



**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

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

BOARD MEETING NOTICE

Meeting No. 240

DATE: Thursday, November 10, 2011

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 Dave Carbone, C/CAG Staff, for his years of dedicated service and contributions to C/CAG. INFORMATION p. 1
 - 4.2 Presentation of American Society of Landscape Architects' National Honor Award in the Communications Category for the "San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook" INFORMATION
 - 4.3 Presentation from PG&E on the Russell City Interconnect Project. 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. 239 dated October 13, 2011.
ACTION p. 5
- 5.2 Contracts executed by the C/CAG Chair or Executive Director in accordance with the adopted Procurement Policy:
 - 5.2.1. Funding agreement between C/CAG and the San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the "Making The Last Mile Connection Pilot Program".
INFORMATION p. 11
 - 5.2.2 Funding agreement between C/CAG and the San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the "Pilot Regional Bike-Sharing Program".
INFORMATION p. 19
- 5.3 Review and approval of the 2012 C/CAG Board calendar. ACTION p. 27
- 5.4 Review and Approval of Resolutions 11-62 and 11-63 authorizing submittal of Urban Greening Grant Applications. ACTION p. 29
 - 5.4.1 Review and Approval of Resolution 11-62 approving the application for grant funds for the Urban Greening Grant Program Under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84) for Mission Street in Daly City. ACTION p. 33
 - 5.4.2 Review and Approval of Resolution 11-63 approving the application for grant funds for the Urban Greening Grant Program Under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84) for El Camino Real in South San Francisco. ACTION p. 35
- 5.5 Review and approval of the 3rd Cycle Lifeline Transportation Program Call for Projects conditioned on the Metropolitan Transportation Commission's adoption of their Program Guidelines. ACTION p. 45
- 5.6 Review and accept of the Abandoned Vehicle Abatement (AVA) Program Report for the Year Ending June 30, 2011. ACTION p. 63

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

6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative priorities, positions, and legislative update.
(A position may be taken on any legislation, including legislation not previously identified.)
ACTION p. 73

- 6.2 Receive and accept the progress report on the Countywide Transportation Plan 2035.
INFORMATION p. 79

- 6.3 Review and approval of a letter to PG&E. ACTION p. 131

- 6.4 Review and approval of a letter to CPUC. ACTION p. 133

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

- 10.1 Public Employee Performance Evaluation

Title: Executive Director

- 10.2 Conference with Labor Negotiators

C/CAG Representatives: Bob Grassilli

Unrepresented Employee: Executive Director

11.0 RECONVENE OPEN SESSION

- 11.1 Report on Closed Session.

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

ACTION

- 13.0 Approval of the Performance Objectives for FY 11-12 for the City/County Association of Governments (C/CAG) Executive Director.

ACTION

- 14.0 ADJOURN

Next scheduled meeting: December 8, 2011 Regular Board Meeting.

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

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

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

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

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

FUTURE MEETINGS

- | | |
|-------------------|---|
| November 10, 2011 | Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m. |
| November 10, 2011 | C/CAG Board - SamTrans 2 nd Floor Auditorium - 6:30 p.m. |
| November 11, 2011 | Resource Management and Climate Protection Committee (RMCP) |
| November 15, 2011 | NPDES Technical Advisory Committee - to be determined - 10:00 a.m. |
| November 17, 2011 | CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 3:00 p.m.
Conference Room C - 7:00 p.m. |
| November 17, 2011 | Airport Land Use Commission - Burlingame City Hall - Council Chambers – 4:00 P.M. |
| November 21, 2011 | Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City – Noon |
| November 28, 2011 | CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m. |

C/CAG AGENDA REPORT

Date: November 10, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Presentation to Dave Carbone, Transportation Systems Coordinator, for his years of dedicated service and contributions to C/CAG.

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

RECOMMENDATION

That the C/CAG Board honor Dave Carbone for his years of dedicated service to San Mateo County, and to the C/CAG Board of Directors.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Dave Carbone has provided dedicated service to San Mateo County, and to the C/CAG Board of Directors from 1990 - 2011. Dave has been a pleasure to work with, and has been a real asset to C/CAG.

ATTACHMENTS

Certificate of Appreciation.

ITEM 4.1

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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* * * * *

A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO DAVE CARBONE FOR HIS DEDICATED SERVICE TO C/CAG

* * * * *

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

Whereas, Dave Carbone was the first C/CAG Staff person, and served the C/CAG Board of Directors, as Transportation Systems Coordinator, from 1990 - 2011, and,

Whereas, Dave Carbone provided staff support to the C/CAG Airport Land Use Committee (ALUC), in its role as the Airport Land Use Commission for San Mateo County, and,

Whereas, Dave Carbone managed C/CAG's state-mandated airport land use compatibility review process, and the preparation of a draft update of the Comprehensive Airport Land Use Compatibility Plan (CLUP) for the environs of San Francisco International Airport, and,

Whereas, Dave Carbone coordinated grant funding with the FAA and the Caltrans Division of Aeronautics for C/CAG to receive funding to prepare updates of the Comprehensive Airport Land Use Compatibility Plans (CLUPs) for the environs of the three airports in San Mateo County (Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport), and,

Whereas, Dave Carbone served on three technical advisory committees to assist the Caltrans Division of Aeronautics staff to prepare updates of the *California Airport Land Use Planning Handbook*, and,

Whereas, Dave Carbone recognized by the FAA and the Caltrans Division of Aeronautics for his extensive knowledge of airport land use compatibility planning and aircraft noise mitigation strategies, and,

Whereas, Dave Carbone was extremely professional and diligent and has been a great asset to C/CAG, and,

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Dave Carbone for his years of dedicated public service, and wishes him happiness and success in his future endeavors.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF NOVEMBER, 2011.

