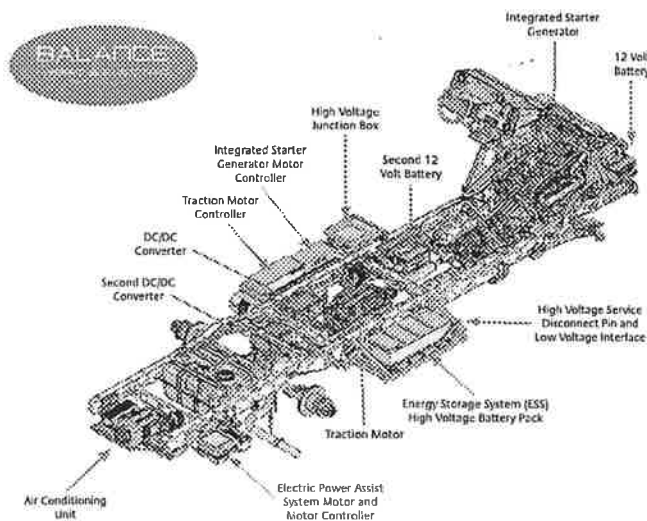
Azure Dynamics (AZD) develops hybrid electric and electric drive technology for commercial trucks and shuttle buses. Working in collaboration with Ford Motor Company, AZD has developed a parallel hybrid electric drive system for Ford's E-450 Cutaway and Strip Chassis. The parallel hybrid drive system manages the conventional 5.4 litre Triton gas engine and the 5-speed automatic TorqShift transmission to produce a cleaner, more fuel efficient vehicle for your business needs. The Balance™ Hybrid features electric-launch assist, engine-off at stop (resulting in nearly emission free passenger pick-up), and regenerative braking which all combine to improve fuel economy and reduce greenhouse gas emissions.

Specifications

- GVWR up to 14,050 lbs
- 158 inch wheelbase
- Minimum body width requirement of 86 inches
- Altoona tested for 7 year/200,000 miles
- Electric driven auxiliary systems include:
 - Body air conditioning
 - Power steering and brake boost
 - 12 V supply

An AZD Balance™ Hybrid Electric Chassis can offer:

- 40% fuel economy improvement
- 30% reduction in maintenance costs
- 30% reduction in greenhouse gas emissions



Driving a World of difference

AZD
AZURE DYNAMICS
part of the cutaway

For further information, contact your Bus Body Manufacturer, or Azure Dynamics Corporation:
Tom Lincoln, National Sales Manager™ Hybrid Electric Buses
248.298.2403 Ext. 1221 or email: tlincoln@azuredynamics.com

C/CAG AGENDA REPORT

Date: December 10, 2009

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000.

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

Recommendation:

Approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000, in accordance with the staff recommendation.

Fiscal Impact:

\$50,000 - Can be funded within the adopted C/CAG Budget.

Source of Revenue:

C/CAG Motor Vehicle Fee.

Background/ Discussion:

The C/CAG Board adopted Resolution 07-12 on 5/10/07 to implement a Hydrogen Shuttle. The shuttle has been in service since 12/07. Key results from the shuttle include:

- 1- Greater than 80% in service time (less than 20% "down time" for repairs).
- 2- High ridership - 75% of time is greater than 75% capacity. 8,621 Riders.
- 3- Fueling at VTA has been trouble free.
- 4- Detailed out reach plan implemented to provide exposure for the shuttle and C/CAG.
- 5- Cost for the two years is \$140,000 to \$170,000 which is significantly under the \$250,000 budget.

