

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

BOARD MEETING NOTICE

Meeting No. 246

- DATE:** Thursday, May 10, 2012
- TIME:** **6:30 P.M. Board Meeting**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans Bus: Lines 261, 295, 297, 390, 391, 397, PX, KX.
CalTrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
- 4.1 Certificate of Appreciation to Sepi Richardson, C/CAG Board Member, for her years of
dedicated service and contributions to C/CAG INFORMATION

5.0 CONSENT AGENDA

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

- 5.1 Approval of the Minutes of Regular Business Meeting No. 244 dated March 8, 2012. ACTION p. 1
- 5.2 Review and approval of the appointment of Gerry Beaudin of South San Francisco to fill a vacant seat on the Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 5
- 5.3 Review and approval of Resolution 12-16 to adopt the San Mateo County Comprehensive Bicycle and Pedestrian Plan. ACTION p. 9
- 5.4 Review and approval of Resolution 12-25 approving the list of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 3 Lifeline Transportation Program for a total amount of \$3,000,198. ACTION p. 15
- 5.5 Review and approval of Resolution 12-19 requesting the San Mateo County Transportation Authority (SMCTA) to allow C/CAG as sponsors of highway projects. ACTION p. 21
- 5.6 Review and approval of Resolution 12-20 authorizing the C/CAG Chair to execute an agreement with the County of San Mateo for the provision of staff services. ACTION p. 25
- 5.7 Review and approval of Resolution 12-23 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and Joint Venture Silicon Valley for C/CAG to support Joint Venture's Index of Silicon Valley and for Joint Venture Silicon Valley to provide support to the Cities and County in meeting their sustainability goals; for an amount not to exceed \$75,000. ACTION p. 35
- 5.8 Review and approval of Resolution 12-24 approving the population data to be used by C/CAG. ACTION p. 45

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

6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative policies, priorities, positions, and legislative update.
(A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 51

- 6.2 Status Report on Measure M
 - 6.2.1 Review and approval of the Measure M Annual Performance Report. ACTION p. 69
 - 6.2.2 Review and approval of amended Measure M Implementation Plan. ACTION p. 77
 - 6.2.3 Review and approval of Resolution 12-21 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the allocation of Measure M funding in the amount of \$1,400,000 annually for Fiscal Year 2011-12 and Fiscal Year 2012-13. ACTION p. 87
- 6.3 Initial draft, assumptions, and input on the C/CAG 2012-13 Program Budget and Fees. ACTION p. 97
- 6.4 Review and approval of a support letter to the California High Speed Rail Authority for the revised California High Speed Rail Business Plan ACTION p. 119

7.0 COMMITTEE REPORTS

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

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

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

10.0 ADJOURN

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

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

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

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

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

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

FUTURE MEETINGS

May 10, 2012	Finance Committee - SamTrans 2 nd Floor Auditorium - 4:00 p.m.
May 10, 2012	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
May 10, 2012	C/CAG Board - SamTrans 2 nd Floor Auditorium - 6:30 p.m.
May 11, 2012	Resource Management and Climate Protection Committee (RMCP)
May 15, 2012	NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
May 17, 2012	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 3:00 p.m.
May 21, 2012	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
May 29, 2012	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City - Noon

C/CAG

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Meeting No. 244
March 8, 2012

1.0 CALL TO ORDER/ROLL CALL

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

Jerry Carlson - Atherton
Christine Wozniak – Belmont (6:40)
Clarke Conway - Brisbane
Terry Nagel – Burlingame, San Mateo County Transportation Authority
Joseph Silva - Colma
David Canepa -Daly City
Carlos Romero - East Palo Alto
Art Kiesel - Foster City
Naomi Patridge - Half Moon Bay
Hillsborough - Tom Kasten
Kirsten Keith - Menlo Park
Marge Colapietro - Millbrae
Mary Ann Nihart - Pacifica
Maryann Moise Derwin - Portola Valley (6:41)
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent,
Redwood City
San Bruno -
San Mateo County

Others:
Richard Napier, Executive Director, C/CAG
Sandy Wong, Deputy Director C/CAG
Nancy Blair, C/CAG
Inga Lintvedt, C/CAG Legal Counsel
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Tom Madalena, C/CAG Staff
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Onnalee Trapp, CMEQ Committee, League of Women Voters of San Mateo County
Jim Cogan, PG&E

ITEM 5.1

John Ford, Alliance
Stuart Baker, Commuter Checks

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

PG&E reported that on March 22 PG&E will be holding their 17th Annual Public Safety briefings with San Mateo County's Police and Fire Chiefs at the PG&E's facility in San Carlos. Workshops will be held throughout the County. PG&E is currently engineering work on three of the major gas transmission lines that serve the Peninsula. A presentation on the gas transmission lines will be provided at the May 10 C/CAG Board meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

This item was removed from the agenda.

5.0 CONSENT AGENDA

Board Member Nihart MOVED approval Items 5.1 through 5.4. Board Member Grotte SECONDED. **MOTION CARRIED** 16-0.

5.1 Approval of the Minutes of Regular Business Meeting No. 243 dated February 9, 2012.

APPROVED

5.2 Review and approval of the appointments of Councilmember Mark Olbert of San Carlos and Councilmember Andy Cohen of Menlo Park to the Congestion Management & Environmental Quality (CMEQ) Committee.

APPROVED

5.3 Review and approval of Resolution 12-14 authorizing the adoption of the Fiscal Year 2012/2013 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

APPROVED

5.4 Review and approval of Resolution 12-15 authorizing the C/CAG Chair to execute Amendment No. 1 to the Agreement between C/CAG and the County of San Mateo for construction contract advertisement, award, and administration of the Smart Corridors north and south segments project for an additional \$2,052,363 to a new total of \$8,402,363, for expanding the southerly project limit to Santa Clara County Line.

APPROVED

6.0 REGULAR AGENDA

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

ACTION

There was no March Legislative Committee meeting.

Staff reported that Assembly Member Richard Gordon was willing to introduce AB 2291 for the extension of the C/CAG \$4 Vehicle License Fee.

No action was taken.

- 6.2 Review and approval to the Pre-Tax Commuter Benefit Model Ordinance. APPROVED

Staff is directed to develop and transmit the model cover letter, sample staff report, and ordinance to agency staff.

Board Member Grotte MOVED approval of Item 6.2. Board Member Nihart SECONDED.
MOTION CARRIED 18-0.

- 6.3 Review and approval of the Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Year 2012/2013 & Fiscal Year 2013/2014. APPROVED

Board Member Nagel MOVED approval of Item 6.3. Board Member Carlson SECONDED.
MOTION CARRIED 18-0.

- 6.4 Election of a C/CAG Chairperson and Two C/CAG Vice Chairpersons APPROVED

Board Member Gordon MOVED approval of Item 6.3. Board Member Kasten SECONDED.
MOTION CARRIED 18-0

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

The SCS RHNA Policy Committee met in February. The objective of the meeting was to bring the policy together, introduce the bylaws, and methodology. The next Policy Committee will meet in March.

- 7.2 Chairperson's Report

No report.

- 7.3 Board Members Report

Senator Simitian is holding an informational Senate Budget Committee meeting on March 13 in Mountain View at the Performing Arts Center at 7:00 p.m. High Speed Rail is one of the topics. Everyone is invited.

8.0 EXECUTIVE DIRECTOR'S REPORT

Staff submitted the C/CAG Board approved grant to the Strategic Growth Council. The Council is expected to make a decision in May.

Staff developed the Regionally Integrated Climate Action Planning Suite (RICAPS). The objective of RICAPS is to assist the cities by:

- Making it less costly to do the Climate Action Plan
- Monitor how the cities perform
- Provide informational reports.

Staff is in the process of inputting the cities' data, and engaging the cities' staff. C/CAG's Annual Report will have one page focused on RICAPS. Staff has contracted with a software manufacturer, and is providing the software at no extra cost to the cities. This software will enable the cities to be able to track what is happening in the different communities. There have been two workshops on RICAPS. City staff are encouraged to participate.

The C/CAG Retreat is scheduled for April 12.

9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Richard Napier, Executive Director C/CAG, to Andre Boutros, Chief Deputy Director, California Transportation Commission, dated 2/6/12. RE: Request for \$3.37 Million CMIA Savings for San Mateo County Smart Corridor.
- 9.2 Letter from Richard Napier, Executive Director C/CAG, to Heather Fargo, Executive Policy Officer, California Strategic Growth Council, dated 2/8/12. RE: Sustainable Communities Planning Grant Focus Area #2 Collaboration Requirement.

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10.0 ADJOURN

The meeting adjourned at 7:25 p.m.

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and Approval of the Appointment of Gerry Beaudin of South San Francisco to fill a vacant seat on the Congestion Management Program Technical Advisory Committee (CMP TAC)

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

RECOMMENDATION

That the Board review and approve the appointment of Gerry Beaudin of South San Francisco to fill a vacant seat on the Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

The Congestion Management Program Technical Advisory Committee (TAC), provide technical expertise for the Congestion Management and Environmental Quality (CMEQ) Committee and the C/CAG Board. The TAC is made up of engineers and planners from local jurisdictions in addition to one representative each from Caltrans, SMCTA /Peninsula Corridor JPB/Caltrain, MTC, and C/CAG.

The maximum number of TAC members is 25 and the total vary depending on vacancies and/or interest from the city staff. Currently, there are two vacant planning positions. To fill vacant positions, staff typically solicits C/CAG member agencies that are not currently represented on the Committee. Cities/Towns interested in being represented on the TAC are asked to submit a letter of interest to C/CAG for appointment consideration.

C/CAG received a letter of interest from the City of South San Francisco, which recommended Gerry Beaudin, Principle Planner, to serve on the Committee. The appointment would backfill one vacant planning position. The process of filling vacant positions is ongoing.

ITEM 5.2

ATTACHMENTS

- Current CMP TAC Roster - 2012
 - Letter from City South San Francisco
-

Current CMP TAC Roster – 2012

No.	Member	Agency
1	Jim Porter (Co-Chair)	San Mateo County Engineering
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain
3	Afshin Oskoui	Belmont Engineering
4	Randy Breault	Brisbane Engineering
5	Syed Murtuza	Burlingame Engineering
6	Bill Meeker	Burlingame Planning
7	Lee Taubeneck	Caltrans
8	Sandy Wong	C/CAG
9	Robert Ovadia	Daly City Engineering
10	Tatum Mothershead	Daly City Planning
11	Ray Towne	Foster City Engineering
12	Mo Sharma	Half Moon Bay Engineering
13	Chip Taylor	Menlo Park Engineering
14	Ron Popp	Millbrae Engineering
15	Van Ocampo	Pacifica Engineering
16	Peter Vorametsanti	Redwood City Engineering
17	Klara Fabry	San Bruno Engineering
18	Larry Patterson	San Mateo Engineering
19	Steve Monowitz	San Mateo County Planning
20	Dennis Chuck	South San Francisco Engineering
21	Paul Nagengast	Woodside Engineering
22	Kenneth Folan	MTC

- Note:**
- 15 out of 21 jurisdictions are represented (15 Engineers, 3 Planners)
 - One representative each for Caltrans, MTC, SMCTA/JBP/Caltrain, and C/CAG
 - Not represented (Atherton, Colma, East Palo Alto, Hillsborough, Portola Valley, San Carlos)



CITY COUNCIL 2012

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

BARRY M. NAGEL, CITY MANAGER

OFFICE OF THE CITY MANAGER

January 17, 2012

Rich Napier, Executive Director
C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063-1665

RE: Recommendation to Appoint Gerry Beaudin, Principal Planner, to C/CAG TAC

Dear Mr. Napier:

This letter is to recommend appointment of Gerry Beaudin, AICP, to the vacant planning representative position on the C/CAG Technical Advisory Committee. Mr. Beaudin currently serves as Principal Planner for the City of South San Francisco and has a strong background in regional and local planning, as well as a keen interest in transportation matters. I believe his knowledge and experience will make him a valuable contributor to the TAC.

Please feel free to contact me with any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry Nagel", is written over a circular stamp or seal.

Barry Nagel, City Manager
City of South San Francisco

Cc: Gerry Beaudin

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and Approval of Resolution 12-16 to Adopt the San Mateo County Comprehensive Bicycle and Pedestrian Plan

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-16 to adopt the San Mateo County Comprehensive Bicycle and Pedestrian Plan.

FISCAL IMPACT

None

SOURCE OF FUNDS

n/a

BACKGROUND/DISCUSSION

In 2011, C/CAG developed the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) to address planning, design, funding, and implementation of bicycle and pedestrian projects located within San Mateo County that have county significance. The CBPP also serves as the bicycle plan for local jurisdictions that do not have their own plan. At the September 8, 2011 meeting, the C/CAG Board adopted the CBPP through special voting process. The adoption was attained without a resolution. This item is brought back to the Board along with Resolution 12-16 to formalize the CBPP adoption.

To establish eligibility with the Bicycle Transportation Account (BTA), an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters, C/CAG is required to submit a resolution to Caltrans indicating the Board's adoption of the CBPP. In addition, BTA requires verification from the Metropolitan Transportation Commission (MTC) confirming the CBPP's compliance with the Streets and Highways Code Section 891.2 and the Regional Transportation Plan. Eligibility with BTA is valid for a period of five years, until the next CBPP update.

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Complying with this BTA requirement will enable jurisdictions utilizing the CBPP the opportunity to apply for BTA funds. Applications for the current BTA “call for projects” are due April 27, 2012, to enable local jurisdictions to apply for this cycle of BTA funds, C/CAG needed to establish CBPP eligibility before the application due date. C/CAG did not hold a working Board meeting in April, therefore, Caltrans, the BTA program administrator, permitted C/CAG extra time until May (after the Board meeting) to submit the formal resolution to meet the eligibility requirements. Jurisdictions that have eligible projects listed in the CBPP and intending to establish BTA eligibility must also adopt the CBPP through their local council resolution.

The CBPP is not included as part of this staff report but can be downloaded from the C/CAG website at http://ccag.ca.gov/CBPP_2011.html

ATTACHMENTS

- Resolution 12-16
- Letter from Metropolitan Transportation Commission

RESOLUTION 12-16

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE SAN MATEO COUNTY COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

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

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

WHEREAS, C/CAG recognizes the benefits of supporting non-motorized modes of transportation; and

WHEREAS, C/CAG has developed the San Mateo County Comprehensive Bicycle and Pedestrian Plan in collaboration with local jurisdictions, other interested parties, and the public; and

WHEREAS, C/CAG recognizes the need to comply with the California Bikeways Act (Streets and Highways Code, Section 890 et.seq.) to qualify for certain funding opportunities for the development of non-motorized facilities; and

WHEREAS, C/CAG recognizes that the San Mateo County Comprehensive Bicycle and Pedestrian Plan is in compliance with the Metropolitan Transportation Commission's Transportation Development Act Article 3 and the Regional Transportation Plan (RTP), Transportation 2035;

WHEREAS, C/CAG held special voting procedures and adopted the final San Mateo County Comprehensive Bicycle and Pedestrian Plan on September 8, 2011.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of C/CAG hereby adopts the San Mateo County Comprehensive Bicycle and Pedestrian Plan.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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March 29, 2012

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Asanbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sortipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Vacancy
City and County of San Francisco


Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. John Hoang
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063-1665

RE: San Mateo County Comprehensive Bicycle and Pedestrian Master Plan


Dear **John Hoang**:

I have reviewed the San Mateo County Comprehensive Bicycle and Pedestrian Master Plan and find it in compliance with MTC's TDA Article 3 guidelines and MTC's Regional Transportation Plan, Transportation 2035. I also find the plan in compliance with Section 891.2 of the California Streets and Highways Code (California Bicycle Transportation Act). This plan grants eligibility for the Bicycle Transportation Account Funds which is administered by Caltrans. Please contact Caltrans for details of this program. Congratulations on a clearly written, well organized, and straightforward bicycle plan.