Bob Grassilli, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Meeting No. 239
October 13, 2011

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
Sepi Richardson - Brisbane
Terry Nagel - Burlingame
Joe Silva - Colma
David Canepa - Daly City
Ruben Abrica - East Palo Alto
Linda Koelling - Foster City
Naomi Patridge - Half Moon Bay
Kirsten Keith - Menlo Park
John Seybert - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo (6:36)
Don Horsley - San Mateo County
Karyl Matsumoto - South San Francisco, San Mateo County Transit District (6:55)
Deborah Gordon – Woodside (6:37)

Absent,
Belmont
Hillsborough
Millbrae
Pacifica
Portola Valley

Others:
Sandy Wong, Deputy Director C/CAG
Inga Lintvedt, C/CAG Legal Counsel
Nancy Blair, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Joe Kott, C/CAG Staff
Tom Madalena, C/CAG Staff
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member

ITEM 5.1

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 California Public Utilities Commission (CPUC) Presentation.

Paul Clanon, Executive Director CPUC, gave a presentation and answered questions.

Mr. Clanon provided contact information for those who had questions, or may wish to contact him: Email address: paul.clanon@cpuc.ca.gov
Telephone number: 415 703-3808

5.0 CONSENT AGENDA

Boardmember Horsley MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.5.1, 5.5.2, 5.5.3, 5.6, and 5.8. Boardmember Koelling SECONDED. **MOTION CARRIED** 16-0.

- 5.1 Approval of the Minutes of Regular Business Meeting No. 238 dated September 8, 2011.
APPROVED

- 5.2 Review and approval of Resolution 11-58 authorizing the C/CAG Chair to execute the Cooperative Agreement between San Mateo County Transit District, City/County Association of Governments of San Mateo County, and Santa Clara Valley Transportation Authority for the performance of Tiger II Planning Grant (Grant No. CA-79-1000) and related local cost sharing for a net C/CAG cost not to exceed \$251,829.
APPROVED

- 5.3 Review and Adoption of Resolution No. 11-53 Authorizing the C/CAG Board of Directors to Submit an Application to Caltrans to Receive and Accept State Grant Funds and Certify C/CAG's Share of Matching Funds to Prepare an Update of the Comprehensive Airport Land Use Compatibility Plan (CLUP) for the Environs of San Carlos Airport
APPROVED

- 5.4 Review and approval of Resolution 11-57 authorizing the C/CAG Chair to execute a funding agreement with the San Mateo County Transportation Authority (SMCTA) to receive a maximum amount of \$630,000 for joint and/ or co-sponsored programs for FY 2011/12
APPROVED

- 5.5 Review and approval of Memoranda of Understanding with SMCTA, SamTrans, and JPB to cost reimburse C/CAG for use of the C/CAG Travel Forecasting Model.
APPROVED

- 5.5.1 Review and approval of Resolution 11-59 and the accompanying Memorandum of Understanding between C/CAG and the San Mateo County Transportation Authority (SMCTA) for use of the C/CAG Transportation Forecasting Model.
APPROVED

- 5.5.2 Review and approval of Resolution 11-60 and the accompanying Memorandum of Understanding between C/CAG and the San Mateo County Transportation Authority (SMCTA) for use of the C/CAG Transportation Forecasting Model. APPROVED
- 5.5.3 Review and approval of Resolution 11-61 and the accompanying Memorandum of Understanding C/CAG and the Peninsula Corridor Joint Powers Board (JPB) for use of the C/CAG Transportation Forecasting Model for JPB to provide its share of license fee in an amount of \$50,000 and a yearly fee of \$6,250 per year for three years. APPROVED
- 5.6 Review and approval of co-sponsorship of Joint Venture Silicon Valley, "The Index of Silicon Valley", with a cost of \$10,000. APPROVED
- 5.8 Review and Approval of Reallocation of \$32,500 in Transportation Development Act Article 3 Funds for the City of San Bruno's Sneath Lane Class II Bicycle Lane Project. APPROVED

Item 5.7 was removed from the Consent Calendar.

- 5.7 Review and approval of Resolution 11- 62 authorizing the C/CAG Chair to execute a contract with Ricondo Associates for Airport Land Use Compatibility professional services in support of the San Francisco International Airport Comprehensive Land Use Plan Update for a total not to exceed \$64,338. APPROVED

It was requested that future contracts with Ricondo Associates be put on the Regular Agenda.

Board Member Matsumoto MOVED approval of Item 5.7. Board Member Richardson SECONDED. **MOTION CARRIED** 16-0.

6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative priorities, positions, and legislative update. (A position may be taken on any legislation, including legislation not previously identified.) ACTION
Staff provided an update on the Governor's action regarding bills of interest to C/CAG:

AB 438 - AB 438 – *Signed into Law by the Governor on 10.08.2011*

AB 1105 – *Signed into Law by the Governor on 07.25.2011*

AB 1164 – *Signed into Law by the Governor on 10.02.2011*

SB 582 – *Vetoed by the Governor on 08.01.2011*

No action taken.

- 6.2 Review and approval of the Proposed 2012 State Transportation Improvement Program (STIP).

- 6.2.1 Review and approval of Resolution 11-54 to approve the Proposed 2012 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make modifications as necessary. (Special voting procedures apply). APPROVED

Board Member Grotte MOVED approval of Item 6.2.1. Board Member Gordon SECONDED. **MOTION CARRIED** 16-0.