Clearly the technology has been proven with good reliability. The current shuttle contract ends 12/31/09. Ford Motor Company has offered to extend the term one year for \$40,000. The California Air Resources Board is considering contributing \$20,000 toward the lease, which would potentially reduce C/CAG's cost to \$20,000. The current contract was for \$125,000 per year and was paid by the California Air Resources Board. Therefore, this is a reasonable cost for extending the lease. Given that the program is operating trouble free with minimum oversight **ITEM 6.4.2**

required it would be easy to accommodate an extension of one year. The reasons to consider an extension include:

- 1- Provide an almost zero emissions shuttle in San Mateo County.
- 2- Provide service between East Palo and the Palo Alto Caltrain Station.
- 3- Continue to provide high profile for C/CAG and the technology.
- 4- This would support climate protection in San Mateo County.
- 5- Would potentially be able to fuel at the SFIA Hydrogen Fueling Station.

C/CAG is committed to provide either a gasoline or a hydrogen shuttle on this route. If the hydrogen shuttle goes away then a gasoline shuttle will provide service for the route. Therefore, the cost is the incremental cost required for the hydrogen shuttle over the gasoline shuttle. The additional cost, due primarily to the higher cost of fuel, is \$50,000 for the year.

C/CAG staff recommends Board approval of Resolution 09-63 for the \$50,000 in operating cost of the hydrogen shuttle. This approval would be contingent upon approval of Resolution 09-62, which extends the hydrogen shuttle service for one year.

Attachment:

Resolution 09-63

Alternatives:

- 1- Review and approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000, in accordance with the staff recommendation.
- 2- Review and approval of Resolution 09-63 authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000, in accordance with the staff recommendation, with modifications.
- 3- No action.

RESOLUTION 09-63

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING C/CAG STAFF TO FUND THE OPERATING COST OF THE FORD HYDROGEN INTERNAL COMBUSTION ENGINE (ICE) VEHICLE FOR ONE ADDITIONAL YEAR FOR UP TO \$50,000

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

WHEREAS, C/CAG entered into contract with Ford Motor Company as recipient of the hydrogen shuttle grant for a two year lease on the shuttle and maintenance; and

WHEREAS, this lease with Ford Motor Company will expire on 12/31/09; and

WHEREAS, the shuttle is currently in service; and,

WHEREAS, Ford Motor Company offered to extend the lease one year for \$40,000; and

WHEREAS, C/CAG has entered into a contract with the Santa Clara Valley Transportation Authority (SCVTA) in order to provide fuel for the shuttle; and

WHEREAS, C/CAG will need to modify the contract with the Peninsula Congestion Alliance (Alliance) for storage, management and operations of the shuttle; and

WHEREAS, the operating cost for extending the shuttle for one year will cost \$50,000;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing C/CAG staff to fund the operating cost of the Ford Hydrogen Internal Combustion Engine (ICE) vehicle for one additional year for up to \$50,000. Authorize the Executive Director to negotiate necessary contracts.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF DECEMBER 2009

Thomas M. Kasten, Chair

C/CAG AGENDA REPORT

Date: December 10, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review of all current C/CAG committees' membership policies, procedures, and practices, and approval of a revision to the Bicycle and Pedestrian Advisory Committee (BPAC) membership policy.

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

RECOMMENDATION

That the C/CAG Board review all current C/CAG committees' membership policies, procedures, and practices, and approve a revision to the Bicycle and Pedestrian Advisory Committee (BPAC) membership policy.

FISCAL IMPACT

There is no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Attached please find descriptions for each of the C/CAG committees. Each of the committees have a slightly different makeup of members. The BPAC Committee contains 8 elected officials and 7 public members. The BPAC is the only committee with a term limit policy.

The C/CAG BPAC has a Membership Policy that states that Public Members may serve a maximum of three (3) two (2) year terms on the BPAC. There have been a number of public members that have now been termed out as a result of this policy. It has been brought to staff's attention that perhaps this policy should be revisited by the Board of Directors. The concern has been that as Public Members are termed out, there is institutional knowledge that is lost along with the insight of Public Members familiar with the framework of the Transportation Development Act (TDA) bicycle and pedestrian funding administered by C/CAG in San Mateo County.

ITEM 6.5

Term limits were put into place in order to increase broad public participation and to help address some issues with the BPAC at that time. This policy has worked well and addressed some of the issues that the BPAC had and has enabled the BPAC to focus on the C/CAG BPAC mission and work plan and not on bicycle advocacy.