If you have any questions, please contact me at (510) 817-5748.

Best Regards,



Sean Co
Planner/Analyst

cc: Penny Gray, Caltrans; file
Penny Gray
Bicycle Program Manager
California Department of Transportation
1120 N Street MS-1

C/CAG AGENDA REPORT

Date: May 10, 2012

To: City/County Association of Governments Board of Directors

From: Congestion Management and Environmental Quality Committee (CMEQ)

Subject: Review and approval of Resolution 12-25 approving the list of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 3 Lifeline Transportation Program for a total amount of \$3,000,198.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 12-25 approving the list of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 3 Lifeline Transportation Program for a total amount of \$3,000,198.

FISCAL IMPACT

\$3,000,198 is available in State Transit Assistance (STA), Surface Transportation Program (STP), and Job Access and Reverse Commute (JARC) funds.

SOURCE OF FUNDS

The State and Federal funding sources include State Transit Assistance (STA), Surface Transportation Program (STP), and Job Access and Reverse Commute (JARC) funds.

BACKGROUND/DISCUSSION

The Lifeline Transportation program is an MTC program that C/CAG administers for San Mateo County. The purpose this program is to fund projects or fill needs identified through the community-based transportation planning efforts that improve the mobility of low-income residents. The approval to issue the call was given at the November 2011 board meeting, upon MTC adoption of the program guidelines. A call for projects was issued on January 3, 2012 and applications were due on February 17, 2012.

For this cycle, twenty one applications were received. The program was oversubscribed with \$5,433,466 being requested and \$3,000,198 available. There is a 20% or 50% local match required, depending on the fund source and project type, and the sponsor agency must be able to

ITEM 5.4

receive state or federal funds. Project sponsors who are not eligible to receive state or federal funds will require a pass through agreement with an eligible entity.

For the selection of projects, C/CAG staff organized a selection committee composed of Juda Tolmasoff from the County Legislative office, Corinne Goodrich from San Mateo Transit District, Cathleen Baker from the MTC Policy Advisory Council, Drennen Shelton from MTC, and Tom Madalena from C/CAG. The selection committee utilized following MTC scoring criteria to evaluate and rank the projects:

- Project Need/ Goals and Objectives
- Community-Identified Priorities
- Implementation Plan and Project Management Capacity
- Coordination and Program Outreach
- Cost-Effectiveness an Performance Indicators
- Project Budget/ Sustainability

The selection committee convened on March 15, 2012 to finalize scoring of the applications and to identify the best-fit of fund sources to projects. The committee recommended fully funding eight projects and partially funding five projects. All funds were exhausted.

There is a possibility that a small amount of additional STA funds may be made available to the lifeline program (approximately \$85,000). If that occurs, the panel recommended fully funding the North Fair Oaks On-Demand Shuttle and the Menlo Park Belle Haven Community shuttle. Any remaining funds would be directed to transit capital related components of the City of San Mateo North Central Infrastructure improvement project.

The attached funding recommendation was presented to the Technical Advisory Committee (TAC) committee on April 19, 2012 and the Congestion Management and Environmental Quality Committee (CMEQ) on April 30, 2012. Both committees recommended the plan for approval. Once approved by the board, the recommendation will be sent to MTC for adoption in late June.

For JARC and STP funded projects, MTC will allocate funding or execute funding agreements with each project sponsor based the identified funding source. For STA funded projects, pass through funding agreements will be executed between SamTrans and the project sponsor. As administrator, C/CAG staff will be responsible for reviewing quarterly reports and invoices submitted by the project sponsors, prior to reimbursement by MTC or SamTrans.

ATTACHMENTS

1. Proposed Cycle 3 Lifeline Transportation Program
2. Resolution 12-25

Proposed Cycle 3 Lifeline Transportation Program

Agency	Project	STA funds	STP funds	JARC funds	Total \$ To Be Funded	Total \$ Requested	Notes
SamTrans	Fixed Route 17	\$407,048			\$407,048	\$407,048	
Peninsula Family Services	Ways to Work Auto Loans for purchase or repair of vehicles.			\$375,000	\$375,000	\$375,000	
Redwood City	Middlefield/ Wooside Rd (SR 84) Intersection improvements		\$339,924		\$339,924	\$500,000	
City of San Mateo	North Central Ped Infrastructure Improvements		\$339,924		\$339,924	\$500,000	
SamTrans	Coast Service On-Demand	\$300,000			\$300,000	\$300,000	
San Mateo Human Services Agency	Provide Bus passes and tickets for low income families	\$300,000			\$300,000	\$300,000	Pass through needed
City of South San Francisco	Community Learning Center Public Transportation Workshops	\$210,000			\$210,000	\$210,000	Pass through needed
City of Menlo Park	Midday Shuttle Belle Haven Community and other communities	\$204,253			\$204,253	\$258,000	Pass through needed
Redwood City	North Fair Oaks On-Demand Shuttle	\$204,253			\$204,253	\$222,927	Pass through needed
City of East Palo Alto	Weekday Community Shuttle			\$123,368	\$123,368	\$123,368	
City of East Palo Alto	Weekday Evening Shuttle			\$76,871	\$76,871	\$76,871	
San Mateo Human Services Agency	Provide Taxi Vouchers for low income program participants			\$60,000	\$60,000	\$60,000	
City of East Palo Alto	Weekend Shuttle			\$59,557	\$59,557	\$59,845	
City of San Bruno	Transit Corridor Ped and Bike Connection				\$0	\$500,000	
SamTrans	Fixed Route 281				\$0	\$460,000	
San Mateo Medical Center	Dental School Shuttle Transportation				\$0	\$342,763	
City of Belmont	Bike/ Ped Improvements on Old County Road between southern city limit and Ralston.				\$0	\$245,000	
City of Millbrae	Class III Bike Routes throughout the City				\$0	\$220,000	
City of East Palo Alto	Youth Shuttle				\$0	\$135,344	
City of East Palo Alto	Midday Shopper Shuttle				\$0	\$92,300	
HEAL Project	Transportation to School Farm				\$0	\$45,000	

Available Source \$	\$1,625,554	\$679,848	\$694,796	\$3,000,198	\$5,433,466
Sum of awarded funds	\$1,625,554	\$679,848	\$694,796	\$3,000,198	
Left over \$	0	0	0	0	

RESOLUTION 12-25

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE LIST OF PROJECTS TO BE FUNDED BY THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) UNDER THE CYCLE 3 LIFELINE TRANSPORTATION PROGRAM FOR A TOTAL AMOUNT OF \$3,000,198.

WHEREAS, C/CAG is the designated program administrator of the Third-Cycle Lifeline Transportation Program funded by Metropolitan Transportation Commission (MTC); and

WHEREAS, the Board of Directors of the City/County Association of Governments at its November 10, 2011 meeting, reviewed information on the Lifeline Transportation Program; and,

WHEREAS, on February 1, 2012 C/CAG staff received twenty-one applications through a call for projects process; and,

WHEREAS, the Third-Cycle Lifeline Transportation Program consist of the following three funding sources, State Transit Assistance (STA), Surface Transportation Program (STP), and Job Access Reverse Commute (JARC); and

WHEREAS, on March 15, 2012, all twenty-one of the applications were reviewed by the Lifeline Transportation Program selection committee; and,

WHEREAS, the selection committee recommended to fund projects from appropriate fund sources as listed in the attached "Proposed Cycle 3 Lifeline Transportation Program (Attachment 1)"; and,

WHEREAS, the selection committee also recommended that any additional funds added to the program be distributed to the North Fair Oaks On-Demand Shuttle, the Menlo Park Belle Haven Community shuttle, and to transit capital related components of the City of San Mateo North Central Infrastructure improvement project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the list of projects is approved for the Lifeline Transportation Program in the attached "Proposed Cycle 3 Lifeline Transportation Program" to be forwarded to the Metropolitan Transportation Commission (MTC) and that additional funds added to the program be distributed according to recommendations of the selection committee as stated above.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: May 10, 2012
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 12-19 requesting the San Mateo County Transportation Authority (SMCTA) to allow C/CAG as sponsors of highway projects

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-19 requesting the San Mateo County Transportation Authority (SMCTA) to allow C/CAG as sponsors of highway projects.

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

C/CAG is the designated Congestion Management Agency for San Mateo County and is responsible for the Congestion Management Program (CMP), the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) for San Mateo County.

C/CAG is also responsible for programming of State Transportation Improvement Program (STIP) funds and other State and Federal transportation funds for highway projects for San Mateo County. C/CAG has been partnering with SMCTA, California Department of Transportation, and local jurisdictions on San Mateo County of transportation matters, including on improvements to the State highway system in San Mateo County.

The San Mateo County Transportation Authority (SMCTA) will issue a Highway Program Call for Projects shortly. We request that C/CAG be explicitly allowed to submit projects and be identified as allowable project sponsors for both the Key Congested Areas and Supplemental Roadway project categories.

ATTACHMENTS

Resolution 12-19

ITEM 5.5

RESOLUTION 12-19

* * * * *

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG) TO REQUEST THE SAN MATEO
COUNTY TRANSPORTATION AUTHORITY (SMCTA) TO ALLOW
C/CAG AS SPONSOR OF HIGHWAY PROJECTS**

* * * * *

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

WHEREAS, C/CAG is the designated Congestion Management Agency for San Mateo County; and

WHEREAS, C/CAG is responsible for the Congestion Management Program (CMP), the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) for San Mateo County; and

WHEREAS, C/CAG is responsible for programing of State Transportation Improvement Program (STIP) funds and other State and Federal transportation funds for highway projects for San Mateo County; and

WHEREAS, C/CAG partners with SMCTA, California Department of Transportation, and local jurisdictions on San Mateo County of transportation matters; and

WHEREAS, the San Mateo County Transportation Authority (SMCTA) will issue a Highway Program Call for Projects for both the Key Congested Areas and the Supplemental Roadway Projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that a request be submitted to the San Mateo County Transportation Authority (SMCTA) to allow C/CAG as an eligible project sponsor for the Key Congested Areas and the Supplemental Roadway projects.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: May 10, 2012
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 12-20 authorizing the C/CAG Chair to execute an agreement with the County of San Mateo for the provision of staff services

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-20 authorizing the C/CAG Chair to execute an agreement with the County of San Mateo for the provision of staff services.

FISCAL IMPACT

The cost of providing five full time professional staff is estimated at \$1,159,000 for fiscal year 2011/12. C/CAG will pay the actual cost, including overhead, to the County of San Mateo to provide staff services. Funding to provide staff services has been included in the C/CAG budget.

SOURCE OF FUNDS

Funding for staff services comes from a combination of State and Federal transportation funds, Congestion Relief fund, Measure M, C/CAG member agency fees.

BACKGROUND/DISCUSSION

C/CAG contracts with its member agencies, where appropriate, to meet its staffing needs. C/CAG has been contracting with the County of San Mateo through its Department of Public Works to provide professional staff services since 2001. Although the original agreement with the County of San Mateo has not been formally updated, the practice of contracting with the County to provide for staff services has continued. C/CAG fully reimburses the County for the cost to provide said staff services on a monthly basis. Each year, C/CAG includes funding in its budget for staff services to assist with delivery of programs, projects, and other activities as determined by the C/CAG Executive Director.

The proposed agreement is perpetual unless terminated in writing by either party.

ATTACHMENTS

Resolution 12-20
Agreement with County of San Mateo for the provision of staff services

ITEM 5.6

RESOLUTION 12-20

* * * * *

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR
TO EXECUTE AN AGREEMENT WITH THE COUNTY OF SAN MATEO
FOR THE PROVISION OF STAFF SERVICES**

* * * * *

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

WHEREAS, C/CAG is a joint powers agency comprised of the twenty cities in the County and the County; and

WHEREAS, C/CAG contracts with its member agencies, where appropriate, for assistance in meeting its staffing needs; and

WHEREAS, C/CAG has made provisions to fund staff services and desires to contract with the County of San Mateo for said staff services; and

WHEREAS, the County of San Mateo is willing and able to provide said staff services to C/CAG and an Agreement for said staff services has been prepared; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the staff services agreement with the County of San Mateo.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair

AGREEMENT FOR STAFF SERVICES

THIS AGREEMENT is made as of this ____ day of _____, 2012, by and between the COUNTY OF SAN MATEO (County), a political subdivision of the State of California and the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG), a joint powers agency.

RECITIALS

- A. C/CAG is composed of the twenty cities and the County of San Mateo. Each member city and the County of San Mateo, in its role as a member of C/CAG, shall be referred to hereinafter as a “member agency.”
- B. C/CAG looks to each of its member agencies, where appropriate, for assistance in meeting its staffing needs.
- C. C/CAG has made provisions to fund full-time staff positions to perform services as directed by the C/CAG Executive Director.
- D. C/CAG desires to contract with the County of San Mateo for said services.
- E. The County of San Mateo is willing and able to provide said staff services to C/CAG.

NOW, THEREFORE, in consideration of the mutual promises, covenants, and conditions contained in this Agreement and for other good and valuable consideration, the parties hereto agree as follows:

1. Scope of Services to be provided by the County.

In consideration of the payments by C/CAG to the County as hereinafter provided, the County will employ qualified full-time persons, acceptable to C/CAG, to perform services for C/CAG intended to augment and assist the efforts of the existing C/CAG staff. The work to be performed by the County, as hereinafter described, will be limited to that which can reasonably be accomplished by these full-time persons. Said services could include:

- Staff support to all C/CAG's committees.
- Staff support for all C/CAG programs, including but not limited to the Transportation Fund for Clean Air (TFCA) Program, Congestion Management Program (CMP), Transit Oriented Development (TOD) Program, Congestion Management and Environmental Mitigation Pilot Program, Measure M Program, State Transportation Improvement Program (STIP), Congestion Relief Plan related programs, and Lifeline Program.
- Staff support for bicycle and pedestrian activities of C/CAG.
- Staff support for the State and Federal transportation funding programs.
- Provide urban planning input into transportation planning efforts of C/CAG.
- Assist in the research of transportation related legislation.
- Represent C/CAG at various local and regional meetings.

2. Contract Term

This Agreement shall commence on the date this Agreement was first made, and shall be deemed terminated when either party provides written termination notice to the other party as specified in section 6 of this Agreement.

3. Payments

In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein, C/CAG shall make payments to the County on a quarterly basis. County shall bill C/CAG on a quarterly basis for the following costs related to the County employee(s) performing said staff services under this Agreement:

- a. The actual cost of said employee(s) to the County, the components of which are salary, benefits and overhead.
- b. The actual cost of any direct expenses related to carrying out this Agreement.
- c. The actual cost of attendance by said County employee(s) at meetings, conferences, seminars or workshops which are germane to carrying out this Agreement and which do not involve overnight travel unless the C/CAG Executive Director or his/her designee has given prior approval.
- d. The actual cost of any other expenses when the C/CAG Executive Director or his/her designee has given prior approval for those expenses.

Billings by the County shall be in the form of an invoice submitted to the Executive Director of C/CAG. All invoices shall be due and payable upon receipt.

4. Relationship of the Parties

The parties to this Agreement view it as establishing a cooperative and interactive relationship between C/CAG and the County. The parties further understand and agree that the person employed by the County to provide said staff services to C/CAG is an employee of the County, will be supervised by C/CAG and the County, and acquires the rights, privileges, powers or advantages of County employees, and is not an employee of C/CAG.

5. Hold Harmless/Indemnity

COUNTY shall defend, indemnify and save harmless C/CAG and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from COUNTY's performance under this Agreement.