A Super Majority Vote was taken by roll call. **MOTION CARRIED** 16-0. Results: 16 Agencies approving. This represents 76% of the Agencies representing 85% of the population.

- 6.2.2 Review and approval of Resolution 11-55 authorizing the filing of an application for \$2,411,000 in funding from the 2012 Regional Transportation Improvement Program (RTIP) for the Phase 2 of SR 92 Improvement from I-280 to US 101 Environmental Study for Improvement at the SR 92/US 101 Interchange Vicinity project. APPROVED

Board Member Nagel MOVED approval of Item 6.2.2. Board Member O'Connell SECONDED. **MOTION CARRIED** 16-0.

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports).

Chairperson's Report

Chair Grassilli expressed his appreciation of the questions, comments, and civility, of the entire Board, in dealing with a very difficult situation. The Chair appreciated how the Board operated with the CPUC, and with PG&E at the Board's October meeting.

7.2 Boardmembers Report

Boardmember Patridge invited everyone to the Pumpkin Festival in Half Moon Bay scheduled for October 15 and 16.

Boardmember Nagel attended the Active San Mateo County Conference, and talked with a woman from Mill Valley about Bike Plans. Mill Valley has their Transportation Authority (TA) pay a consultant to work with the cities to write all of their bike master plans. In the future, the Board may want to expedite the bike master planning of individual cities by making that a priority of the Board or the TA.

Boardmember Horsley noted the Board of Supervisors conducted a study session on the possibility of banning plastic bags. A letter will be sent to all of the cities asking if there is an interest in joining them on a master ordinance to ban the use of plastic bags. An EIR will have to be done to avoid a lawsuit from the plastic bag manufacturing association.

Boardmember Seybert invited the Board to attend the second annual Peninsula Oktoberfest on October 15 at Redwood City's Courthouse Square.

Boardmember O'Connell, and the City of San Bruno, appreciate C/CAG's support, interest, and passion about what PG&E and the CPUC are doing and what they are going to do. The National Transportation Board's report is out and is online.

Board Koelling asked if the Board will move forward by documenting some of the questions in letter form to PG&E and the CPUC? Chair Grassilli's answer is letters to PG&E and the CPUC will be the main discussion at the November Board meeting.

8.0 EXECUTIVE DIRECTOR'S REPORT

The City of Belmont invites the Community to join in the Ribbon Cutting Ceremony for the Pedestrian/Bicycle Bridge. The celebration is scheduled for November 19 from 9:30 a.m. to 10:30 a.m. at the Belmont Sports Complex at 550 Island Parkway.

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

The meeting adjourned at 8:19 p.m.

C/CAG AGENDA REPORT

Date: November 10, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Funding agreement between C/CAG and San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the “Making the Last Mile Connection Pilot Program”

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

RECOMMENDATION

That the C/CAG Board receive a copy of the funding agreement between C/CAG and San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the “Making the Last Mile Connection Pilot Program” executed by the C/CAG Chair in accordance with the adopted procurement policy.

FISCAL IMPACT

This agreement commits \$25,000 of C/CAG fund as local match for the MTC Climate Grant awarded to the San Mateo County Transit District for the “Making the Last Mile Connection Pilot Program”.

SOURCE OF FUNDS

C/CAG \$25,000 will come from the C/CAG Congestion Relief Fund, as approved in the C/CAG budget.

BACKGROUND/DISCUSSION

As part of continuation of SAFETEA-LU Federal Transportation Funding Cycle 1, the Metropolitan Transportation Commission (MTC) announced a call for project in April 2010 for the Climate Initiative Grant program. The San Mateo County Transit District (SamTrans), along with the Peninsula Traffic Congestion Relief Alliance, City of Redwood City, County of San Mateo, collaborated to submit a proposal for the “Making the Last Mile Connection Pilot Program” project. That project was then awarded \$1.487 million in grant fund, requiring \$487,000 cash and in-kind local match. C/CAG’s contribution is \$25,000 in cash as local match.

ATTACHMENTS

Executed funding agreement between the San Mateo County Transit District and the City/County Association of Governments of San Mateo County for the Making the Last Mile Connection Pilot Program.

ITEM 5.2.1

**FUNDING AGREEMENT
BETWEEN THE SAN MATEO COUNTY TRANSIT DISTRICT AND
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY FOR THE MAKING THE LAST MILE CONNECTION
PILOT PROGRAM**

THIS AGREEMENT is entered into as of the 7th day of October, 2011 ("Effective Date"), by and between the San Mateo County Transit District (District), a public agency, and the City/County Association of Governments of San Mateo County (C/CAG), a public joint powers agency, referred to herein individually as "Party" and jointly as "Parties."

WITNESSETH:

WHEREAS, on April 20, 2010, the Metropolitan Transportation Commission (MTC) issued a solicitation for a competitive grants program focusing on innovative strategies for reducing greenhouse gas emissions; and

WHEREAS, on August 13, 2010, the District, the Peninsula Traffic Congestion Relief Alliance (Alliance), the City of Redwood City (City), and the County of San Mateo (County), referred to herein jointly as "Project Partners," collaborated to submit a proposal for a transportation demand management pilot program in Redwood City; and

WHEREAS, on October 27, 2010, the MTC awarded \$1.487 million to the District to administer the *Making the Last Mile Connection Pilot Program* (Project) through its Climate Initiative grant program; and

WHEREAS, on December 8, 2010, the District's Board of Directors adopted Resolution No. 2010-74, committing the necessary non-Federal matching funds and assuring the completion of the Project; and

WHEREAS, the District requested that C/CAG consider a funding request of \$25,000 in support of the Project; and

WHEREAS, C/CAG has pledged to contribute \$25,000 in the local matching funds to be used for the Project.