Options for the Board to consider include:

1. remove the policy
2. revise the policy so that public members may return to the BPAC after three terms after sitting out for a two-year (one term) period

New language to be considered:

Public members can be appointed for a maximum of three (3) consecutive terms on this Committee, with each full term being two (2) years. A public member that has previously served on the Committee and has been termed out can be considered for appointment if a minimum of two years has passed since they were termed out.

3. leave the policy as it stands

ATTACHMENTS

- Bicycle and Pedestrian Advisory Committee (BPAC)
- Congestion Management Program Technical Advisory Committee (CMP TAC)
- Congestion Management & Environmental Quality (CMEQ) Committee
- Legislative Committee
- Resource Management and Climate Protection (RMCP) Committee
- National Pollutant Discharge Elimination System Technical Advisory Committee (NPDES TAC)
- Airport Land Use Committee (ALUC)

Bicycle and Pedestrian Advisory Committee (BPAC)

Mission Statement:

It is the mission of the Bicycle and Pedestrian Advisory Committee to act as a resource for C/CAG and upon request other public agencies in facilitating and identifying policies, programs or projects to enhance bicycle and pedestrian activity throughout San Mateo County.

Membership Composition:

- There are 8 elected officials and 7 public members on the BPAC.
- No more than two (2) members, either elected or public, should reside in the same jurisdiction.

Term Limits:

- Public members are appointed for a maximum of three (3) terms on this Committee, each term is two (2) years.

Selection Process:

Call for Applicants are issued as vacancies arise. Candidates are asked to complete a membership application and to come before the Board of Directors where the Board makes the appointment selection. For reappointment of existing members, past attendance records should be a consideration. The attendance policy should be in accordance with the adopted Board Policy which is that members are required to attend a minimum of 75% of all meetings (including regular meetings that did not achieve a quorum) in the past consecutive 12 months.

Meetings:

The Bicycle and Pedestrian Advisory Committee meets approximately six times per year. The meetings are held at San Mateo City Hall from 7:00-9:00 p.m. on the fourth Thursday of the month.

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*

Bicycle and Pedestrian Advisory Committee Members

Member

City

Elected Officials:

Matt Grocott (Chair)	San Carlos
Naomi Patridge	Half Moon Bay
Karyl Matsumoto	South San Francisco
Ian Bain	Redwood City
Julie Lancelle	Pacifica
Ken Ibarra	San Bruno
Michael Barnes	Brisbane
Cathy Baylock	Burlingame

Public Members:

Judi Mosqueda (Vice-Chair)	Millbrae
Cory Roay	Daly City
Joel Slavitt	San Carlos
Lucy Wicks	Unincorporated San Mateo County
Vacant	
Vacant	
Vacant	

Staff Support:

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

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

Congestion Management Program Technical Advisory Committee (CMP TAC)

Mission

The CMP TAC is a staff committee composed of engineers and planners who provide technical expertise and professional recommendations to the CMEQ Committee and C/CAG Board regarding transportation and air quality issues, the Congestion Management Program, and the Countywide Transportation Plan.

Membership

The CMP TAC was originally established to include representatives from the Bay Area Air Quality Management District (BAAQMD) (1), the Metropolitan Transportation Commission (MTC) (1), San Francisco International Airport (SFIA) (1), the San Mateo County Transit District (SamTrans) (1), the San Mateo County Transportation Authority (SMCTA) (2), San Mateo County Government (3), the Central County Cities (2), the North County Cities (2), the South County Cities (2), the Cities at large (1), and Caltrans (3). The membership totals 19 members plus alternates.

There are currently a total of 25 positions including 15 engineers and 4 planners from the C/CAG member agencies as well as representatives from local, regional and state transportation agencies. The County of San Mateo's Public Works Director is designated as the Committee's Chair. The current designated Co-chair is from the SMCTA. One position is reserved for the County of San Mateo's Planning Division staff as well as for SMCTA, Peninsula Corridor JPB (Caltrain), SamTrans, Caltrans, MTC, and C/CAG CMP staff. The committee strives to include a minimum of three planner positions.