C/CAG shall defend, indemnify and save harmless County and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from C/CAG's performance under this Agreement

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

6. Termination of Agreement

Either party to this Agreement may, at any time, terminate this Agreement for the convenience of that party by giving ninety (90) days written notice to the other party specifying the effective date of such termination. County shall be entitled to receive payment for services provided prior to termination of this Agreement. The right of either

party to terminate this Agreement as provided herein shall continue during any extensions of this Agreement.

7. Non-discrimination

No person shall illegally be excluded from participation in, denied the benefits of, or be subjected to discrimination under this Agreement on account of their race, sex, color, national origin, religion, age, or disability. County shall ensure full equal employment opportunity for all employees under this Agreement.

8. Merger Clause

This Agreement constitutes the sole agreement of the parties hereto and correctly states the rights, duties, and obligations of each party as of this 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 Chairperson of C/CAG and the County Director of Public Works, or as otherwise provided for herein.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year first hereinabove written.

FOR THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

BY: _____
Bob Grassilli, Chairman

APPROVED AS TO FORM:

BY: _____
C/CAG Legal Counsel

FOR THE COUNTY OF SAN MATEO (COUNTY)

BY: _____
President, Board of Supervisors
County of San Mateo

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

BY: _____
County Counsel

C/CAG AGENDA REPORT

Date: May 10, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of Resolution 12-23 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and Joint Venture Silicon Valley for C/CAG to support Joint Venture's Index of Silicon Valley and for Joint Venture Silicon Valley to provide support to the Cities and County in meeting their sustainability goals; for an amount not to exceed \$75,000

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-23 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and Joint Venture Silicon Valley for C/CAG to support Joint Venture's Index of Silicon Valley and for Joint Venture Silicon Valley to provide support to the Cities and County in meeting their sustainability goals; for an amount not to exceed \$75,000.

FISCAL IMPACT

\$75,000

SOURCE OF FUNDS

Congestion Relief Plan

BACKGROUND/DISCUSSION

Joint Venture Silicon Valley promotes and facilitates greater cooperation and understanding within the region's public and private sectors through initiatives, forums and subcommittees. Through this agreement Joint Venture agrees to assist the City/County Association of Governments of San Mateo County (C/CAG) and its members with meeting their sustainability goals; and C/CAG agrees to support Joint Venture's Index of Silicon Valley.

ATTACHMENTS

- Resolution 12-23
- Funding Agreement between C/CAG and Joint Venture Silicon Valley

ITEM 5.7

RESOLUTION 12-23

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A FUNDING AGREEMENT TO SUPPORT JOINT VENTURE'S INDEX OF SILICON VALLEY AND FOR JOINT VENTURE SILICON VALLEY TO PROVIDE SUPPORT TO THE CITIES AND COUNTY IN MEETING SUSTAINABILITY GOALS FOR AN AMOUNT NOT TO EXCEED \$75,000

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

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

WHEREAS, C/CAG desires to work jointly with organizations that support initiatives aimed at reducing energy use and greenhouse gas emissions; and

WHEREAS, Joint Venture Silicon Valley oversees a public sector climate protection task force that includes cities from San Mateo County; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with Joint Venture Silicon Valley for an amount not to exceed \$75,000 in a form that has been approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
JOINT VENTURE SILICON VALLEY

This Agreement entered this ____ day of _____, 2012, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Joint Venture Silicon Valley, hereinafter called "Contractor."

WITNESSETH

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, C/CAG desires to work jointly with organizations that support initiatives aimed at reducing energy use and greenhouse gas emissions; and

WHEREAS, the Contractor oversees a public sector climate protection task force that includes cities from San Mateo County; 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 June 30, 2013.
2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Consultant an amount of seventy five thousand dollars (\$75,000) for Services provided during the Contract Term as set forth below. Payments shall be made to contractor based on an invoice submitted by contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
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 April 1, 2012 and shall terminate on June 30, 2013; provided, however, C/CAG 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, 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.

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 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. 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. 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.
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
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Richard Napier, Executive Director

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

Joint Venture Silicon Valley
100 W. San Fernando, Suite 310
San Jose, CA 95113
Attention: Russell Hancock, Chief Executive Officer

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

Joint Venture Silicon Valley (Contractor)

By _____ Date _____

City/County Association of Governments (C/CAG)

By _____ Date _____
Bob Grassilli, C/CAG Chair

C/CAG Legal Counsel

By _____

EXHIBIT A

SCOPE OF SERVICES

Joint Venture Silicon Valley promotes and facilitates greater cooperation and understanding within the region's public and private sectors through initiatives, forums and subcommittees. Through this agreement Joint Venture agrees to assist the City/County Association of Governments of San Mateo County (C/CAG) and its members with meeting their sustainability goals; and C/CAG agrees to support Joint Venture's Index of Silicon Valley.

C/CAG will provide funding to Joint Venture to execute the following functions in 2012:

1. Support and services to Public Sector Climate Task Force members:
 - a) Regular Task Force meetings: 4-6 regular meetings will be held for attendees from all San Mateo County cities and County staff.
 - b) Workshops (cover all expenses): 3 workshops on topics of C/CAG's choice shall be conducted.
 - c) Support of deployment of RICAPS in San Mateo County.
2. Support for deployment of RICAPS in Santa Clara County:
 - a) Outreach to cities and county on content of template and tools.
 - b) Negotiations with vendors re: local needs.
 - c) Support to participating jurisdictions in implementation of tool (*assuming adoption*).
3. Development of Index of Silicon Valley.
 - a) Inclusion of C/CAG staff in Index Advisors group to provide input to slate of indicators and document.
 - b) Acknowledgement of C/CAG sponsorship in publication.

Reporting: Joint Venture will report on progress in quarterly milestone reports to C/CAG.

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 12-24 approving the population data to be used by C/CAG.

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

RECOMMENDATION

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the population data to be used in C/CAG programs. It is recommended that the C/CAG Board adopt the most recent population data dated January 1, 2011 as the population to be used.

Staff recommends that the Board review and approve Resolution 12-24 approving the population data to be used by C/CAG.

FISCAL IMPACT

None.

ATTACHMENTS

Resolution 12-24.
Department of Finance – Table 1 - Total Population and Change: 2000 and 2010

Resolution 12-24

* * * * *

**REVIEW AND APPROVAL OF RESOLUTION 12-24
APPROVING THE POPULATION DATA TO BE
USED BY C/CAG**

* * * * *

WHEREAS the Joint Powers Agreement uses the population to perform county-wide planning activities as approved by or directed by two-thirds (2/3) of the members representing two-thirds (2/3) of the population of the County,

WHEREAS the Joint Powers Agreement uses the population for special voting procedures,

WHEREAS the Joint Powers Agreement determines C/CAG Member’s contribution to C/CAG based upon its population,

WHEREAS the Joint Powers Agreement uses the population for termination and disposition of property,

WHEREAS the Joint Powers Agreement may be amended at any time with the agreement of the majority of the members representing a majority of the population of the County,

WHEREAS the Board of Directors shall establish by resolution the population figures to be utilized in determining the population of local governments based on the results of the decennial Federal census or population figures provided by the State Department of Finance,

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County approve the attached table as the population data to be used by CCAG.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF MAY, 2012.

Bob Grassilli, Chair

Agency	Population (as of 1/01/11)	Per Cent of Total	% Popul. (as of 1/1/06)	% Popul Change
Atherton	6,917	0.95%	1.00%	-0.05%
Belmont	26,031	3.59%	3.54%	0.05%
Brisbane (2)	4,328	0.60%	0.52%	0.08%
Burlingame	29,009	4.00%	3.91%	0.09%
Colma	1,805	0.25%	0.22%	0.03%
Daly City	101,920	14.06%	14.48%	-0.41%
East Palo Alto	28,366	3.91%	4.43%	-0.52%
Foster City	30,790	4.25%	4.13%	0.12%
Half Moon Bay	11,415	1.58%	1.76%	-0.18%
Hillsborough	10,927	1.51%	1.51%	-0.01%
Menlo Park	32,319	4.46%	4.25%	0.21%
Millbrae	21,714	3.00%	2.86%	0.13%
Pacifica	37,526	5.18%	5.35%	-0.17%
Portola Valley	4,391	0.61%	0.63%	-0.02%
Redwood City	77,712	10.72%	10.51%	0.22%
San Bruno	41,842	5.77%	5.73%	0.04%
San Carlos	28,615	3.95%	3.90%	0.05%
San Mateo	97,966	13.52%	13.03%	0.49%
South San Francisco	64,067	8.84%	8.54%	0.30%
Woodside (3)	5,336	0.74%	0.76%	-0.02%
San Mateo County	61,706	8.51%	8.94%	-0.43%
TOTAL	724702	100.00%	100.00%	0.00%

C/CAG AGENDA REPORT

Date: May 10, 2012
To: C/CAG Legislative Committee
From: Richard Napier, Executive Director
Subject: Review and approval C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

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

RECOMMENDATION

That the C/CAG Board consider taking positions on AB 1780 (Bonilla), SB 1339 (Yee), and ACA 23 (Perea).

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

On February 9, 2012, the C/CAG Board adopted the final C/CAG legislative policies for 2012. Legislative policy #4 is to support lowering the 2/3rd super majority vote for local special purpose taxes and fees.

At present, the following bills have been identified that may be of importance to or have impacts on C/CAG or its member agencies.

AB 1780, introduced by Assembly Member Bonilla, would authorize the Department of Transportation to prepare project study reports for any projects on the State highway system, limited by the resources available to the Department. The bill would require the Department to pay for the costs of its review and approval of Project Study Reports that are prepared by other entities for projects that are in an adopted regional transportation plan, or other voter-approved transportation program.

Staff recommendation - "Support". This bill would help expedite projects on the State highway system and reduce costs for local transportation agencies in developing Project Study Reports for said projects.

ITEM 6.1

SB 1339, introduced by Senator Yee, would authorize the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a commute benefit ordinance that requires employers operating within the common area of the 2 agencies with an average of 50 or more covered employees to offer certain commute benefits. The bill is a pilot bill and will remain in effect until on January 1, 2017.

This bill, as currently written, would override the consensus reached by C/CAG which requires employers with more than 100 employees in San Mateo County to provide commute benefits to employees.

ACA 23, introduced by Assembly Member Perea, would amend the State Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.

Staff recommendation – “Support”.

ATTACHMENTS

- AB 1780 (Bonilla – California Department of Transportation, Project Study Reports)
- SB 1339 (Yee – Authorize MTC and BAAQMD to adopt Pilot ordinance on commute benefit)
- ACA 23 (Perea - local government special tax approval of 55%)
- State legislative update – April (from Advocation and Shaw/Yoder/Antwih)

AMENDED IN ASSEMBLY MARCH 29, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1780

Introduced by Assembly Member Bonilla

February 21, 2012

An act to amend Section 65086.5 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1780, as amended, Bonilla. Department of Transportation: project studies reports.

Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review *and approve* project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.

~~This bill would make a technical, nonsubstantive change to these provisions~~ *revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents. The bill would make other related changes.*

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

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

1 SECTION 1. Section 65086.5 of the Government Code is
2 amended to read:
3 65086.5. (a) ~~To the extent that the work does not jeopardize~~
4 ~~the delivery of the projects in the adopted state transportation~~
5 ~~improvement program, the~~ *The Department of Transportation may*
6 ~~prepare a project studies report for capacity-increasing state~~
7 ~~highway projects that are not included in the state transportation~~
8 ~~improvement program~~ *study reports or equivalent planning*
9 *documents for projects on the state highway system. Preparation*
10 ~~of the project studies report~~ *study reports or equivalent planning*
11 *documents shall be limited by the resources available to the*
12 *department for that work, supplemented, as appropriate, by regional*
13 *or local resources. The* *A project studies study report or equivalent*
14 *planning document shall include the project-related factors of*
15 *limits, description, scope, costs, and the amount of time needed*
16 ~~for initiating construction~~ *cost estimate, schedule, and other*
17 *information at a level deemed necessary to form a sound basis for*
18 *the commitment of future state funding and project delivery.*

1 (b) Whenever project—studies *study* reports or *equivalent*
2 *planning documents for projects on the state highway system* are
3 performed *prepared* by an entity other than the Department of
4 Transportation, the department shall review and approve the ~~report~~
5 *reports or equivalent planning documents. For projects that are*
6 *in an adopted regional transportation plan, a voter-approved*
7 *county sales tax measure expenditure plan, or other voter-approved*
8 *transportation program, the department's cost for review and*
9 *approval shall be at the department's expense. For other projects,*
10 *the department's cost for review and approval shall be paid by*
11 *the entity preparing the report or equivalent planning document.*

12 (c) The Department of Transportation may be requested to
13 prepare a project—studies *study* report or *equivalent planning*
14 *document for a capacity-increasing state highway project that is*
15 being proposed for inclusion in a future state transportation
16 improvement program *or for funding from a regional or local*
17 *funding source. The department shall have 30 days to determine*
18 *whether it can complete the requested report or equivalent planning*
19 *document in a timely fashion. If the department determines that it*
20 *cannot complete the report do so in a timely fashion, the requesting*
21 *entity may prepare the report or equivalent planning document at*
22 *its expense. Upon submission of a project-studies study report or*
23 *equivalent planning document to the department by the entity, the*
24 department shall complete its review and provide its comments to
25 that entity within 60 days from the date of submission. The
26 department shall complete its review and final determination of a
27 report or *equivalent planning document* that has been revised to
28 address the department's comments within 30 days following
29 submission of the revised report or *equivalent planning document.*

30 (d) ~~The Department of Transportation, in consultation with~~
31 ~~representatives of cities, counties, and regional transportation~~
32 ~~planning agencies, shall prepare draft guidelines for the preparation~~
33 ~~of project studies reports by all entities. The guidelines shall~~
34 ~~address the development of reliable cost estimates. The department~~
35 ~~shall submit the draft guidelines to the California Transportation~~
36 ~~Commission not later than July 1, 1991. The commission shall~~
37 ~~adopt the final guidelines not later than October 1, 1991. Guidelines~~
38 ~~adopted by the commission shall apply only to project studies~~
39 ~~reports commenced after October 1, 1991. During development of~~
40 *project study reports or equivalent planning documents for projects*

- 1 *on the state highway system, there shall be open and continuous*
- 2 *communication between the department, the requesting entity, and*
- 3 *the regional transportation planning agency or county*
- 4 *transportation commission.*

O

Introduced by Senator YeeFebruary 24, 2012

An act to add and repeal Section 65081 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1339, as introduced, Yee. Commute benefit policies.

Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.

This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.

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

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

1 SECTION 1. Section 65081 is added to the Government Code,
2 to read:

3 65081. (a) It is the intent of the Legislature to encourage
4 metropolitan planning organizations and local air quality
5 management districts or air pollution control districts to work with
6 local employers to adopt policies that encourage commuting by
7 means other than driving alone. To encourage this, the Legislature
8 hereby establishes a pilot program in that regard in the greater San
9 Francisco Bay Area.

10 (b) Notwithstanding Section 40717.9 of the Health and Safety
11 Code, the Bay Area Air Quality Management District and the
12 Metropolitan Transportation Commission with respect to the
13 common area within their respective jurisdictions may jointly adopt
14 a commute benefit ordinance that requires covered employers
15 operating within the common area of the district and commission
16 to offer all covered employees one of the following choices:

17 (1) A pretax option: a program, consistent with Section 132(f)
18 of the Internal Revenue Code, allowing covered employees to elect
19 to exclude from taxable wages employee commuting costs incurred
20 for transit passes or vanpool charges, or bicycle commuting, up to
21 the maximum amount allowed by federal tax law.

22 (2) Employer-paid benefit: a program whereby the covered
23 employer offers employees a subsidy to offset the monthly cost
24 of commuting via public transit or by vanpool. In 2013, the subsidy
25 shall be equal to either the monthly cost of commuting via transit
26 or vanpool, or seventy-five dollars (\$75), whichever is lower. This
27 amount shall be adjusted annually consistent with the California
28 Consumer Price Index.