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

1. SCOPE OF SERVICES

The Project includes the planning, implementation, marketing, operations, and oversight of a two-year demonstration project that will implement a suite of Transportation Demand Management (TDM) strategies in the City of Redwood City to test the contribution that TDM can make toward the regional Sustainable Communities Strategy being developed by MTC. The TDM strategies being implemented under the Project are:

1. Car Share (Lead: District)

2. Short-distance Vanpool (Lead: Alliance)
3. Telework & Flex-schedules (Lead: County)
4. Residential and Employer/Employee Targeted Marketing (Leads: District and Alliance, respectively)

The goal of this Project is that the availability of all these travel options and marketing of new and existing TDM strategies will change both residents' and employees' travel habits away from single-occupancy personal vehicle travel, which will result in reduced vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Mode shift would be evaluated for each individual TDM strategy, as well as collectively by comparing overall mode shift to a control city. An integral part of this goal is a reduction in VMT by five (5) percent in Redwood City.

Upon completion of the Project, the District, Alliance, and the County will continue to be responsible for the Car Share, Short-distance Vanpool, and Telework & Flex-schedule TDM strategies, respectively, for those strategies deemed by the respective Project Partners to be self-sustaining. The City reserves the right to not assume responsibility of any TDM strategies or marketing programs at the completion of the Project.

The District agrees to serve as the lead agency for the Project, and its duties will include regional and Project coordination, program administration, and fiscal agent responsibilities.

2. TIME OF PERFORMANCE

The District will complete the services for which it is responsible as described in Section 1 within four (4) years of the execution of a Memorandum of Understanding between the Project Partners.

3. FUNDING AND METHOD OF PAYMENT

C/CAG shall reimburse the District up to \$25,000 for the Project. The financial obligations of C/CAG pursuant to this Agreement shall not exceed \$25,000. The funding sources and project budget for the Project are included in Attachment A, Project Budget, which is attached hereto and incorporated herein by this reference as though set forth in full.

The District shall prepare and submit an invoice for the full amount approved by C/CAG. Upon receipt of an acceptable invoice, C/CAG shall disburse the funds in the full amount in a timely manner to the following address:

San Mateo County Transit District
Accounts Payable
1250 San Carlos Ave
San Carlos, CA 94070

4. MUTUAL HOLD HARMLESS

- a. It is agreed that the District shall save harmless, and indemnify C/CAG, its officers, agents and employees from any and all claims, demands and suits

(including any and all costs and expenses in connection therewith) 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 officers, agents and/or employees. The District agrees, at its own cost and expense, to defend any and all claims, demands, suits and legal proceedings brought against C/CAG, its officers, agents and employees or any of them, arising from the negligent acts or omissions of the District, its officers, agents or employees, and to pay and satisfy any resulting judgments.

- b. It is agreed that C/CAG shall save harmless and indemnify the District, its officers, agents and employees from any and all claims, demands and suits (including any and all costs and expenses in connection therewith) 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 officers, agents and/or employees. C/CAG agrees, at its own cost and expense, to defend any and all claims, demands, suits and legal proceedings brought against the District, its officers, agents and employees or any of them, arising from the negligent acts or omissions of C/CAG, its officers, agents or employees, and to pay and satisfy any resulting judgments.

This section shall survive termination or expiration of this Agreement.

5. 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.

6. 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: Attention: Sandy Wong, Deputy Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

To District: Attention: Corinne Goodrich
San Mateo County Transit District
1250 San Carlos Ave., PO Box 3006
San Carlos, CA 94070

7. 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.

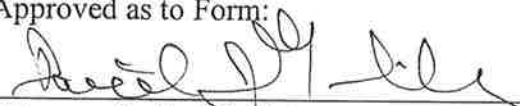
8. ASSIGNMENT

Neither Party shall assign, transfer or otherwise substitute its interest or obligations in this Agreement without the prior written consent of the other Party.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement.

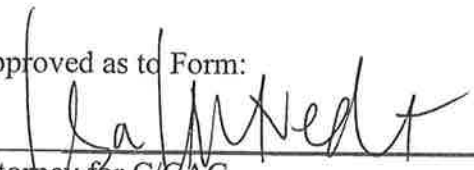
SAN MATEO COUNTY TRANSIT DISTRICT

By: 
Name: Michael J. Scanlon
Its: General Manager

Approved as to Form:

Attorney for the District

**CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY**

By: 
Name: Bob Grassilli, C/CAG Chair

Approved as to Form:

Attorney for C/CAG

Attachment A

**PROJECT BUDGET
Making the Last Mile Connection Pilot Program**

Lead/Implementing Agency: San Mateo County Transit District

Sponsoring Agency: San Mateo County Transit District

Contact: Iris Yuan, Program Manager, Strategic Development
(650) 508-7913 or yuani@samtrans.com

Project Budget/ Estimated Cost/ Source of Funding*:

Total Project Budget

TASK	TOTAL
1.0 Project Scoping, Coordination, and Administration	\$331,471
TDM Strategy	
2.0 Car share	\$675,450
3.0 Short-distance Vanpool	\$302,200
4.0 Telework & Flex-schedules	\$105,200
5.0 Targeted Marketing	\$333,221
6.0 Program Evaluation	\$226,480
TOTAL COST	\$1,974,021

Funding Sources

Funding Source	Amount	% Share
MTC FUNDS	\$1,487,000	75.3%
MATCHING FUNDS (In Kind)	District: \$17,600 Alliance: \$19,210 County: \$102,306 Redwood City: \$20,000 Subtotal: \$159,116	8.1%
CASH MATCH	C/CAG: \$25,000 District (in kind): \$128,905 SMCTA Measure A: \$120,000 Employers: \$54,000 Subtotal: \$327,905	1.3% ¹ 16.6%
TOTAL FUNDING	\$1,974,021	100%

¹ C/CAG's percent contribution to project.