Sixteen jurisdictions (15 cities and the County) are currently represented on the CMP TAC. In addition to the County, the cities of Burlingame, Daly City, and San Mateo have two representatives each (one engineer and one planner). There are five cities that are currently not represented on the CMP TAC. They are Hillsborough, San Bruno, Portola Valley, Half Moon Bay, and East Palo Alto

The total number of members fluctuates between a low of 20 in 2000 and a high of 27 in 2005. The current number of members is 24 with one vacant position reserved for SamTrans.

Selection Process

To fill the vacant engineering positions, staff solicits individuals from C/CAG member agencies who have expressed interest in being on the TAC and requested that a letter of interest be submitted to C/CAG for considerations. Staff will focus on the cities' Public Works Directors/City Engineers that are not currently represented on the Committee. For backfilling a vacant "Planner" position, staff will contact the Planning Directors.

Interested individuals are asked to submit a letter of interest and request for membership from the City Manager. Based on the number of vacancies and responses received, the C/CAG Executive Director will evaluate the candidates and make recommendations for the appointment of new member(s) to CMP TAC. If there is more interest than positions available, the Director has the discretion to recommend either maintain the current number or expand the number of members to achieve a representational and diverse committee. Recommendations for TAC membership are presented to the C/CAG Board for approval.

Term Limits

There are no term limits for the CMP TAC. Members can remain on the TAC indefinitely or until the member voluntarily relieves him/or herself of the TAC membership and duties.

Meetings

Committee meets on the 3rd Thursday of the month at 1:15 PM.

2009 TAC Roster and Attendance	
Member	Agency
Jim Porter (Co-Chair)	San Mateo County Engineering
Joseph Hurley (Co-Chair)	SMCTA
Duncan Jones	Atherton Engineering
Karen Borrmann	Belmont Engineering
Randy Breault	Brisbane Engineering
Syed Murtuza	Burlingame Engineering
Bill Meeker	Burlingame Planning
Sandy Wong	C/CAG CMP
Gene Gonzalo	Caltrans
Rick Mao	Colma Engineering
Robert Ovadia	Daly City Engineering
Tatum Mothershead	Daly City Planning
Ray Towne	Foster City Engineering
Chip Taylor	Menlo Park Engineering
Ron Popp	Millbrae Engineering
Van Ocampo	Pacifica Engineering
April Chan	Peninsula Corridor JPB
Peter Vorametsanti	Redwood City Engineering
Robert Weil	San Carlos Engineering
Larry Patterson	San Mateo Engineering
Bob Beyer	San Mateo Planning
Steve Monowitz	San Mateo County Planning
Dennis Chuck	So. San Francisco Engineering
Kenneth Folan	MTC
<i>Staff Support</i>	
John Hoang	C/CAG

Congestion Management & Environmental Quality (CMEQ) Committee

Background/Purpose

The Congestion Management and Environmental Quality Committee (CMEQ) provides advice and recommendations to the C/CAG Board of Directors on all matters relating to traffic congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing the local jurisdictions in San Mateo County.

The CMEQ committee also receives advice and recommendations from the Congestion Management Program Technical Advisory Committee (CMP TAC) and the Resource Management and Climate Protection (RMCP) committee on issues relating to transportation management and climate change efforts, respectively.

Membership Composition/ Geographic Limitations on Composition

The CMEQ committee is composed of 10 elected seats, plus one seat each from the following: business community; environmental community; agencies with transportation interests; SamTrans; CalTrain; Metropolitan Transportation Commission (MTC); and one general public member.

There is no specific geographic limitation. However, generally, it is strive to maintain representation from all regions of San Mateo County including the north, south, central, and coastside.

Term Limits

None.