29 (3) Employer-provided transit: transportation furnished by the
30 covered employer at no cost, or low cost as determined by the
31 district or commission, to the covered employee in a vanpool or
32 bus, or similar multipassenger vehicle operated by or for the
33 employer.

34 (c) Nothing in this section shall prevent a covered employer
35 from offering a more generous commuter benefit that is otherwise
36 consistent with the requirements of the applicable commute benefit
37 ordinance. Nothing in this section shall require employees to
38 change their behavior.

1 (d) An employer offering, or proposing to offer, an alternative
2 commuter benefit on the employer's own initiative, or an employer
3 otherwise required to offer an alternative commuter benefit as a
4 condition of a lease, original building permit, or other similar
5 requirement, if the alternative is not one of the options identified
6 in subdivision (b), may seek approval of the alternative from the
7 district or commission. The district or commission may approve
8 an alternative if it determines that the alternative provides at least
9 the same benefit in terms of reducing single-occupant vehicle trips
10 as any of the options in subdivision (b). An employer that offers
11 an approved alternative to covered employees in a manner
12 otherwise consistent with this section is not required to offer one
13 of the options in subdivision (b).

14 (e) The commute benefit ordinance shall provide covered
15 employers with at least six months to comply after the ordinance
16 is adopted.

17 (f) An employer that participates in or is represented by a
18 transportation management association that provides the employer's
19 covered employees with any of the benefits in subdivision (b), or
20 an alternative benefit determined by the district or commission
21 pursuant to subdivision (d) to provide at least the same benefit in
22 terms of reducing single-occupant vehicle trips as any of the
23 options in subdivision (b), shall be deemed in compliance with the
24 regional ordinance, and the transportation management association
25 may act on behalf of those employers in that regard. The district
26 or commission shall communicate directly with the transportation
27 management association, rather than the participating employers,
28 to determine compliance with the ordinance.

29 (g) A commute benefit ordinance adopted pursuant to this
30 section shall specify all of the following: (1) how the implementing
31 agencies will inform covered employers about the ordinance, (2)
32 how compliance with the ordinance will be demonstrated, (3) the
33 procedures for proposing and the criteria that will be used to
34 evaluate an alternative commuter benefit pursuant to subdivision
35 (d), and (4) any consequences for noncompliance.

36 (h) Nothing in this section shall limit or restrict the statutory or
37 regulatory authority of the commission or district.

38 (i) On or before July 1, 2016, if the commission and district
39 implement a commute benefit ordinance as provided under this
40 section, the two agencies shall jointly submit a report to the

1 transportation policy committees of each house of the Legislature
2 that includes, but is not limited to, the following elements:

3 (1) A description of the program, including enforcement
4 procedures and any sanctions imposed.

5 (2) Number of employers complying with the ordinance that
6 did not previously offer a commute benefit consistent with those
7 required by the ordinance.

8 (3) Number of employees who stopped driving alone to work
9 in order to take transit or a vanpool, or to commute by bicycle, as
10 a result of the commute benefit ordinance.

11 (4) Number of single-occupant vehicle trips reduced per month,
12 week, or day as a result of the commute benefit ordinance.

13 (5) Vehicle miles traveled (VMT) and greenhouse gas emission
14 reductions associated with implementation of the commute benefit
15 ordinance.

16 (6) Greenhouse gas emission reductions associated with
17 implementation of the commute benefit ordinance as a percentage
18 of the region's greenhouse gas emission target established by the
19 State Air Resources Board.

20 (j) The commission shall not use federal planning funds in the
21 implementation of the commute benefit ordinance.

22 (k) As used in this section, the following terms have the
23 following meanings:

24 (1) "Covered employer" means any employer for which an
25 average of 50 or more employees per week perform work for
26 compensation within the area where the ordinance adopted pursuant
27 to this section operates. In determining the number of employees
28 performing work for an employer during a given week, only
29 employees performing work on a full-time basis shall be counted.

30 (2) "Covered employee" means an employee who performed
31 at least an average of 20 hours of work per week within the
32 previous calendar month within the area where the ordinance
33 adopted pursuant to this section operates.

34 (3) "District" means the Bay Area Air Quality Management
35 District.

36 (4) "Commission" means the Metropolitan Transportation
37 Commission.

1 *(l)* This section shall remain in effect only until January 1, 2017,
2 and as of that date is repealed, unless a later enacted statute, that
3 is enacted before January 1, 2017, deletes or extends that date.

O

Assembly Constitutional Amendment

No. 23

Introduced by Assembly Member Perea

February 23, 2012

Assembly Constitutional Amendment No. 23—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 23, as introduced, Perea. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of $\frac{2}{3}$ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

1 *Resolved by the Assembly, the Senate concurring,* That the
2 Legislature of the State of California at its 2011–12 Regular

1 Session commencing on the sixth day of December 2010,
 2 two-thirds of the membership of each house concurring, hereby
 3 proposes to the people of the State of California that the
 4 Constitution of the State be amended as follows:

5 First—That Section 4 of Article XIII A thereof is amended to
 6 read:

7 Section 4. ~~Cities, Counties and special districts, Except as~~
 8 ~~otherwise provided by Section 2 of Article XIII C, a city, county,~~
 9 ~~or special district, by a two-thirds vote of the qualified electors of~~
 10 ~~such district its voters voting on the proposition, may impose~~
 11 ~~special taxes on such district a special tax within that city, county,~~
 12 ~~or special district, except an ad valorem taxes tax on real property~~
 13 ~~or a transaction transactions tax or sales tax on the sale of real~~
 14 ~~property within such City, County that city, county, or special~~
 15 ~~district.~~

16 Second—That Section 2 of Article XIII C thereof is amended
 17 to read:

18 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding
 19 any other provision of this Constitution:

20 (a) ~~All taxes—A tax imposed by any local government shall be~~
 21 ~~deemed to be is either a general taxes tax or a special taxes. Special~~
 22 ~~purpose districts tax. A special district or agencies agency,~~
 23 ~~including a school districts, shall have district, has no power~~
 24 ~~authority to levy a general taxes tax.~~

25 (b) ~~No—A local government may shall not~~ impose, extend, or
 26 increase any general tax unless and until that tax is submitted to
 27 the electorate and approved by a majority vote. A general tax ~~shall~~
 28 ~~is not be~~ deemed to have been increased if it is imposed at a rate
 29 not higher than the maximum rate so approved. The election
 30 required by this subdivision shall be consolidated with a regularly
 31 scheduled general election for members of the governing body of
 32 the local government, except in cases of emergency declared by
 33 a unanimous vote of the governing body.

34 (c) Any general tax imposed, extended, or increased, without
 35 voter approval, by any local government on or after January 1,
 36 1995, and prior to the effective date of this article, ~~shall may~~
 37 continue to be imposed only if *that general tax is* approved by a
 38 majority vote of the voters voting in an election on the issue of the
 39 imposition, which election ~~shall be is~~ held ~~within two years of the~~



ADVOCATION



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

April 30, 2012

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

RE: STATE LEGISLATIVE UPDATE- APRIL

High-Speed Rail

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

- A commitment to new high-speed infrastructure development between the state's metropolitan regions while using, to the maximum extent possible, existing regional and commuter rail systems in urban areas. Electrification of the Caltrain system is specifically called out as is the need to improve service on the "bookends" and utilize funding from the Proposition 1A connectivity pot, of which Caltrain is a recipient.
- Begin building the Initial Operating Segment (IOS) in the Central Valley.

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

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

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

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

Controller's Office, RDAs reported having in excess of \$1.4 billion in their L&M Funds. The Controller's Community Redevelopment Agencies Annual Report for the fiscal year ending June 30, 2010, shows a statewide aggregate "unreserved designated" balance of \$967 million and an "unreserved undesignated" balance of \$391 million in agencies L&M Funds.

The State Controller's Office is in the process of auditing RDAs for the 2010-11 fiscal year and is required to submit the audit to the Legislature at the end of April.

AB 1585 makes several significant changes to the provisions in AB 26 X1 regarding L&M funds:

- 1) Keeps the money on deposit in an L&M Fund with the succeeding housing entity to be spent on activities allowed under the housing provisions in the Community Redevelopment Law or, if there is no succeeding housing entity, requires the funds to be transferred to HCD.
- 2) Requires the succeeding housing entity to expend or encumber 80% of the funds within four years but gives it the option to petition HCD for more time to spend the funds.
- 3) Designates the types of affordable housing projects that HCD can fund from monies that are transferred to the department from jurisdictions that decide not to keep the housing functions of the former RDA.
- 4) Authorizes the transfer of the L&M Funds between jurisdictions within the county if certain conditions are met.

AB 26 X1 specifies that, except for loan agreements made within the first two years of the life of the agency, or loans that relate to issued securities, it does not recognize other inter-agency loans to be enforceable obligations. Instead, it effectively treats them as contributions of funds. AB 1585 adds the following to what can be considered an enforceable obligation: 1) loan agreements between the former RDA and the city, county, or city and county that created it, made within two years of the date of the creation of a project area, if the loan was for the project area; 2) loans made from the city or county to the former RDA to make a payment to Supplemental Educational Revenue Augmentation Fund (SERAF); and, 3) other loans subject to oversight board finding.

AB 26 X1 provides that the liability of the successor agency only extends as far as the money available from tax increment and former assets of the agency will fund. AB 1585 further clarifies that the successor agency is a public entity that is separate from the entity or entities that authorized the creation of the redevelopment agency, that acts by resolution, can sue and be sued, and can have additional powers that may be conferred upon it.

SB 654 (Steinberg) would revise the definition of enforceable obligation to include amounts on deposit in the Low-and Moderate-Income Housing Fund of former RDAs. This bill is currently in the Assembly Rules Committee.

Key Bills

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

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

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

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

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

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

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

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

Last year, MTC and BAAQMD sponsored similar legislation (SB 582) for purposes of authorizing a metropolitan planning organization (MPO), in conjunction with the local air quality management district, to adopt a regional commute benefit requirement, for businesses of 20 or more. SB 1339 raises the threshold to apply to companies/businesses that employ 50 people. The intent of the bill is to help reduce congestion, cut air pollution,

and achieve the mandated transportation-related greenhouse gas reduction targets adopted by the Air Resources Board (ARB) in 2010, consistent with Senate Bill 375 (Steinberg, 2008).

4. SB 1396 (Dutton) would cap the adjustable portion of the excise taxes on diesel and gasoline and exempt from the sales tax (2.25% local portion) gasoline or diesel sales in excess of \$3.88 and \$3.52 per gallon. The bill would reduce diesel sales tax revenue by limiting the sales price on diesel, which is the only source of state funding for public transportation. Needless to say, it would severely impact State Transit Assistance funding as well as funding for local streets and roads.

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and Approval of the Measure M Annual Performance Report
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the C/CAG Board review and approve the Measure M Annual Performance Report.

FISCAL IMPACT

Approximately \$6.7 million annually

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

BACKGROUND/DISCUSSION

The C/CAG sponsored Measure M, approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. The estimated revenue of \$6.7 million annually (\$167 million over the next 25 years) help fund various transportation programs for the 20 cities and the County. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.

A 5-Year Implementation Plan, approved by the C/CAG Board on March 10, 2011, established the percentage breakdown and estimated revenue for the respective categories and programs as follows:

Category / Programs	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Program Administration	5%	\$0.34	\$1.70
▪ Local Streets and Roads	50% of net revenue	\$3.18	\$15.90
▪ Transit Operations and/or Senior Transportation*	22%	\$1.40	\$7.00
▪ Intelligent Transportation System (ITS) and Smart Corridors*	10%	\$0.64	\$3.18
▪ Safe Routes to Schools (SR2S)*	6%	\$0.38	\$1.90
▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)*	12%	\$0.76	\$3.82
Total		\$6.70	\$33.50

* *Countywide Transportation Programs (50% of net revenue)*

The allocations for the Countywide Transportation Programs are derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It is the intent that each Countywide Transportation programs and projects will be evaluated at the end of each year to determine whether the initial funding level (allocations) was adequate or whether it requires adjustments based on the actual expenditures incurred during the previous year.

The Measure M Annual Performance Report for 2012 is attached.

ATTACHMENTS

- Measure M Annual Performance Report - April 2012

MEASURE M - \$10 VEHICLE REGISTRATION FEE

ANNUAL PERFORMANCE REPORT

May 2012

REVENUE

Collection of the \$10 Vehicle Registration Fee (VRF) commenced in May 2011. The annual program budget estimates about \$6.7M in revenue. The Fiscal Year 2011-12 includes the fees collected in May and June 2011 therefore the total revenue for the fiscal year will be higher. Five percent (5%) of the revenues are allocated for Program Administration off the top with the net amount distributed to the Local Streets and Roads and Countywide Transportation Programs. The following table summarizes the revenue collected as of April 3, 2012, and distribution amounts to the various program categories.

REVENUE		Total to Date
Total VRF Collected		\$ 5,048,702.91
DMV fees		\$ (57,596.45)
To C/CAG		\$ 4,991,106.46
DISTRIBUTION		
Program Administration	5%	\$ 249,555.32
Net Available		\$ 4,741,551.14
Local Streets and Roads	50%	\$ 2,370,775.57
Traffic Congestion		
Stormwater Pollution Prevention		
Countywide Transportation Programs	50%	\$ 2,370,775.57
Transit Operations/Senior Programs	22%	\$ 1,043,141.25
ITS / Smart Corridors	10%	\$ 474,155.11
Safe Routes to School	6%	\$ 284,493.07
NPDES and MRP admin and projects	12%	\$ 568,986.14
Total		\$ 4,741,551.14

The total revenue indicated above is for vehicle registration fees collected only and does not include any interest income that has accrued during this period. The DMV fees, which are recurring administration fees, include the initial \$55,072.30 set-up cost.

DISTRIBUTION

Program Administration

Funds allocated for administration pays for program management and administration. The funds are also used to reimburse the cost of the November 2, 2010, election and cost of setting up the process for collection of the \$10 motor vehicle registration fee. The cost for the San Mateo County Assessors Election Office was \$549,527.25. That cost was paid for by AB1546 (\$4 VRF) funds therefore will be repaid to the AB1546 account at the end of the fiscal year.

Local Streets and Roads

For the Fiscal Year 2011-12, an allocation in the amount of \$2,113,377.73 was issued to the local jurisdictions in February 2012. Funds for this initial allocation were collected during the period from May 2011 to December 2011 (or 1st Half FY 2011-12).

Jurisdiction	% of Total Allocation*	FY 2012 1st Half
ATHERTON	2.36%	\$ 49,804.66
BELMONT	3.29%	\$ 69,443.90
BRISBANE	2.36%	\$ 49,804.66
BURLINGAME	3.95%	\$ 83,451.06
COLMA	2.36%	\$ 49,804.66
DALY CITY	9.62%	\$ 203,202.34
EAST PALO ALTO	3.06%	\$ 64,709.09
FOSTER CITY	3.12%	\$ 65,892.80
HALF MOON BAY	2.36%	\$ 49,804.66
HILLSBOROUGH	2.81%	\$ 59,382.43
MENLO PARK	4.50%	\$ 95,023.98
MILLBRAE	2.74%	\$ 57,804.16
PACIFICA	4.84%	\$ 102,193.02
PORTOLA VALLEY	2.36%	\$ 49,804.66
REDWOOD CITY	8.82%	\$ 186,433.21
SAN BRUNO	4.76%	\$ 100,614.75
SAN CARLOS	4.03%	\$ 85,226.61
SAN MATEO	11.02%	\$ 232,794.91
SOUTH SAN FRANCISCO	7.17%	\$ 151,513.97
WOODSIDE	2.36%	\$ 49,804.66
SAN MATEO COUNTY	12.15%	\$ 256,863.53
Total	100%	\$ 2,113,377.73

Future biennial allocations will be for funds collected for 6-month periods, from July to December and January to June. The next allocation (2nd Half FY 201-12) will be issued in September 2012.