* Project costs are estimates and may be subject to change during the course of the project development. The C/CAG funding cash match shown is an up to amount.

C/CAG Component:

Description:

The C/CAG funds will be used for portions of the car share and vanpool programs. The following detailed summary provides the estimated cost breakdown for the C/CAG portion of each of these components:

Tasks	C/CAG Funds	Estimated Total Line Item Cost
Task 2.0 - Car Share		
Car Share Vendor	\$24,371	\$526,500
Task 3.0 – Short-distance Vanpool: Caltrain space		
Caltrain parking space lease	\$629	\$3,240
Total	\$25,000	\$529,740

A majority of the C/CAG Funds will go towards the Car Share program and specifically the Car Share vendor to operate the program. Since this is planning and operations of Car Share there is no specific deliverable for this type of work. In addition, C/CAG funds will go towards is the cost for leasing parking spaces at the Redwood City Caltrain station parking lot for the vanpool vans, which will also have no specific deliverable.

The local match for this project is also being contributed by the Alliance, San Mateo County, Redwood City, TA, and local employers. The amount of \$25,000 committed by C/CAG will provide the local match needed for the MTC Climate Initiatives Program.

C/CAG AGENDA REPORT

Date: November 10, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Funding agreement between C/CAG and San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the “Pilot Regional Bike-Sharing Program”

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

RECOMMENDATION

That the C/CAG Board receive a copy of the funding agreement between C/CAG and San Mateo County Transit District for C/CAG to provide \$25,000 as local match for the “Pilot Regional Bike-Sharing Program” executed by the C/CAG Chair in accordance with the adopted procurement policy.

FISCAL IMPACT

This agreement commits \$25,000 of C/CAG fund as local match for the MTC Climate Grant awarded to the San Mateo County Transit District for the “Pilot Regional Bike-Sharing Program”.

SOURCE OF FUNDS

C/CAG \$25,000 will come from the C/CAG Congestion Relief Fund, as approved in the C/CAG budget.

BACKGROUND/DISCUSSION

As part of continuation of SAFETEA-LU Federal Transportation Funding Cycle 1, the Metropolitan Transportation Commission (MTC) announced a call for project in April 2010 for the Climate Initiative Grant program. The San Mateo County Transit District (SamTrans), along with the County of San Mateo, City of Redwood City, Bay Area Air Quality Management District, and the Santa Clara Valley Transportation Authority collaborated to submit a proposal for the “Pilot Regional Bike-Sharing Program” as a three-year regional bicycle sharing demonstration pilot project. That project was then awarded \$4.2 million in grant fund, requiring \$1.2 million cash and in-kind local match. C/CAG’s contribution is \$25,000 in cash as local match.

ATTACHMENTS

Executed funding agreement between the San Mateo County Transit District and the City/County Association of Governments of San Mateo County for the MTC Climate Initiatives Grant: Pilot Regional Bike-Sharing Program.

ITEM 5.2.2

**FUNDING AGREEMENT
BETWEEN THE SAN MATEO COUNTY TRANSIT DISTRICT AND
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY FOR THE MTC CLIMATE INITIATIVES GRANT:
PILOT REGIONAL BIKE-SHARING PROGRAM**

THIS AGREEMENT is entered into as of the ____ day of _____, 2011, by and between the San Mateo County Transit District (District), a public agency, and the City/County Association of Governments of San Mateo County(C/CAG), a public joint powers agency.

WITNESSETH:

WHEREAS, on April 20, 2010, the Metropolitan Transportation Commission (MTC) issued a solicitation for a competitive grants program focusing on innovative strategies for reducing greenhouse gas emissions; and

WHEREAS, on August 13, 2010, the DISTRICT, the San Francisco Municipal Transportation Agency, the City of Redwood City, the County of San Mateo, the Bay Area Air Quality Management District (BAAQMD), and the Santa Clara Valley Transportation Authority collaborated to submit a proposal for a regional bicycle share pilot project along the peninsula transportation corridor at locations in San Jose, Palo Alto, Mountain View, Redwood City and San Francisco; and

WHEREAS, on October 27, 2010, the MTC awarded \$4.2 million to BAAQMD to administer the *First-Mile and Last-Mile Mobility Solution: Pilot Bike-Sharing Program* (Project), which is a three-year regional bicycle sharing demonstration project that is being funded by MTC's Climate Initiative grant program; and

WHEREAS, the DISTRICT, in partnership with San Mateo County and the City of Redwood City, requested that C/CAG consider a funding request of \$25,000 in support of the Project, which funds will be used to support the San Mateo County portion of the Project that will be centered at the Redwood City Caltrain station and its vicinity; and

WHEREAS, C/CAG has pledged to contribute \$25,000 in local matching funds to be used for the Project.