Selection Process

When a CMEQ seat becomes vacant, a recruitment letter is sent out to all interested parties pertinent to the vacant seat. For example, for a vacant elected seat, recruitment letter would be sent to all councilpersons of San Mateo County cities and members of the Board of Supervisors. If the vacant seat is for SamTrans, the recruitment letter would be directed to SamTrans, and so on.

All interest letters received by the deadline specified in the recruitment letter are presented to the C/CAG Board for selection and appointment. Applicants are offered to make a presentation to the C/CAG Board.

Meetings

The CMEQ committee generally meets on the last Monday of each month at 3:00 PM, at the San Mateo City Hall.

CMEQ 2009 ROSTER

Chair - Sepi Richardson
 Vice Chair - Barbara Pierce
 Staff Support: Sandy Wong (slwong@co.sanmateo.ca.us)
 (650) 599-1409

Name	Representing
Jim Bigelow	Business Community
Zoe Kersteen-Tucker	San Mateo County Transit District (SamTrans)
Sue Lempert	Metropolitan Transportation Commission (MTC)
Arthur Lloyd	Peninsula Corridor Joint Powers Board (CalTrain)
Lennie Roberts	Environmental Community
Onnolee Trapp	Agencies with Transportation Interests
Steve Dworetzky	Public Member
Sepi Richardson	City of Brisbane
Linda Koelling	City of Foster City
Naomi Patridge	City of Half Moon Bay
Heyward Robinson	City of Menlo Park
Daniel Quigg	City of Millbrae
Gina Papan	City of Millbrae
Barbara Pierce	City of Redwood City
Irene O'Connell	City of San Bruno
Karyl Matsumoto	City of South San Francisco
Rich Garbarino	City of South San Francisco

Legislative Committee

Membership composition

Elected Officials.

Geographic limitations on membership composition

None.

Selection process

Board members volunteers, board formally confirms appointment

Term limits

None.

Meetings

Committee meets before regular board meeting.

Current Roster:

Andrew Cohen (C/CAG Member - City of Menlo Park)
Carol Groom (C/CAG Member - County of San Mateo)
Tom Kasten, Vice-Chair (C/CAG Member - Town of Hillsborough)
Gina Papan (C/CAG Member - Millbrae)
Linda Knoelling (C/CAG Member - City of Foster City)
Kevin Mullin (City of South San Francisco)
Deborah Gordon, Chair (C/CAG Member - Town of Woodside)
Sepi Richardson (C/CAG Member - City of Brisbane)
Irene O'connell (C/CAG Member - City of San Bruno)

Resource Management and Climate Protection (RMCP) Committee

Membership composition

This committee followed the original guidelines as set out during the formation of the Utility and Sustainability Task Force (USTF):

- 6 Elected Officials
 - 1 from an Energy Organization
 - 1 from a Water Organization
 - 1 from a Utility Company
 - 1 from Nonprofit
 - 1 from Large Business
 - 1 from Small Business

Term limits

None because the USTF was established for a specific project; the San Mateo County Energy Strategy.

Geographic limitations on membership composition

No geographic limitations, though it is preferred to have a diversity of elected officials.

Selection process

Confirm vacancy with committee member that is leaving.

Then "advertise" the opening on the committee via formal letter to all the elected officials in San Mateo County.

Wait for responses.

If none (or not enough to fill vacancies), re-advertise and send letter to mayors.

When enough applicants, schedule selection date on C/CAG Board agenda.

Selection is made by C/CAG Board. Applicants are offered to make a presentation to the C/CAG Board and C/CAG Board makes selection.