Countywide Transportation Programs

Transit Operations/Senior Mobility Programs

The San Mateo County Transit District (SamTrans) will be using Measure M funding to cover costs related to paratransit (disabled and senior) service provided by SamTrans. For FY 2011-12, SamTrans' total paratransit budget is \$14M. The programs under consideration for FY 2011-12 are Senior Mobility and RediWheels. The two programs are described as follows.

The Senior Mobility Program provides the following services:

- Community Transit – promote/coordinate community shuttles
- Community-Based Transportation – provide rides through a network of coordinated transportation providers and maximize existing vehicle resources
- Encouraging Use of Transit – provide through volunteer Mobility Ambassadors
- Information and Assistance – provide guides, mobility assessments and trip planning, and older driver safety programs
- Taxicab Services – promote acquisition of accessible taxi vehicles
- Walking – promote improvements to remove barriers to pedestrian activities by older adults

The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

A funding agreement is being developed between C/CAG and SamTrans for approximately \$1.4M annually, providing \$125,000 for Senior Mobility and \$1.2M for RediWheels. C/CAG is working with SamTrans to execute the funding agreement this quarter. Payment for the programs described above will be on a reimbursement basis for expense incurred during FY 2011-12.

Intelligent Transportation System (ITS)/Smart Corridors

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridors project construction and maintenance in addition to funding other countywide ITS projects.

The Smart Corridors project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The project is located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

Of the current \$33M budget for the remaining construction phases, approximately \$3.5M is budgeted as local funds, which is provided through a combination of AB1546 (\$4 VRF) and Measure M. These local funds are used as leverage for additional funds. Construction of the Smart Corridors is expected to be completed in April 2013. An annual maintenance program will be developed for the Smart Corridors.

For other ITS projects in the County, an assessment will be performed before the end of the fiscal year to prioritize needs for ITS for San Mateo County for the next year and beyond.

Safe Routes to School (SR2S)

The San Mateo County Safe Routes to School (SR2S) program is a new countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students' health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation.

The San Mateo County Office of Education (COE) is managing the San Mateo County SR2S program on behalf of C/CAG. Work on the program officially commenced in July 2011. During the first half of FY 11-12, COE staff performed outreach to various school districts, cities, and other agencies throughout the county providing information regarding type of projects available to schools and funding process.

The SR2S program is established as a non-competitive grant program. Up to \$15,000 has been set aside per school. A system for implementing grants and action plans was established that require schools and districts to develop action plans to address their needs and followed up by submitting proposed projects to support their plans. Proposals are reviewed by the COE and revised accordingly prior to approval. Once the project is approved for funding, schools are required to enter into contracts with COE.

As of February 2012, 39 schools (1 private school) and seven districts have participated in the grant program with the majority of the projects involving performance of systematic walking and bicycle audits to assess conditions, identify priority needs/issues, and develop recommendations. The audits also engage students, parent leaders, school officials, and other community members and inform about traffic, safety and environmental issues related to the schools.

Two committees have been established to oversee and guide the development of the SR2S Program. The Policy Advisory Committee comprises of COE, C/CAG, County Health System, school officials, cities, and other interested parties. This committee guides the development and implementation of the SR2S Program. An Operations Committee comprises of officials from schools that are participating in the program, COE, and C/CAG and serves as a forum to discuss specific project performance and issues. The committees meet once every quarter. The next meetings are scheduled for May 2012.

The current San Mateo County SR2S Program is a 2-Year (FY 11-12 to FY 12-13) \$2M program, funded by \$1.42M STP/CMAQ with the remaining from Measure M. The next step will be to work with COE to evaluate FY 11-12 program at the conclusion of the school year and plan for the FY 12-13 program.

National Pollutant Discharge Elimination System (NPDES)/Municipal Regional Permit (MRP)

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M's authorizing legislation, Government Code Section 65089.20. C/CAG staff is working with legal counsel to develop a revised Expenditure Plan for C/CAG Board consideration that would allow unrestricted use of this category of funds for all mandated compliance activities in the Municipal Regional Permit (MRP). This represents a significant change from the \$4 VRF, which was more restricted by its authorizing legislation to programs and projects that directly addressed the pollution impacts from vehicles and transportation infrastructure. Should the C/CAG

Board adopt a revised Expenditure Plan allowing unrestricted use of these funds for MRP compliance, these funds would be directed toward countywide compliance activities through C/CAG's Countywide Water Pollution Prevention Program. Approval of unrestricted use of these would also allow the local jurisdictions to use any portion of their annual allocations under the Local Streets and Roads portion of funding for MRP compliance activities, rather than just specific activities such as street sweeping or catch basin inlet cleaning, as is the current practice with the \$4 VRF.

In the event there is an accumulation of Measure M funds in this program category that are not needed for MRP compliance activities, C/CAG staff anticipates using the funds to either further expand C/CAG's Green Streets and Parking Lots Program or to assist local jurisdictions with MRP compliance efforts, such as providing funding for trash capture devices. Determining whether surplus funds are available will likely not be possible until the MRP is reissued and C/CAG can estimate countywide compliance costs for the next five-year permit term. C/CAG staff anticipates, however, using accumulated \$4 VRF for these types of programs where a clear nexus to pollution impacts from vehicles and transportation infrastructure can be shown.

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Review and Approval of Amended Measure M Implementation Plan
(For further information or questions, contact Matt Fabry at 650-599-1419)

RECOMMENDATION

The C/CAG Board review and approve an amendment to the Measure M Implementation Plan.

FISCAL IMPACT

Approval of the proposed amendment will allow C/CAG and its member agencies to utilize Measure M funds for all Municipal Regional Stormwater Permit compliance activities.

SOURCE OF FUNDS

The source of funds is the Measure M (\$10) countywide vehicle registration fee. The proposed amendment would apply to both the Local Streets and Roads and Countywide Transportation Programs categories of expenditures, meaning both C/CAG and its member agencies would benefit.

BACKGROUND/DISCUSSION

The Measure M Implementation Plan was approved by the C/CAG Board in March 2011 and describes in greater detail the various programs in the Measure M Expenditure Plan, identifying specific projects and programs that are eligible to receive funds in both the Local Streets and Roads and Countywide Transportation Programs categories. The Implementation Plan also identifies targeted performance measures for each eligible activity. The Implementation Plan was developed at the onset of the 25-year Measure M Program and is slated for formal update every five years. The proposed amendments to the Implementation Plan are considered minor modifications and not a formal update to the plan.

There are two proposed amendments to the Implementation Plan. First, an additional Program/Project (“Municipal Regional Permit Compliance Activities”) and associated performance measures are added under both the Local Streets and Roads and Countywide Transportation Programs tables under the Stormwater Pollution Prevention Categories. Second, performance measures that were previously listed as “To Be Determined” are added for the Senior Mobility Management and Education Programs under the Countywide Transportation Programs in the Transit Operations and/or Senior Transportation Category. Each of these proposed amendments are described in the following sections:

Stormwater Pollution Prevention Amendment

Government Code 65089.20 (attached), which authorized C/CAG to place Measure M on the ballot, provides that the vehicle registration fees may be used for transportation-related programs and projects, including both congestion and stormwater pollution mitigation programs. The stormwater pollution mitigation programs are defined broadly to include programs and projects of C/CAG (as a congestion

ITEM 6.2.2

Measure M Implementation Plan
\$10 Vehicle Registration Fee
March 2011
(Amended May 10, 2012)

PURPOSE OF THE IMPLEMENTATION PLAN

The Measure M Implementation Plan describes the various programs identified in the Expenditure Plan in more detail and established percentages of funds allocated to each of the Countywide Transportation Programs. The Implementation Plan also identifies specific projects and programs under each category that would be eligible to receive funds along with identifying the targeted performance measures for each activity. The Implementation Plan, which requires adoption by the C/CAG Board, is developed at the onset of the 25-Year Measure M Program and will be updated every 5 years.

COLLECTION OF THE FEE

The \$10 Vehicle Registration Fee (VRF) will be collected for a period of 25 years, beginning on May 2, 2011 and ending on May 1, 2036. Beginning approximately July 2011 and every month thereafter for the duration of the fee, the Department of Motor Vehicles (DMV) will issue C/CAG a monthly check for revenues collected from the prior month. The estimated revenue is \$6.7 million annually and \$33.5 million over the initial 5-year implementation period. This amount takes into consideration the DMV's administrative fee charge of approximately \$0.005 (one-half of a cent) for each check issued to C/CAG.

IMPLEMENTATION STRATEGY

As indicated in the approved Measure M Expenditure Plan, up to 5% of the proceeds is allocated for administration with 50% of the net revenue allocated to the Local Streets and Roads category and 50% of the net revenue allocated to the Countywide Transportation Programs which includes the following programs: Transit Operations and/or Senior Transportation, Intelligent Transportation System (ITS) and Smart Corridors, Safe Routes to Schools (SR2S), and National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit.

The general categories, detailed programs and projects guidelines, and respective performance measures contained in Measure M are further described as follows.

PROGRAM ADMINISTRATION (Up to 5%)

- Allocation of funds to be taken off the top.
- A portion of the funds will be used for routine program administration activities.
- In addition to routine administration, funds will be used to reimburse C/CAG for the following costs.
 - Payment to the County Registrar of Voters for placing Measure M on the November 2, 2010 ballot. (These costs are not counted towards the 5% limit on administration costs and may be amortized over a period of years, as needed)
 - Payment to the DMV for the initial setup and programming for the collection of a ten-dollar (\$10) fee imposed on motor vehicles registered in San Mateo County.
- Any unused administration funds would be redistributed to the Local Streets and Roads and/or Countywide Program categories as appropriate.

LOCAL STREETS AND ROADS (50% of Net Revenue)

- Allocations to local jurisdictions (20 cities and the County) for congestion mitigation and stormwater pollution mitigation programs.
- Allocation to be on a cost reimbursement basis utilizing a distribution formula consisting of 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. (Exhibit A)
- Allocations will be made two times a year, at a minimum every 6 months.
- Jurisdictions have the flexibility on use of the funds between the categories and projects; therefore, there are no requirements to split the funds evenly between the categories.
- Measure M should not be used to supplant existing city general funds.

Category	Programs/Projects Description	Performance Measure
Traffic Congestion Management	<ul style="list-style-type: none"> ▪ Local Shuttles/transportation ▪ Road resurfacing/reconstruction ▪ Deployment of local Intelligent Transportation System (ITS) ▪ Roadway operations (e.g., restriping, signal timing/coordination, signage) ▪ Replacement and/or upgrading of traffic signal hardware and/or software 	<ul style="list-style-type: none"> ▪ Number of passengers transported ▪ Miles/fraction of miles of roads improved. ▪ Number of ITS components installed/ implemented. ▪ Miles/fraction of miles of roads improved. ▪ Number of units replaced and/or upgraded.
Stormwater Pollution Prevention	<ul style="list-style-type: none"> ▪ Street Sweeping; ▪ Roadway storm inlet cleaning ▪ Street side runoff treatment ▪ Auto repair shop inspections ▪ Managing runoff from street/parking lot ▪ Small capital projects such as vehicle related runoff management/controls ▪ Capital purchases for motor vehicle related runoff management/controls ▪ Additional used oil drop off locations ▪ Motor vehicle fluid recycling programs ▪ Installation of new pervious surface medianan strips in roadways 	<ul style="list-style-type: none"> ▪ Miles of streets swept ▪ Number of storm inlets cleaned ▪ Square feet of surfaces managed ▪ Number of auto repair shops inspected ▪ Square feet of surfaces managed annually ▪ Number of projects implemented ▪ Number of pieces of equipment purchased and installed ▪ Number of locations implemented/ operated; oil quantity collected ▪ Number of programs implemented/ operated; fluid quantity collected ▪ Square footage of new pervious surface medianan strips installed

	<ul style="list-style-type: none">▪ <u>Municipal Regional Permit Compliance Activities</u>	<ul style="list-style-type: none">▪ <u>Identification of permit provision(s) and compliance activities performed</u>
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COUNTYWIDE TRANSPORTATION PROGRAMS (50% of Net Revenue)

- Allocations for the four (4) Countywide Programs are as follows:
 - Transit Operations and/or Senior Transportation - 22%
 - Intelligent Transportation System (ITS) and Smart Corridors - 10%
 - Safe Routes to Schools (SR2S) - 6%
 - National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP) for administration and projects - 12%
- Allocation to be on a cost reimbursement basis.
- Up to a maximum of 4% may be transferred between the ITS/Smart Corridors, SR2S, and NPDES/MRP within the 5-year period taking into consideration actual expenditures, unused allocations, program shortfalls, and program needs.
- The ITS and NPDES projects to be selected by a competitive “call for project” process.
- The Transit Operations and/or Senior Transportation programs to be sponsored by SamTrans or Caltrain. Proposed projects to be submitted to C/CAG annually for approval.
- The SR2S Program to be administered by the C/CAG through the County Office of Education (COE)
- The ITS/Smart Corridors and NPDES/MRP Programs to be administered by C/CAG

Category	Programs/Projects Description	Performance Measure
Transit Operations and/or Senior Transportation	<ul style="list-style-type: none"> ▪ SamTrans Paratransit operations and maintenance (Caltrain projects are also eligible) ▪ Senior Mobility Management projects that complement paratransit (e.g., Mobility Ambassadors, Van Sharing) ▪ Senior Mobility Education (e.g. Senior Mobility Guide, Website Management) 	<ul style="list-style-type: none"> ▪ Operating costs and fare revenue; Usage; Operating Efficiency; Reliability and Safety; Customer satisfaction; Cost effectiveness ▪ <u>Hours of service per month; number of trips per month; and number of individuals who ride in a given month</u> ▪ <u>Frequency of in-person presentations; number of individuals participated; increased activity on web page</u>
ITS and Smart Corridors	<ul style="list-style-type: none"> ▪ Deployment of projects having regional and countywide significance ▪ Maintenance and operations of the Smart Corridors specific equipment located within the San Mateo County jurisdictions’ right-of-way 	<ul style="list-style-type: none"> ▪ Number of ITS components installed and implemented ▪ Number of instances and duration that the equipment (directional signs, CCTV, communications, power supply line and equipment) is inoperable; Operability and activation of equipment

SR2S	<ul style="list-style-type: none"> ▪ San Mateo County SR2S Program provides modularized activities enable children to walk and bicycle to school through education, outreach, encouragement, evaluation and enforcement activities 	<ul style="list-style-type: none"> ▪ Number of schools participating in the Program; Number of programs, projects, and activities implemented
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COUNTYWIDE TRANSPORTATION PROGRAMS (Continue)

Category	Programs/Projects Description	Performance Measure
<p>NPDES and MRP</p>	<ul style="list-style-type: none"> ▪ Street and Road Repair and Maintenance ▪ Green Street projects ▪ Control mobile sources ▪ Public outreach events ▪ Trash load reduction and hot spot cleanup ▪ Vehicle brake pad pollution impacts 	<ul style="list-style-type: none"> ▪ Number of guidance documents developed; area/length of roadways managed ▪ Number of projects completed, area of impervious surface managed with low impact development measures ▪ Number of guidance documents developed, outreach events or materials distributed, or mobile source properly managed ▪ Number of materials/events developed, distributed, and/or attended; Number of people contacted ▪ Number of guidance documents developed; quantity of area addressed by trash management measures; amount of trash loading reduced/prevented through implementation of management measures ▪ Number of guidance documents developed and/or quantity of pollutants addressed by management measures
	<ul style="list-style-type: none"> ▪ <u>Municipal Regional Permit Compliance Activities</u> 	<ul style="list-style-type: none"> ▪ <u>Identification of permit provision(s) and compliance activities performed</u>

EXHIBIT A

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

Jurisdiction	% of Total Allocation	Estimated Net Annual Revenue	Estimated Net 5-Year Revenue
San Mateo County	12.15%	\$ 386,806	\$ 1,934,032
San Mateo	11.02%	\$ 350,562	\$ 1,752,810
Daly City	9.62%	\$ 305,999	\$ 1,529,995
Redwood City	8.82%	\$ 280,747	\$ 1,403,733
South San Francisco	7.17%	\$ 228,162	\$ 1,140,812
Pacifica	4.84%	\$ 153,891	\$ 769,454
San Bruno	4.76%	\$ 151,514	\$ 757,570
Menlo Park	4.50%	\$ 143,095	\$ 715,475
San Carlos	4.03%	\$ 128,341	\$ 641,707
Burlingame	3.95%	\$ 125,668	\$ 628,338
Belmont	3.29%	\$ 104,574	\$ 522,872
Foster City	3.12%	\$ 99,227	\$ 496,134
East Palo Alto	3.06%	\$ 97,444	\$ 487,222
Hillsborough	2.81%	\$ 89,423	\$ 447,115
Millbrae	2.74%	\$ 87,046	\$ 435,232
Atherton	2.36%	\$ 75,000	\$ 375,000
Woodside	2.36%	\$ 75,000	\$ 375,000
Half Moon Bay	2.36%	\$ 75,000	\$ 375,000
Portola Valley	2.36%	\$ 75,000	\$ 375,000
Brisbane	2.36%	\$ 75,000	\$ 375,000
Colma	2.36%	\$ 75,000	\$ 375,000
Total	100%	\$ 3,182,500	\$ 15,912,499

Notes:

1. Population totals are updated based on the State of California Department of Finance estimates
2. Figures may be slightly off due to rounding off errors.
3. Assumes constant annual revenue over the 5-year Implementation Plan period.
4. Final net distribution amounts will take into account deductions for one-time election costs (which could be amortized over a period of years) and DMV initial set up and programming costs.