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

1. **SCOPE OF SERVICES**

DISTRICT agrees to provide technical assistance and program management to launch the regional bicycle sharing demonstration project in coordination with the grant program project partners, including the San Mateo County Transit District, the Bay Area Air Quality Management District, the City And County of San Francisco, the City of Redwood City, the County of San Mateo, and the Santa Clara Valley Transportation Agency, as identified in the project Intergovernmental Agreement executed between those parties as of September 27, 2011.

2. TIME OF PERFORMANCE

DISTRICT will provide the services described above from the date of execution of the Intergovernmental Agreement (executed on September 27, 2011) through September 30, 2013.

DISTRICT will endeavor to meet the following schedule and Project milestones:

1	Submit Request For Proposals (RFP) to Caltrans for approval	On or around August 31, 2011
2	Issuance of Solicitation for RFP	Pending Caltrans' approval
3	Agreement(s) Executed between the Air District and Selected Vendor(s)	On or around October 31, 2011
4	System Launch (1,000 bikes placed into service and operated)	Spring 2012 and not later than September 30, 2012
5	Close of Project	Minimum of 12 months from System Launch
6	Final Evaluation	Within 6 months following close of Project
7	Financial Audit	Within 12 months following close of Project

3. PROJECT DESCRIPTION

The Project will deploy 1,000 bicycles at up to approximately 100 kiosk stations along the peninsula transportation corridor at locations in San Jose, Palo Alto, Mountain View, Redwood City and San Francisco. Its objective is to pilot zero-emissions bike-sharing strategically in downtown urban centers of varying sizes and population densities in close proximity to transit services located in Priority Development Areas (PDA) or other areas with high potential for use. This Project will demonstrate and test the potential to effectively reduce single-occupancy vehicle travel to transit stops by offering bicycles as a first- and last-mile transportation alternative, thereby reducing vehicle miles traveled and greenhouse gas emissions and improving local air quality. It will also work to test the viability of bicycling as a stand-alone mode of travel.

The Project will provide bicycles for use by program members (e.g. memberships may be daily, weekly, and annual) from unattended stations, incentivizing short-term use (e.g. 30 minutes). The bicycles will be tamper and vandalism proof and will employ radio-frequency identification smartcards and wireless and internet technologies to coordinate and track bicycle reservations, pick-up, drop-off, and subscriber information. This advanced technology system will track user demand and provide a mechanism to maintain a balanced distribution of bikes within each host community, and the desirable number of bikes and spare parking within each station.

Information obtained via the technology portion of the program will be combined with surveys to calculate emissions reduced by the Project, its success in market penetration, its sustainability and its ability to be replicated or expanded. Although the Project launch date may be staggered, the pilot will operate for a minimum of twelve months within each host community.

The Project will be coordinated and administered by the Air District in partnership with cities, counties and transportation agencies. Among the outcomes of the Project, the Air District will research, test, and evaluate sustainable program financing models, including private-public partnerships. The Project is intended to produce data that would be used to develop a regionally coordinated bike-sharing strategy useful for expanding the program in the original pilot cities and for replicating the program in other targeted Bay Area communities. The Project will also include an extensive outreach component that will encourage transportation mode shift to sustainable transportation alternatives with a focus on bicycling.

4. FUNDING AND METHOD OF PAYMENT

C/CAG shall reimburse the DISTRICT up to \$25,000 for San Mateo County's portion of the Project. The financial obligations of C/CAG pursuant to this Agreement shall not exceed \$25,000. The funding sources and project budget for the Project are included in Attachment A, Project Budget which is attached hereto and incorporated herein by this reference as though set forth in full.

DISTRICT shall prepare and submit an invoice for the full amount approved by C/CAG. Upon receipt of acceptable invoice, C/CAG shall disburse the funds in the full amount in a timely manner to the following address:

San Mateo County Transit District
Accounts Payable
1250 San Carlos Ave
San Carlos, CA 94070

5. MUTUAL HOLD HARMLESS

- a. It is agreed that DISTRICT shall save harmless, and indemnify C/CAG, its officers, agents and employees from any and all claims, demands and suits (including any and all costs and expenses in connection therewith) 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 DISTRICT, its officers, agents and/or employees. The DISTRICT agrees, at its own cost and expense, to defend any and all claims, demands, suits and legal proceedings brought against C/CAG, its officers, agents and employees or any of them, arising from the negligent acts or omissions of the DISTRICT, its officers, agents or employees, and to pay and satisfy any resulting judgments.
- b. It is agreed that C/CAG shall save harmless and indemnify the DISTRICT, its officers, agents and employees from any and all claims, demands and suits (including any and all costs and expenses in connection therewith) 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 officers, agents and/or employees. C/CAG agrees, at its own cost and expense, to defend any and all claims, demands, suits and legal proceedings brought against the DISTRICT, its officers, agents and employees or any of them, arising from the negligent acts or omissions of C/CAG, its officers, agents or employees, and to pay and satisfy any resulting judgments.

This section shall survive termination or expiration of this Agreement.

6. 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 DISTRICT. No claim for additional compensation or extension of time shall be recognized unless contained in a duly executed amendment.

7. 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: Attention: Sandy Wong, Deputy Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

To DISTRICT: Attention: Marisa Espinosa
Planning and Development
San Mateo County Transit District
1250 San Carlos Ave
San Carlos, CA 94070

8. 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.

9. ASSIGNMENT

Neither party shall assign, transfer or otherwise substitute its interest or obligations in this Agreement without the prior written consent of the other party.

IN WITNESS WHEREOF, the parties here to have executed this Agreement.