San Mateo County

Resource Management and Climate Protection (RMCP) Committee Roster (formerly the Utilities & Sustainability Task Force)

(current as of March 2009)

Elected Officials

Bill Dickenson

Councilman, Belmont

wdickenson@belmont.gov

(650) 593-3940

Deborah Gordon

Mayor, Woodside

dcgordon@stanford.edu

(650) 725-6501

Carole Groom

Supervisor, County of San Mateo

cgroom@co.sanmateo.ca.us

(650) 363-4568

Terry Nagel

Mayor, Burlingame

terrilynagel@gmail.com

M-Th (650)331-1020 home (650)347-3596

Barbara Pierce

Mayor, Redwood City

barbara@barbarapierce.org

(650) 780-7554 home (650) 368-6246

Sepi Richardson

Former Mayor/Councilwoman, Brisbane

sepirichardson@sbgcglobal.net

(415) 467-6409

Stakeholder Representatives

Energy

Brian Kimball

Energy Program Manager

Ecology Action

(408) 355-5633

bkimball@ecoact.org

Water

Nicole Sandkulla, P.E.

Senior Water Resources Engineer, Bay Area Water Supply and Conservation Agency

nsandkulla@bawsca.org

(650) 349-3000

Utility

Kathy Lavezzo

Account Manager, PG&E

KOL1@pge.com

(650) 598-7267 cell (650) 279-3864

Nonprofit

Robert Cormia
Volunteer, Sustainable Silicon Valley
rdcormia@earthlink.net
(650) 747-1588

Business

Large business
Lori Duvall
Eco-Responsibility Program Manager
Sun Microsystems
lori.duvall@sun.com
(650) 786-8720

Small Business
Eric Sevim
Shop Manager
A+ Japanese Auto Repair, Inc.
apluseric@gmail.com
(650) 595-CARS

Staff

C/CAG

Richard Napier
Executive Director
rnapiet@co.sanmateo.ca.us
(650) 599-1420

San Mateo County, RecycleWorks

Alexis Petru
Resource Conservation Specialist II
apetru@co.sanmateo.ca.us
(650) 599-1403

Kim Springer
Programs Manager
kspringer@co.sanmateo.ca.us
(650) 599-1412

National Pollutant Discharge Elimination System Technical Advisory Committee (NPDES TAC)

Membership Composition

Technical staff from each of the 21 municipalities. Regional Water Quality Control Board staff are invited to the TAC meetings. Meetings are open to the public and there are a variety of public entities on our hard copy agenda mailing list.

Term limits

No term limits as there aren't any official positions on the committee.

Limited to municipal staff representation from the 21 jurisdictions. If a vote is taken on something, it is limited to one vote per jurisdiction, but there are sometimes multiple staff representatives from one municipality.

If someone who is a regular NPDES TAC representative stops attending, they will either bring a replacement staff person to the meeting or I'll contact the municipality and recommend they designate a staff person to start attending the TAC meetings.

According to the C/CAG JPA, there are supposed to be two committees related to NPDES requirements: 1) the NPDES TAC (described above), and 2) the NPDES Committee. It's staff's understanding the NPDES Committee was active in the very early days of the program and included C/CAG Board member representation. It is believed this Committee helped guide the creation of the program and developed the current funding source, per the JPA. This Committee has not met in recent years.

2009 NPDES TAC Roster	
AGENCY	Representative
SMCWPPP/Brisbane	Matt Fabry
EOA, Inc.	Fred Jarvis
Regional Board	Sue Ma
Atherton	Steve Tyler
Belmont	Gilbert Yau
	Karen Borrmann
	Dalia Corpus
Burlingame	Phil Monaghan
	Eva Justimbaste
	Victor Voong
	Kiley Kinnon
Colma	Muneer Ahmed
Daly City	Cynthia Royer
	Ward Donnelly
	Patrick Sweetland
	Mike Peterson
East Palo Alto	Jaime Camacho
	Lucy Chen
	John Latu
Foster City	Norm Dorais
	Allan Shu
Half Moon Bay	Charlie Voos
	Muneer Ahmed
Hillsborough	Dave Bishop
	Jen Chen
Menlo Park	Jennifer Ng
	Virginia Parks
Millbrae	Khee Lim
	Florian Ebo
Pacifica	Raymund Donguines
	Kathryn Farbstein
	Elizabeth Claycomb
Portola Valley	Howard Young
Redwood City	Marilyn Harang
San Bruno	Nader Dahu
	Jim Shannon
San Carlos	Gavin Moynahan
	Robert Weil
San Mateo, City	Vern Bessey
	Martin Quan
San Mateo, County	Ann Stillman
	Mark Chow
	Dermot Casey
	Camille Leung
	Julie Casagrande
	Sarah Pratt
	Mary Bell Austin
	Carole Foster
So.Bayside Sys Auth	Ken Kaufman