65089.20. (a) A countywide transportation planning agency may place a majority vote ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs described in this chapter. The agency may impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county. The ballot measure resolution shall be adopted by a majority vote of the governing board of the countywide transportation planning agency at a noticed public hearing. The resolution shall also contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the regional transportation plan adopted pursuant to Section 65080. The finding of fact shall require a majority vote of the governing board at a noticed public hearing.

(b) The ballot measure described in subdivision (a) shall be submitted to the voters of the county and if approved by the voters in the county, the increased fee shall apply to the original vehicle registration occurring on or after six months following the adoption of the measure by the voters and to a renewal of registration with an expiration date on or after that six-month period.

(c) (1) The governing board of the countywide transportation planning agency shall adopt an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee. The transportation-related programs and projects include, but are not limited to, programs and projects that have the following purposes:

(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.

(B) Creating or sustaining congestion mitigation programs and projects.

(C) Creating or sustaining pollution mitigation programs and projects.

(2) For the purposes of paragraph (1), the following terms have the following meanings:

(A) "Congestion mitigation programs and projects" include, but are not limited to, programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology and bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road rehabilitation; and transit service expansion.

(B) "Pollution mitigation programs and projects" include, but are not limited to, programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district.

(d) Not more than 5 percent of the fees distributed to a countywide transportation planning agency shall be used for administrative costs associated with the programs and projects.

(e) For purposes of this section, "countywide transportation planning agency" means the congestion management agency created pursuant to Chapter 2.6 (commencing with Section 65088) or the agency designated pursuant to Section 66531 to submit the county transportation plan.

C/CAG AGENDA REPORT

Date: May 10, 2012
To: City/County Association of Governments Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Review and Approval of Resolution 12-21 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the Allocation of Measure M Funding in the amount of \$1,400,000 annually for Fiscal Year 2011-12 and Fiscal Year 2012-13

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 12-21 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the Allocation of Measure M Funding in the amount of \$1,400,000 annually for Fiscal Year 2011-12 and Fiscal Year 2012-13.

FISCAL IMPACT

FY 2011-12: \$1,400,000, FY 12-13: \$1,400,000

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee

BACKGROUND/DISCUSSION

The C/CAG sponsored Measure M, which was approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. The estimated revenue of \$6.7 million annually (\$167 million over the next 25 years) help fund various transportation programs for the 20 cities and the County. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.

The 5-Year Implementation Plan, approved by the C/CAG Board on March 10, 2011, allocates 22% of the total revenue collected, approximately \$1,400,000 annually, to the Transit Operations/Senior Transportation programs. C/CAG plans to enter into a 2-Year funding

agreement with the San Mateo County Transit District (SamTrans) for Fiscal Years FY 2011-12 and 2011-13 to help fund paratransit services for RediWheels (\$1,200,000 annually) and the Senior Mobility Program (\$125,000 annually). The total SamTrans paratransit budget for FY is \$14M. Funds will be provided to SamTrans on a reimbursement basis. The two programs are described as follows:

- The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Measures of performance include hours of service provided by shuttles and taxis, number of customers served, number of trips, and other measures as feasible.

- The Senior Mobility Program provides the following services:
 - Community Transit – promote/coordinate community shuttles
 - Community-Based Transportation – provide rides through a network of coordinated transportation providers and maximize existing vehicle resources
 - Encouraging Use of Transit – provide through volunteer Mobility Ambassadors
 - Information and Assistance – provide guides, mobility assessments and trip planning, and older driver safety programs
 - Taxicab Services – promote acquisition of accessible taxi vehicles
 - Walking – promote improvements to remove barriers to pedestrian activities by older adults

Measures of performance to determine effectiveness of the services include number of organizations outreached, number of individuals participated, frequency and number of community meetings held, type of collateral distributed or made available to seniors, and other measures as needed.

Program performances will be reviewed annually and after the two year funding agreement period and adjustments to the program, scope of work, and funding levels will be made if necessary.

ATTACHMENTS

- Resolution 12-21
- Funding Agreement between C/CAG and SamTrans for Allocation of Measure M Funds

RESOLUTION 12-21

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/ COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AUTHORIZING THE EXECUTION OF A FUNDING AGREEMENT
BETWEEN C/CAG AND SAMTRANS FOR THE ALLOCATION OF
MEASURE M FUNDING IN THE AMOUNT OF \$1,400,000 ANNUALLY FOR
FISCAL YEAR 2011-12 AND FISCAL YEAR 2012-13**

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

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

WHEREAS, on November 2, 2010, the San Mateo County voters approved Measure M, which imposes an additional \$10 VRF on each motor vehicles registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, the 5-Year Measure M Implementation Plan approved by the C/CAG Board in March 2011, stipulates that twenty-two percent (22%) of the net revenue collected, approximately \$1,400,000 annually, is allocated to the Countywide Transit Operations and Senior Transportation Programs (the "Program"); and

WHEREAS, SamTrans is designated as the agency that will receive the annual funding allocation, on a reimbursement basis, for implementation of the Program, which consists of the Senior Mobility Program and RediWheels; and

WHEREAS, C/CAG and SamTrans the District desire to enter into a funding agreement for the allocation of Measure M funds for the Program.

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 SamTrans for an amount up to \$1,400,000 annually for FY 2012-13 and FY 2013-14 in a form that has been approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF MAY 2012.

Bob Grassilli, Chair

**FUNDING AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
SAN MATEO COUNTY TRANSIT DISTRICT
FOR
ALLOCATION OF MEASURE M FUNDS**

THIS AGREEMENT, entered into this _____ day of _____ 2012, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS, a Joint Powers Agency within the County of San Mateo, hereinafter called "C/CAG" and the SAN MATEO COUNTY TRANSIT DISTRICT, a public agency, hereinafter called "District."

WITNESSETH

WHEREAS, California Government Code Section 65089.20 authorized C/CAG to impose an additional vehicle registration fee of up to ten dollars (\$10) (the "\$10 VRF") on each motor vehicles registered within the county, to be used for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, on November 2, 2010, the San Mateo County voters approved Measure M, which imposes an additional \$10 VRF on each motor vehicles registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, the 5-Year Measure M Implementation Plan approved by the C/CAG Board in March 2011, stipulates that twenty-two percent (22%) of the net revenue collected, approximately \$1,400,000 annually, is allocated to the Countywide Transit Operations and Senior Transportation Program (the "Program"); and

WHEREAS, the District is designated as the agency that will receive the annual funding allocation, on a reimbursement basis, for implementation of the Program; and

WHEREAS, C/CAG and the District desire to enter into a formal funding agreement for the allocation of Measure M funds for the Program.

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

1. SCOPE OF SERVICES

The District shall serve as the lead agency for implementing the Program, which is further described in Exhibit A attached hereto and incorporated herein.

2. TIME OF PERFORMANCE

This Agreement is effective for two (2) years, and shall become effective starting in Fiscal Year 2011-12, on July 1, 2011, and shall terminate in Fiscal Year 2012-13, on June 30, 2013. Either party may terminate the Agreement without cause by providing thirty (30) days advance written notice to the other party.

3. FUNDING AND METHOD OF PAYMENT

- a) C/CAG agrees to pay the District, on a reimbursement basis, an amount up to 22% of the net Measure M revenue collected, estimated at approximately \$1,400,000 per fiscal year, for the Program.
- b) C/CAG shall provide the District the actual allocation amount annually once all Measure M revenue is collected for the applicable fiscal year.
- c) The District shall submit billings on a quarterly basis accompanied by the activity reports and paid invoices issued by the District's contractor or District's progress payments as proof that Program services were rendered and paid for by the District, delivered or mailed to C/CAG as follows:

City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: John Hoang

- d) Upon receipt of the invoice and its accompanying documentation, C/CAG shall pay the amount claimed under each invoice, up to the maximum amount available pursuant to this Agreement, within thirty (30) days of receipt of the invoice.
- e) Subject to duly executed amendments, it is expressly understood and agreed that in no event will the total funding commitment under this agreement exceed 22% of the net Measure M revenue, estimated at approximately \$1,400,000 per fiscal year, unless revised in writing and approved by C/CAG and the District.

4. AMENDMENTS

Any changes in the services to be performed under this Agreement shall be incorporated in written amendments, which shall specify the changes in work performed and any adjustments in compensation and schedule. All amendments shall be executed by C/CAG and the District. No claim for additional compensation or extension of time shall be recognized unless contained in a duly executed amendment.

5. NOTICES

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

To C/CAG: City/County Association of Governments
 555 County Center, 5th Floor
 Redwood City, CA 94063
 Attention: John Hoang

To The District: San Mateo Transit District

1250 San Carlos Avenue
San Carlos, CA 94907
Attention: April Chan

6. INDEPENDENT CONTRACTOR

The parties agree and understand that the work/services performed by either of the parties or any consultant retained by either of the parties under this Agreement are performed as independent contractors and not as employees or agents of the other party. Nothing herein shall be deemed to create any joint venture or partnership arrangement between the District and C/CAG.

7. MUTUAL HOLD HARMLESS

- a. The District shall defend, save harmless and indemnify C/CAG, and its directors, officers, agents and employees from any and all claims for injuries or damage to persons and/or property which arise out of the terms and conditions of this Agreement and which result from the negligent acts or omissions of The District , its directors, officers, agents and/or employees.
- b. C/CAG shall defend, save harmless, and indemnify The District , and its directors, officers, agents and employees from any and all claims for injuries or damage to persons and/or property which arise out of the terms and conditions of this Agreement and which result from the negligent acts or omissions of C/CAG, its directors, officers, agents and/or employees.
- c. In the event of concurrent negligence of SamTrans, its directors, officers, agents and/or employees, and C/CAG, its directors, officers, agents and/or employees, then the liability for any and all claims for injuries or damage to persons and/or property which arise out of terms and conditions of this Agreement shall be apportioned according to the California theory of comparative negligence.

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

SAN MATEO COUNTY
TRANSIT DISTRICT

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS

Michael Scanlon, Executive Director

Bob Grassilli, C/CAG Chair

Approved as to form:

Attorney for the District

Counsel for C/CAG

EXHIBIT A

SCOPE OF WORK

Countywide Transit / Senior Mobility Programs

I. SAMTRANS PARATRANSIT SERVICE

The San Mateo County Transit District (SamTrans) is proposing to use Measure M funding to cover costs related to paratransit (disabled and senior) service provided by SamTrans.

For FY12, the total paratransit budget is \$14M. Passenger fares cover approximately 6 percent of the costs while the use of sales tax covers 39 percent, or \$5.5M. Other sources of revenue are ADA operating subsidy grants from the Federal Transit Administration, San Mateo County Transportation Authority (SMCTA) Measure A funds, and interest income. Proposed Measure M funds will help offset the use of sales tax and possibly increases in future costs to the paratransit service due to increased demand.

Background

Paratransit is for persons with disabilities who cannot independently use regular SamTrans bus service some of the time or all of the time. SamTrans provides paratransit using Redi-Wheels on the bayside of the County and RediCoast on the coastside. Trips must be prearranged.

All of SamTrans' buses are accessible, and many persons with disabilities are able to use the regular fixed-route bus service. The entire fleet of fixed-route buses is equipped with wheelchair lifts or ramps and kneeling feature to make boarding easier.

SamTrans offers paratransit customers a financial incentive to use fixed-route services. Redi-Wheels and RediCoast ADA Certified customers and their Personal Care Attendants who possess a valid Redi-Wheels or RediCoast ADA identification card are allowed to ride all regular fixed-route SamTrans trips without paying a fare. Personal care attendants accompanying Redi-Wheels or RediCoast ADA customers also are allowed to ride all regular fixed-route SamTrans trips without paying a fare.

The Americans with Disabilities Act of 1990, better known as ADA, is federal legislation that guarantees persons with disabilities full and equal access to the same services and accommodations that are available to people without disabilities. The ADA requires public transit operators to provide paratransit service to persons with disabilities that is comparable to the level of fixed-route service provided. Persons with disabilities who cannot independently ride fixed-route transit may be eligible for paratransit service.

Statistics

In fiscal year 2011, Redi-Wheels and RediCoast vehicles and contracted taxis provided approximately 200,000 hours of service to 316,000 customers.

Redi-Wheels alone carried 277,000 customer trips in fiscal year 2011. Of these, 96,000 trips were made by seniors 65 years of age or older. A number of these trips were made by lift-equipped vehicles. However, some 70,000 trips were made by ambulatory seniors who can ride

in a regular sedan and do not require special equipment. These trips could be carried by alternative mobility methods such as volunteer drivers.

Measures of Effectiveness

SamTrans will provide C/CAG with performance measure criteria to assess the effectiveness of the Redi-Wheels program including but not limited to: a) hours of service per month, b) number of trips per month, and number of individuals who ride in a given month. The Redi-Wheels program includes sub-contracted taxi services.

II. SENIOR MOBILITY PROGRAM

SamTrans' annual Senior Mobility Program is founded on the San Mateo County Senior Mobility Action Plan (2006) that includes the following "Senior Transportation" service strategies.