SAN MATEO COUNTY TRANSIT DISTRICT

By: _____
Name: Michael J. Scanlon
Its: General Manager

Approved as to Form:

Attorney for the DISTRICT

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By:  _____
Bob Grassilli, Chair

Approved as to Form:

 _____
Attorney for C/CAG

APPENDIX A

Project Budget and Funding Sources

(Obtained from Regional Bike Share Pilot Program Intergovernmental Agreement)

Table 1: Total Project Budget

Project Component	MTC Share	Air District Share	Air District Share -Non Participating	Local Match ¹	Local Match-Non Participating ¹	Total Cost
Program Development: capital costs including procurement and installation of 1,000 bicycles and approximately up to 100 kiosk stations and Program Implementation including operations and maintenance, bike re-distribution, insurance, and subscriber management	\$4,125,764	\$962,000	\$-	\$881,250	\$-	\$5,969,014
Procurement of racks for use at Caltrain stations	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Staffing: (1) Air District FTE 2.5 years (labor & indirect)	\$-	\$280,896	\$80,000	\$-	\$-	\$360,896
Staffing: VTA 1.5 FTE 1 yr	\$150,000	\$-	\$-	\$-	\$100,000	\$250,000
Staffing: SAMTRANS (managing agency for Caltrain – oversight for installation of kiosks at 6 Caltrain stations)	\$-	\$10,000	\$-	\$-	\$25,000	\$35,000
Staffing: SFMTA	\$-	\$-	\$-	\$-	\$281,250	\$281,250
Auditing Costs	\$-	\$50,000	\$-	\$-	\$-	\$ 50,000
Integration with MTC 511	\$15,236	\$7,504	\$-	\$-	\$-	\$ 22,740
	\$4,291,000	\$1,310,400	\$100,000	\$881,250	\$406,250	\$6,989,900

¹For further clarification of the breakdown of local match see Table 2 below

Table 2: Financial Commitment for Each Party

Implementing Parties	Total Participating Contribution	Program Development	Program Implementation	Additional Party Matching Funds (Nonparticipating Staffing Costs)
BAAQMD	\$ 1,310,400	See Table 1		
SFMTA	\$ 401,250	\$ 270,308	\$ 130,942	\$ 281,250
VTA	\$ 400,000	\$ 269,466	\$ 130,534	\$ 100,000
SAMTRANS	\$ 80,000	\$ 53,893	\$ 26,107	\$ 25,000

C/CAG AGENDA REPORT

Date: November 10, 2011
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of the 2012 C/CAG Board calendar.

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

Recommendation:

Review and approve the 2012 schedule for the monthly Board meetings.

Fiscal Impact:

None.

Background/Discussion:

The following schedule for the 2012 Board meetings is proposed:

January 12	July - No meeting.
February 9	August 9
March 8	September 13
April 12	October 11
May 10	November 8
June 14	December 13

C/CAG AGENDA REPORT

Date: November 10, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

Subject: Review and approval of Resolutions 11-62 and 11-63 authorizing submittal of Urban Greening Grant applications

(For further information or questions, contact Matt Fabry at 650-599-1419)

RECOMMENDATION

The C/CAG Board review and approve Resolutions 11-62 and 11-63, authorizing the application for grant funds for the Urban Greening Project Grant Program administered by the Strategic Growth Council under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection bond Act of 2006 (Proposition 84).

FISCAL IMPACT

C/CAG is submitting two similar grant applications, both requesting \$1.5 million in funding and committing \$250,000 as a voluntary match. Although two applications are being submitted, C/CAG is only seeking funding for one of the proposals (see Background/Discussion for details). Therefore, if successful on one or both grant applications, the fiscal impact would be limited to receipt of \$1.5 million on a reimburseable basis and commitment of \$250,000 in matching funds.

SOURCE OF FUNDS

The proposed matching funds and up-front expenses would be funded using vehicle registration fee (VRF) revenues designated for stormwater pollution prevention activities. C/CAG has sufficient unencumbered VRF funds and ongoing revenue to support grant activities if awarded funding. The proposed urban greening projects are an extension of C/CAG's existing Green Streets and Parking Lots Program administered through the San Mateo Countywide Water Pollution Prevention Program (Countywide Program) and is related to providing landscape-based stormwater treatment measures for runoff from transportation infrastructure.

BACKGROUND/DISCUSSION

California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection bond Act of 2006 (Proposition 84) on November 7, 2006. The goal for these greening projects is to incrementally create more viable and sustainable communities throughout the State. The Strategic Growth Council and SB 732 objectives are to improve air and water quality, protect natural resources and agricultural lands, increase the availability of

affordable housing, improve infrastructure systems, promote public health, and assist state and local entities in the planning of sustainable communities and meet AB 32 goals. Urban Greening projects are intended to provide multiple benefits, including decreasing air and water pollution, reducing the consumption of natural resources and energy, increasing the reliability of local water supplies, and/or increasing adaptability to climate change. In April of this year, the State's Strategic Growth Council (created in 2008 under Senate Bill 732), issued a call for concept proposals under its second round of Urban Greening grant funding. C/CAG staff submitted four concept proposals and was invited to submit full applications for two of the four proposals, the details of which are described below.