So. San Francisco	Cassie Prudhel
	Daniel Fulford
	Rob Lecel
Woodside	Gratien Etchebehere
CAG	Richard Napier
Caltrans	John Michels
Guests/Public	John Balobeck, MACTEC
	Geoff Brosseau, CASQA
	Kim Springer, SM County
	Danielle Lee, SM County

Overview of the C/CAG Airport Land Use Committee (ALUC) November 2009

Background/Purpose

The Airport Land Use Committee (ALUC) existed prior to the creation of C/CAG. The Committee was an advisory body under the former Regional Planning Committee (RPC), a public body created by the San Mateo County Board of Supervisors in 1964 to advise the Board on countywide issues. The Airport Land Use Commission statute that requires the creation of airport land use commissions was adopted in 1967. Until C/CAG was created in 1990, one of the RPC's responsibilities was to serve as the state-mandated Airport Land Use Commission for the County. The RPC was abolished in 1991, due to the creation of C/CAG and the C/CAG Board was designated as the state-mandated Airport Land Use Commission for San Mateo County in that same year. The ALUC was moved under the C/CAG umbrella intact in 1991. Several years ago, the Committee membership was increased by one, with the addition of a seat for the Half Moon Bay Airport Pilots Association.

As under the RPC structure, C/CAG has delegated its state-mandated airport land use compatibility review responsibility to the ALUC. The ALUC carries out that responsibility and submits recommendations to the C/CAG Board of Directors, acting as the Airport Land Use Commission, as needed. The airport land use compatibility review process is initiated by the affected local agencies, as required by law.

Membership Composition/Limitations on Composition

The C/CAG Airport Land Use Committee (ALUC) consists of 11 seats (members) for elected representatives and two seats for special interest groups (aviation-related), for a total of 13 members. The elected members represent jurisdictions (10 cities and the county) that are impacted by one or more of the airports located in the County.

Term Limits/Selection Process

One Representative and one Alternate represent each ALUC member agency/body. There are no term limits for the Representatives and Alternates. The Representatives and Alternates are appointed by and serve at the pleasure of their appointing body.

Meetings

The C/CAG Airport Land Use Committee (ALUC) is currently scheduled to meet up to four times per year (Regular Meetings) and may hold Special Meetings, as needed, based on achieving a quorum. All ALUC Regular and Special Meetings are subject to the relevant provisions of the Brown Act Public Meeting Law.

**C/CAG AIRPORT LAND USE COMMITTEE (ALUC)
Membership Roster October 2009**

Chairperson: Richard Newman Vice-Chairperson: Mark Church

<u>Member</u>	<u>Representative</u>	<u>Alternate</u>
City of Brisbane	Cyril Bologoff	Sepi Richardson
City of Burlingame	Ann Keighran	Jerry Deal
City of Daly City	David Canepa	Carol Klatt
City of Foster City	Vacant	Art Kiesel
City of Half Moon Bay	Naomi Patridge	Marina Fraser
City of Millbrae	Paul Seto	Gina Papan
City of Redwood City	Barbara Pierce	Ian Bain
City of San Bruno	Ken Ibarra	Rico Medina
City of San Carlos	Omar Ahmad	Vacant
County of San Mateo and Aviation Representative	Mark Church	Carole Groom
City of So. San Francisco	Mark Addiego	Richard Garbarino
Aviation Representative	Richard Newman*	Carol Ford*
Half Moon Bay Airport Pilots Association	George Auld*	Eddie Andreini, Jr.*

* Indicates non-elected representative; all other names indicate elected representatives of their member agencies
alucmembershprosterapr09.doc