1. Community Transit Services
 - Promote and coordinate community shuttles and human service transportation services
2. Community-Based Transportation
 - Provide rides through a network of coordinated transportation providers
 - Create a volunteer driver program
 - Maximize existing vehicle resources in the County through the facilitation of vehicle sharing partnerships among agencies
3. Encouraging Use of Transit
 - Encourage the use of public transit through volunteer Mobility Ambassadors
4. Information and Assistance
 - Provide a printed and web-based Senior Mobility Guide to existing transportation services
 - Establish a One-Call Center to provide mobility assessments, trip planning, and information about available transportation services
 - Provide information in a variety of different languages and mediums
5. Safe Driving
 - Promote older driver safety programs
6. Taxicab Services
 - Support the acquisition of accessible taxi vehicles
 - Support countywide taxi regulation
7. Walking
 - Promote improvements that remove barriers to pedestrian activity by older adults

The Senior Mobility Program is supported by the following County and regional planning documents:

- The Metropolitan Transportation Commission Coordinated Public Transit/Human Services Transportation Plan recommends county-wide mobility management, including public/private partnerships, to address uncoordinated service, and uncoordinated information. The Plan also recommends the establishment of enhanced local information and referral systems to address the lack of comprehensive mobility information.
- The San Mateo County Area Agency on Aging 3-Year Plan goals and objectives include:

- Support Options for Adults to Live as Independently and Safely as Possible.
- Support collaboration in seeking funding for services and sharing resources.
- Work with SamTrans to coordinate a van sharing program to maximize the usage of existing vehicles across the County.
- Work with SamTrans to create a Mobility Ambassador Program to assist seniors and people with disabilities with public transportation.

Measures of Effectiveness

SamTrans will provide C/CAG with performance measure criteria to assess the effectiveness of the program including but not limited to the following: number of organizations outreached, number of individuals participated, number of community meetings held, type of collateral distributed or made available to seniors.

C/CAG AGENDA REPORT

Date: May 10, 2012

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Initial draft, assumptions, and input on the C/CAG 2012-13 Program Budget and Fees
(For further information or response to question's, contact Richard Napier at 650 599-1420 or Sandy Wong at 650 599-1409)

Recommendation:

Review and provide comments on the initial draft and assumptions of the C/CAG 2012-13 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

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

Revenue Sources:

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

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2012-13. Refer to the Budget Executive Summary in Attachment A. The complete detailed Budget will be provided in a separate attachment for reference for the June Board Meeting. See Attachment B for Member Assessments. The Member Assessments remain the same as in FY 11-12 in recognition of the difficult budget climate for the cities and the County. The C/CAG Budget will be introduced at the 5/10/12 C/CAG Board Meeting for comments. It is recommended that the Board approve the Budget at the 6/14/12 Board Meeting.

C/CAG 2012-13 Program Budget Assumptions:

The following are the initial Budget assumptions. It is requested that the C/CAG Board at the 5/10/12 Board Meeting provide additional direction on the assumptions to be used to develop the final Budget.

ITEM 6.3

Revenue

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

Expenditures

- 11- Smart Corridor - Beginning construction phase of the Smart Corridor in FY 12-13 will significantly increase expenditures.
- 12- Congestion Management - Modeling - Funding for VTA as the primary C/CAG modeler.
- 13- 2020 Gateway - Phase 2 consists of the following:
Implementation Project Match - \$100,000.
- 14- San Mateo Energy Watch - Includes \$200,000 for Climate Action Planning.
- 15- San Mateo Smart Corridor Program - Assumes construction of the Smart Corridor project (\$9,630,000).
- 16- NPDES - Programmed projected cost for the new Municipal Regional Permit for FY 12-13. Will use Measure M funds as necessary to address the \$500-750K per year ongoing funding deficit. Expenditures should significantly increase.
- 17- DMV Fee - Transfer out \$550,000 to the Smart Corridor Fund.
- 18- General Fund - Increased the General Fund services whose cost are shared by other funds. The shared cost include professional services, supplies, conferences and meetings, printing/ postage, publications, bank fee and audit services. The share is based on the proportion of the sum of the administration and professional services to the total for all the funds. The funds that share these General Fund cost are General Fund, Transportation Programs, San Mateo Congestion Relief Program (SMCRP), LGP Energy Watch, Transportation Fund for Clean Air(TFCA), National Pollutant Elimination Discharge System, NPDES, DMV Fee Program, and Measure M.
- 19- TFCA - Programmed Projects are 100% reimbursed in current and budget year. Due to

lower revenues received than programmed, may have a larger commitment than revenues. Will adjust the final payments to the programmed projects such that they stay within the funds available.

20- For FY 11-12 and FY 12-13 it is assumed that all the allocations to each agency will be made from the DMV Fee (AB 1546 and Measure M) Program.

21- Beginning to close-out AB 1546 DMV Program since funds expire January 1, 2013.

22- Ramp up Measure M DMV Program for FY 12-13.

C/CAG 2012-13 Program Budget Overview:

Refer to the Budget Executive Summary in Attachment A. Revenues increased 34.28% and Expenditures increased 85.41%. The Revenue increase of \$6,606,741 is due primarily to the \$5,185,656 increase in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project and \$1,468,750 increase in TA Cost Sharing for the Smart Corridor Project. The increase in Expenditures of \$12,584,174 is due to the project implementation (\$7,839,276) for the Smart Corridor project, new Measure M local distributions of \$2,546,943, and DMV Fee Program implementation cost of \$1,294,836. Ending Fund Balance decreased 10.85% or by \$1,638,171. The Reserve Fund Balance between FY 11-12 and FY 12-13 increased by \$200,000 or 38.01%. The cost for the lobbyist is included in the budget for Congestion Relief (\$36,000) and NPDES (\$36,000) funds.

The Member Assessments for FY 12-13 remains the same as in FY 11-12. Additionally the proposed Budget continues to pay for the lobbyist (\$72,000) without an increase in Member Assessment.

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

Assessments are made based on population. Basis is the most recent State Department of Finance data released 1/01/11.

Congestion Relief Fund	\$1,850,000
Total Congestion Relief	\$1,850,000

NPDES Agency Direct	\$112,133 (Colma, San Mateo, Woodside and Brisbane)
NPDES Flood Control District	\$1,326,592
Total NPDES	\$1,438,725

It is recommended that a fee and surcharge be applied of \$1,438,725. (Note: NPDES fees may increase slightly above this due to approved inflation factors. This will be included in the City/ County adopting resolutions.)

The Member Assessments, Congestion Relief, and Agency Direct total \$3,929,656.

See Attachment B for Member Assessments.

San Mateo County Congestion Management Program:

This fund includes completion of the Countywide Transportation Plan (\$265,000) and 101/ 92 Interchange Improvement Study.

San Mateo Congestion Relief Program:

This fund includes shuttles (\$500,000), Congestion Relief Alliance support (\$510,000), El Camino Real Incentive (\$426,829), miscellaneous congestion relief programs (\$82,000), Climate Action Planning (\$200,000) and shared resource for housing with County of San Mateo (\$100,000).

San Mateo Smart Corridor Program:

This fund is for implementation of the San Mateo Smart Corridor. TLSP/ STIP funding of \$7,100,000, Local Funds of \$550,000, and Transportation Authority cost sharing of \$2,000,000 will fund the construction of the local portion of the construction of the San Mateo Smart Corridor and the signal system.

DMV Fee Program (AB 1546 and Measure M):

Will review the delivery/ current programs and add programs as necessary in order to lower the fund balance.

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

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 12-13 Revenue is leveraged **11.35 to 1**. Including the funds that C/CAG controls, such as State and Federal Transportation funds, increases the leverage to **20.86 to 1**.

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

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

Committee Recommendations:

The Finance Committee will meet on 5/10/12 to review and comment on the detailed Budget. The Congestion Management and Environmental Quality Committee will review the Budget on

5/21/12. The Technical Advisory Committee (TAC) will review it on 5/17/12.

Attachments:

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

Attachment B - Member Assessments FY 12-13

Attachment C - Graphical Representation of C/CAG Budget

Alternatives:

- 1- Review and provide comments on the initial draft of the C/CAG 2012-13 Program Budget and Fees in accordance with the staff recommendation.
- 2- Review and provide comments on the initial draft of the C/CAG 2012-13 Program Budget and Fees in accordance with the staff recommendation with modifications.
- 3- No action.

ATTACHMENT A

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

05/02/12

CHANGES IN C/CAG BUDGET BY FISCAL YEAR

	Projected Actual FY 2011-12	Budgeted FY 2012-13	Budget Change	Budget % Change
BEGINNING BALANCE	10,852,387	15,091,649	4,239,262	39.06%
RESERVE BALANCE	376,112	526,112	150,000	39.88%
PROJECTED REVENUES				
Interest Earnings	61,086	88,000	26,914	44.06%
Member Contribution	2,601,522	2,603,064	1,542	0.06%
Cost Reimbursements-SFIA	0	0	0	0.00%
MTC/ Federal Funding	1,101,746	1,967,163	865,417	78.55%
Grants	559,226	375,000	(184,226)	-32.94%
DMV Fee	11,733,500	9,658,500	(2,075,000)	-17.68%
NPDES Fee	1,308,904	1,326,592	17,688	1.35%
TA Cost Share	550,000	2,018,750	1,468,750	267.05%
Miscellaneous/ SFIA	0	0	0	0.00%
Street Repair Funding	0	0	0	0.00%
PPM-STIP	357,344	5,543,000	5,185,656	1451.17%
Assessment	0	0	0	0.00%
TLSP	1,000,000	2,300,000	1,300,000	130.00%
	0	0	0	0.00%
Total Revenues	19,273,328	25,880,069	6,606,741	34.28%
TOTAL SOURCES OF FUNDS	29,975,715	40,971,717	10,996,003	36.68%
PROJECTED EXPENDITURES	Projected Actual FY 2011-12	Budgeted FY 2012-13	Budget Change	Budget % Change
Administration Services	360,346	352,500	(7,846)	-2.18%
Professional Services	1,746,129	1,893,000	146,871	8.41%
Consulting Services	4,741,687	15,390,677	10,648,990	224.58%
Supplies	121,018	63,000	(58,018)	-47.94%
Prof. Dues & Memberships	129,660	132,053	2,393	1.85%
Conferences & Meetings	15,788	24,000	8,212	52.01%
Printing/ Postage	35,349	36,500	1,151	3.26%
Publications	10,222	7,000	(3,222)	-31.52%
Distributions	7,075,929	8,972,000	1,896,071	26.80%
Calpers - Unfunded Liability	287,323	0	(287,323)	-100.00%
Miscellaneous	30,105	332,000	301,895	1002.81%
Bank Fee	2,000	2,000	0	0.00%
Audit Services	13,510	13,510	0	0.00%
Project Management	165,000	100,000	(65,000)	-39.39%
Total Expenditures	14,734,066	27,318,240	12,584,174	85.41%
TRANSFERS				
Transfers In	1,000,000	750,000	(250,000)	-25.00%
Transfers Out	1,000,000	750,000	(250,000)	-25.00%
Administrative Allocation	1	0	(1)	-100.00%
Total Transfers	1	0	(1)	-100.00%
NET CHANGE	4,539,261	(1,438,171)	(5,977,432)	-131.68%
TRANSFER TO RESERVES	150,000	200,000	50,000	33.33%
TOTAL USE OF FUNDS	14,884,066	27,518,240	12,634,174	84.88%
ENDING FUND BALANCE	15,091,649	13,453,478	(1,638,171)	-10.85%
RESERVE FUND BALANCE	526,112	726,112	200,000	38.01%
NET INCREASE (Decrease) IN FUND BALANCE	4,239,262	(1,638,171)	(5,877,433)	-138.64%

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

C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE											
FY 2011-12											
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	14,858	579,307	2,019,052	544,192	12,009	30,118	1,389,506	619,129	5,357,975	286,241	10,852,387
RESERVE BALANCE	43,346	131,863	0	0	0	0	200,903	0	0	0	376,112
PROJECTED REVENUES											
Interest Earnings	2,000	717	7,189	423	0	1,537	5,220	3,000	16,000	25,000	61,086
Member Contribution	250,024	390,907	1,850,000	0	0	0	110,591	0	0	0	2,601,522
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	799,836	0	0	0	0	0	0	0	301,910	1,101,746
Grants	75,000	219,226	0	0	265,000	0	0	0	0	0	559,226
DMV Fee	0	0	0	0	0	955,000	0	658,500	2,600,000	7,520,000	11,733,500
NPDES Fee	0	0	0	0	0	0	1,308,904	0	0	0	1,308,904
TA Cost Share	0	250,000	300,000	0	0	0	0	0	0	0	550,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	357,344	0	0	0	0	0	0	0	0	357,344
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	1,000,000	0	0	0	0	0	0	1,000,000
0	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	327,024	2,018,030	2,007,189	1,000,423	265,000	956,537	1,424,715	661,500	2,616,000	7,846,910	19,273,328
TOTAL SOURCES OF FUNDS	341,882	2,597,337	4,026,241	1,544,615	277,009	986,655	2,814,221	1,280,629	7,973,975	8,133,151	29,975,715
PROJECTED EXPENDITURES											
Administration Services	107,500	73,156	45,100	35,800	8,000	9,000	41,790	0	20,000	20,000	360,346
Professional Services	150,000	838,003	184,274	0	287,000	26,500	197,352	0	28,000	35,000	1,746,129
Consulting Services	60,000	485,425	695,000	1,539,880	95,000	0	1,111,414	0	333,168	421,800	4,741,687
Supplies	121,000	18	0	0	0	0	0	0	0	0	121,018
Prof. Dues & Memberships	1,750	0	0	0	0	0	127,910	0	0	0	129,660
Conferences & Meetings	8,000	2,777	511	0	3,000	0	1,500	0	0	0	15,788
Printing/ Postage	28,000	5,849	0	0	0	0	1,500	0	0	0	35,349
Publications	2,000	8,222	0	0	0	0	0	0	0	0	10,222
Distributions	0	70,000	700,596	0	0	941,000	39,333	675,000	1,150,000	3,500,000	7,075,929
Calpers - Unfunded Liability	72,413	79,141	32,914	50,044	2,454	4,528	23,833	0	21,996	0	287,323
Miscellaneous	4,000	855	0	0	0	0	250	25,000	0	0	30,105
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	13,510	0	0	0	0	0	0	0	0	0	13,510
Project Management	0	0	0	165,000	0	0	0	0	0	0	165,000
Total Expenditures	570,173	1,563,446	1,658,395	1,790,724	395,454	981,028	1,544,882	700,000	1,553,164	3,976,800	14,734,066
TRANSFERS											
Transfers In	0	0	0	250,000	200,000	0	0	0	550,000	0	1,000,000
Transfers Out	0	0	200,000	0	0	0	0	0	250,000	550,000	1,000,000
Administrative Allocation	(250,881)	126,073	31,737	0	40,818	4,912	33,089	0	6,642	7,610	1
Total Transfers	(250,881)	126,073	231,737	(250,000)	(159,182)	4,912	33,089	0	(293,358)	557,610	1
NET CHANGE	7,732	328,511	117,057	(540,301)	28,728	(29,403)	(153,256)	(38,500)	1,356,194	3,312,500	4,538,261
TRANSFER TO RESERVES	0	0	50,000	0	0	0	0	0	50,000	50,000	150,000
TOTAL USE OF FUNDS	319,292	1,689,519	1,940,132	1,540,724	256,272	985,940	1,577,971	700,000	1,309,806	4,584,410	14,884,066
ENDING FUND BALANCE	22,590	907,818	2,086,109	3,891	40,737	715	1,236,250	580,629	6,664,169	3,548,741	15,091,649
RESERVE FUND BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
NET INCREASE (Decrease) IN FUND BALANCE	7,732	328,511	67,057	(540,301)	28,728	(29,403)	(153,256)	(38,500)	1,306,194	3,262,500	4,239,262
As of June 30, 2009											

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.

3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.

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

05/02/12	C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
	FY 2012-13										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	22,590	907,818	2,086,109	3,891	40,737	715	1,236,250	580,629	6,664,169	3,548,741	15,091,649
RESERVE BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
PROJECTED REVENUES											
Interest Earnings	2,000	3,000	25,000	0	0	6,000	8,000	3,000	16,000	25,000	88,000
Member Contribution	250,024	390,907	1,850,000	0	0	0	112,133	0	0	0	2,603,064
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	840,000	0	0	0	0	0	0	0	1,127,163	1,967,163
Grants	75,000	0	0	0	300,000	0	0	0	0	0	375,000
DMV Fee	0	0	0	0	0	1,000,000	0	658,500	1,300,000	6,700,000	9,658,500
NPDES Fee	0	0	0	0	0	0	1,326,592	0	0	0	1,326,592
TA Cost Share	0	18,750	0	2,000,000	0	0	0	0	0	0	2,018,750
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	743,000	0	4,800,000	0	0	0	0	0	0	5,543,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	2,300,000	0	0	0	0	0	0	2,300,000
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	327,024	1,995,657	1,875,000	9,100,000	300,000	1,006,000	1,446,725	661,500	1,316,000	7,852,163	25,860,069
TOTAL SOURCES OF FUNDS	349,614	2,903,474	3,961,109	9,103,891	340,737	1,006,715	2,682,975	1,242,129	7,980,169	11,400,904	40,971,717
PROJECTED EXPENDITURES											
Administration Services	107,500	106,000	20,000	30,000	8,000	6,000	35,000	0	20,000	20,000	352,500
Professional Services	175,000	990,000	160,000	0	287,000	35,000	95,000	0	28,000	123,000	1,893,000
Consulting Services	60,000	565,000	886,829	9,500,000	126,000	0	1,774,105	0	100,000	2,378,743	15,390,677
Supplies	61,000	2,000	0	0	0	0	0	0	0	0	63,000
Prof. Dues & Memberships	1,750	0	0	0	0	0	130,303	0	0	0	132,053
Conferences & Meetings	8,000	5,000	1,000	0	3,000	0	5,000	0	0	2,000	24,000
Printing/ Postage	28,000	6,000	0	0	0	0	2,500	0	0	0	36,500
Publications	4,000	3,000	0	0	0	0	0	0	0	0	7,000
Distributions	0	70,000	550,000	0	0	961,000	16,000	675,000	2,700,000	4,000,000	8,972,000
Calpers - Unfunded Liability	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	4,000	1,000	1,000	0	0	0	1,000	325,000	0	0	332,000
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	13,510	0	0	0	0	0	0	0	0	0	13,510
Project Management	0	0	0	100,000	0	0	0	0	0	0	100,000
Total Expenditures	464,760	1,748,000	1,618,829	9,630,000	424,000	1,002,000	2,058,908	1,000,000	2,848,000	6,523,743	27,318,240
TRANSFERS											
Transfers In	0	0	0	550,000	200,000	0	0	0	0	0	750,000
Transfers Out	0	0	200,000	0	0	0	0	0	550,000	0	750,000
Administrative Allocation	-198,500	112,548	18,484	0	30,294	4,210	13,350	0	4,929	14,685	0
Total Transfers	-198,500	112,548	218,484	-550,000	-169,706	4,210	13,350	0	554,929	14,685	0
NET CHANGE	60,764	135,109	37,687	20,000	45,706	-210	-625,533	-338,500	-2,086,929	1,313,735	-1,438,171
TRANSFER TO RESERVES	0	50,000	50,000	0	0	0	0	0	50,000	50,000	200,000
TOTAL USE OF FUNDS	266,260	1,910,548	1,887,313	9,080,000	254,294	1,006,210	2,072,258	1,000,000	3,452,929	6,588,428	27,518,240
ENDING FUND BALANCE	83,354	992,926	2,073,796	23,891	86,444	505	610,717	242,129	4,527,240	4,812,476	13,453,478
RESERVE FUND BALANCE	43,346	181,863	100,000	0	0	0	200,903	0	100,000	100,000	726,112
NET INCREASE (Decrease) IN FUND BALANCE	60,764	85,109	-12,313	20,000	45,706	-210	-625,533	-338,500	-2,136,929	1,263,735	-1,638,171
As of June 30, 2010											

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.

ATTACHMENT B

MEMBER ASSESSMENTS FY 12-13
(Same as FY 11-12 except updated for 1/1/11 population)

C/CAG FEE					
FY 12-13					
Agency	%	General Fund	Gas Tax	Total	
	Population	Fee	Fee	Fee	
	(as of 1/1/11)	\$250,024	\$390,907		
Atherton	0.95%	\$2,507	\$3,920	\$6,428	
Belmont	3.59%	\$8,856	\$13,846	\$22,702	
Brisbane (2)	0.60%	\$1,293	\$2,021	\$3,314	
Burlingame	4.00%	\$9,779	\$15,290	\$25,069	
Colma	0.25%	\$544	\$850	\$1,394	
Daly City	14.06%	\$36,193	\$56,587	\$92,780	
East Palo Alto	3.91%	\$11,078	\$17,320	\$28,398	
Foster City	4.25%	\$10,324	\$16,141	\$26,466	
Half Moon Bay	1.58%	\$4,399	\$6,877	\$11,276	
Hillsborough	1.51%	\$3,786	\$5,919	\$9,706	
Menlo Park	4.46%	\$10,618	\$16,600	\$27,218	
Millbrae	3.00%	\$7,160	\$11,194	\$18,353	
Pacifica	5.18%	\$13,376	\$20,913	\$34,289	
Portola Valley	0.61%	\$1,572	\$2,458	\$4,030	
Redwood City	10.72%	\$26,272	\$41,076	\$67,347	
San Bruno	5.77%	\$14,335	\$22,412	\$36,746	
San Carlos	3.95%	\$9,760	\$15,259	\$25,018	
San Mateo	13.52%	\$32,566	\$50,916	\$83,482	
South San Francisco	8.84%	\$21,347	\$33,376	\$54,723	
Woodside (3)	0.74%	\$1,901	\$2,973	\$4,874	
San Mateo County	8.51%	\$22,359	\$34,958	\$57,318	
TOTAL	100	\$250,024	\$390,907	\$640,931	
1- Same C/CAG Fee as in FY 08-09, FY 09-10, FY 10-11, and FY 11-12.					
2- Transmitted to Cities and County for planning purposes					
3- Updated population to 1/1/11.					

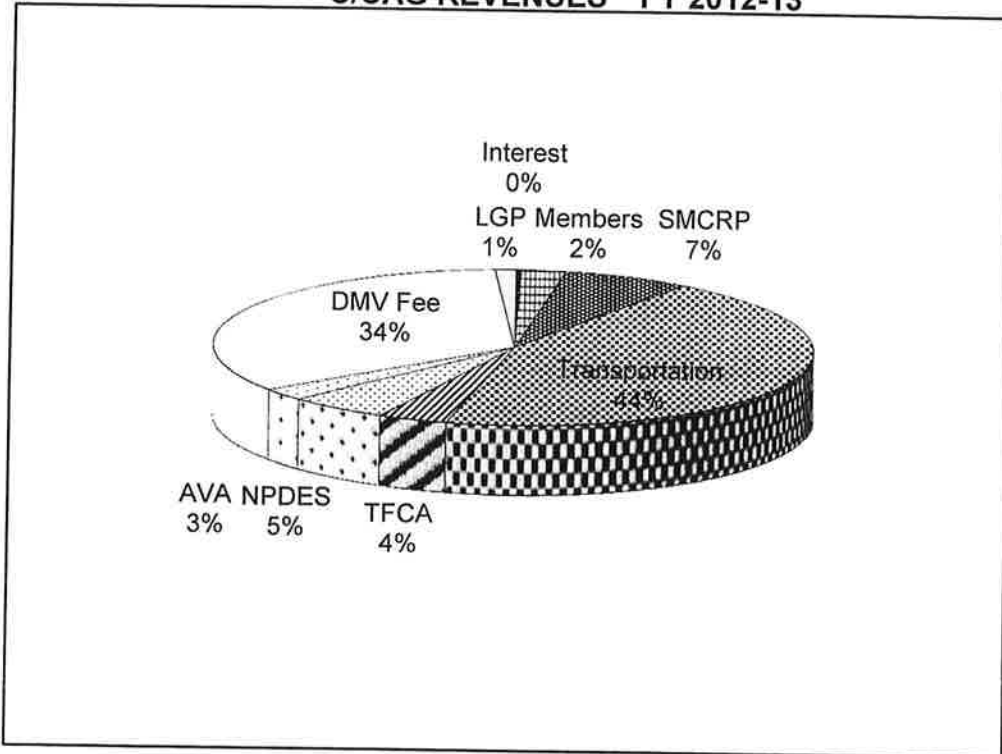
CONGESTION RELIEF PROGRAM ASSESSMENT			
	FY 12-13		
Agency		% of Trip Generation	Congestion Relief
Atherton		1.34%	\$24,845
Belmont		3.56%	\$65,884
Brisbane (2)		1.18%	\$21,775
Burlingame		5.79%	\$107,193
Colma		0.50%	\$9,224
Daly City		10.79%	\$199,610
East Palo Alto		2.30%	\$42,633
Foster City		4.90%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

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

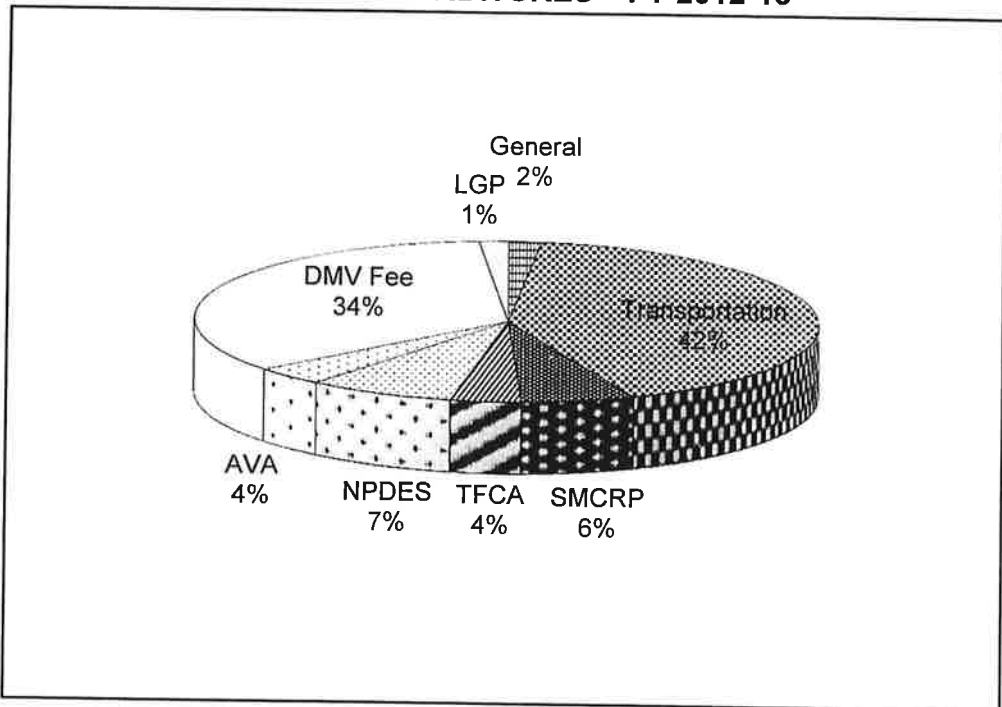
ATTACHMENT C

Graphical Representation of C/CAG Budget

C/CAG REVENUES FY 2012-13

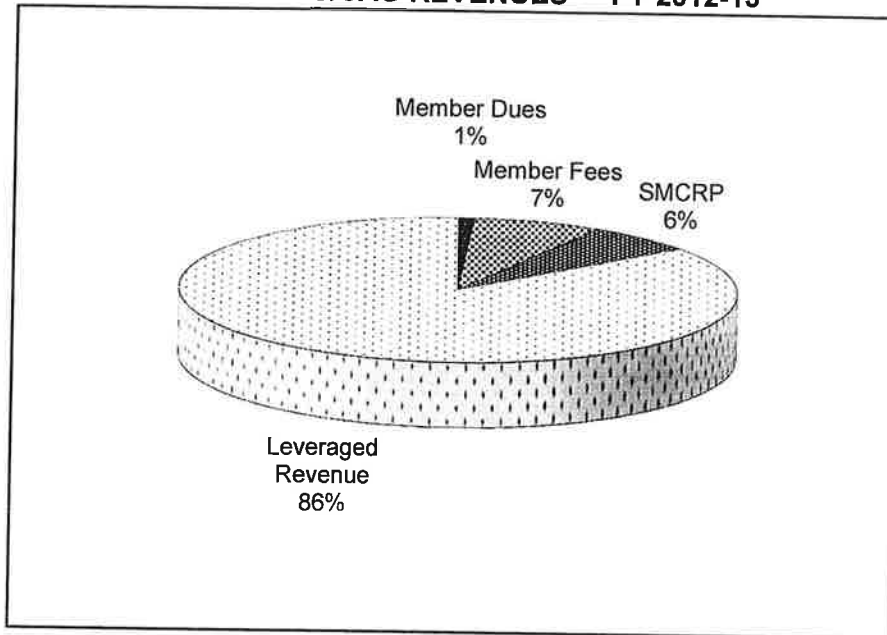


C/CAG EXPENDITURES FY 2012-13



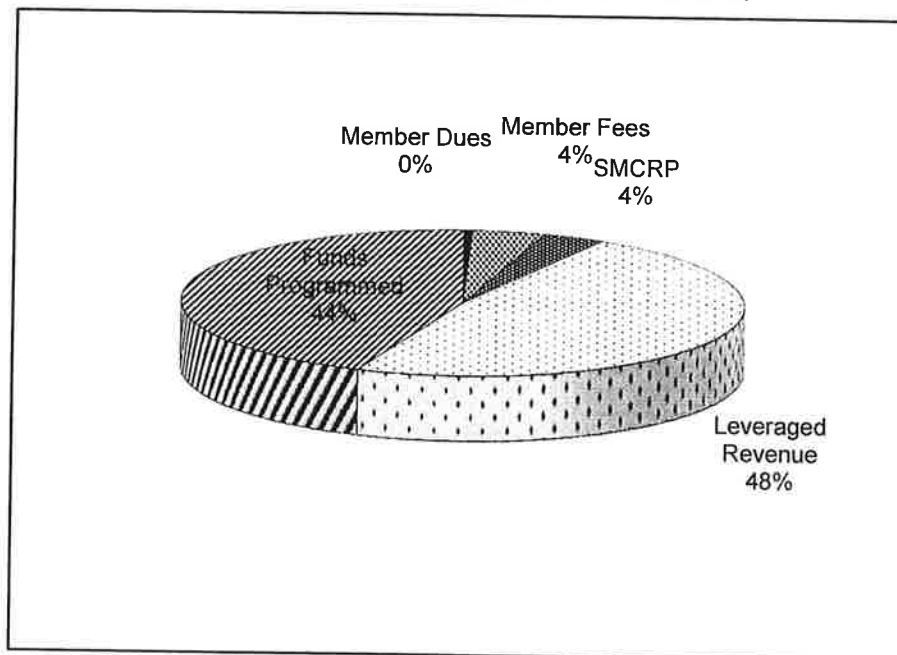
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2012-13



Leverage= 11.3503 to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2012-13



Leverage= 20.8585 to 1
(Less SMCRP Funds)

C/CAG AGENDA REPORT

Date: May 10, 2012

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of a support letter to the California High Speed Rail Authority for the revised California High Speed Rail Business Plan

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

RECOMMENDATION

That the Board review and approve a support letter from the C/CAG Chair to the California High Speed Rail Authority for the revised California High Speed Rail Business Plan.

FISCAL IMPACT

None.

ATTACHMENTS

- Support Letter.

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*

May 10, 2012

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

Attention: Dan Richard - Chair

Subject: Support for Revised California High Speed Rail Business Plan

Dear Chair Richard;

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

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

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

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

Sincerely,

Bob Grassilli
Chair
City/ County Association of Governments

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