C/CAG is collaborating with SamTrans to design and construct Complete Streets (accommodating all modes of travel) demonstration projects along Mission Street/El Camino Real as part of the Grand Boulevard Initiative's effort to realize design recommendations included in its 2010 Multimodal Transportation Corridor Plan. A project team consisting of C/CAG and SamTrans staffs as well as technical consultants is preparing conceptual Complete Streets designs for the cities of Daly City, South San Francisco, San Bruno, and San Carlos using funding from a Federal Transit Administration TIGER II planning grant. SamTrans also received a federal Transportation, Community, and System Preservation grant to develop final construction plans for one of the four conceptual designs. The C/CAG Board provided a concept level commitment at its June 2011 meeting to use up to \$2 million in State Transportation Enhancement funds for construction. C/CAG staff is now pursuing additional implementation funding through the State's Urban Greening grant program to incorporate stormwater management and greening features into the constructed Complete Streets segment.

The Complete Streets project team is reserving decision on which of the four projects will be fully designed until 1) preliminary designs are prepared that may identify construction feasibility concerns for each project, and 2) the Urban Greening grants are awarded. C/CAG staff submitted Urban Greening concept proposals for each of the four jurisdictions, and was invited to submit full applications for only the Daly City and South San Francisco projects. Since SamTrans only has funding to complete construction-ready plans for one of the four projects and its consultants estimate C/CAG's Transportation Enhancement funding would only be sufficient for building one project, C/CAG staff proposes submitting full Urban Greening Grant applications for both the Daly City and South San Francisco projects, in hopes of securing funding for one of the proposals. Should C/CAG be successful on one of the applications, it would likely be the deciding factor in which project the Complete Streets project team would select for being designed to the 100% level. If C/CAG is recommended to receive funding for both project proposals, it would need to either reject the second award or identify additional funding to both bring the second project to 100% design and fill construction cost gaps. This could potentially be done through distributing C/CAG's Transportation Enhancement funds between both projects, utilizing additional vehicle registration funds (countywide or city allocations), contributions of local jurisdictions, or other grant funding.

The full grant applications are due on November 17 and, as such, application materials are still under preparation. Attached to this report are the two concept proposals that were submitted for the Daly City and South San Francisco projects.

ATTACHMENTS

- Resolutions 11-62 and 11-63
- Concept Proposals for Daly City and South San Francisco Urban Greening Grant Applications

ALTERNATIVES

- 1- C/CAG Board approve Resolutions 11-62 and 11-63 approving the application for grant funds for the Urban Greening Project grant program under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection bond Act of 2006 (Proposition 84) in accordance with the staff recommendation.
- 2- C/CAG Board not approve Resolutions 11-62 and 11-63 and provide further direction to staff.

RESOLUTION NO. 11-62

APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE URBAN GREENING GRANT PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER AND COASTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84)

WHEREAS, the Legislature and Governor of the State of California have provided funds for the program shown above; and

WHEREAS, the Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures; and

WHEREAS, said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicants governing board before submission of said application(s) to the State; and

WHEREAS, the Applicant, if selected, will enter into an agreement with the State of California to carry out development of the Project;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County

1. Approves the filing of an application for the Daly City Mission Street Urban Greening Project; and
2. Certifies that Applicant understands the assurances and certification in the application; and
3. Certifies that applicant or title holder will have sufficient funds to operate and maintain the project consistent with the land tenure requirements; or will secure the resources to do so; and
4. Certifies that it will comply with the provisions of Section 1771.8 of the State Labor Code regarding payment of prevailing wages on projects awarded Proposition 84 Funds; and
5. If applicable, certifies that the project will comply with any laws and regulations including, but not limited to, legal requirements for building codes, health and safety codes, disabled access laws, environmental laws and, that prior to commencement of construction, all applicable permits will have been obtained; and
6. Certifies that applicant will work towards the Governor's State Planning Priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety as included in Government Code Section 65041.1; and
7. Appoints the Executive Director, or designee, as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF NOVEMBER, 2011.

Bob Grassilli, Chair

RESOLUTION NO. 11-63

APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE URBAN GREENING GRANT PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER AND COASTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84)

WHEREAS, the Legislature and Governor of the State of California have provided funds for the program shown above; and

WHEREAS, the Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures; and

WHEREAS, said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicants governing board before submission of said application(s) to the State; and

WHEREAS, the Applicant, if selected, will enter into an agreement with the State of California to carry out development of the Project;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County

1. Approves the filing of an application for the South San Francisco El Camino Real Urban Greening Project; and
2. Certifies that Applicant understands the assurances and certification in the application; and
3. Certifies that applicant or title holder will have sufficient funds to operate and maintain the project consistent with the land tenure requirements; or will secure the resources to do so; and
4. Certifies that it will comply with the provisions of Section 1771.8 of the State Labor Code regarding payment of prevailing wages on projects awarded Proposition 84 Funds; and
5. If applicable, certifies that the project will comply with any laws and regulations including, but not limited to, legal requirements for building codes, health and safety codes, disabled access laws, environmental laws and, that prior to commencement of construction, all applicable permits will have been obtained; and
6. Certifies that applicant will work towards the Governor's State Planning Priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety as included in Government Code Section 65041.1; and
7. Appoints the Executive Director, or designee, as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF NOVEMBER, 2011.

Bob Grassilli, Chair

Urban Greening Concept Proposal Form

APPLICANT (Agency and Address-including zip)

City/County Association of Governments of San Mateo
555 County Center
5th Floor

Redwood City CA 94063

Project Title: Daly City El Camino Real Complete Streets
Urban Greening Project

Total Proposed Grant Request: \$1,500,000.00

Other Sources of Funds: \$3,055,714.00

Total Estimated Cost of Project: \$4,555,714.00

Proj. County: San Mateo

Proj. City: Daly City

Agency Type: Joint Powers Authority

Is the project proposed in a disadvantaged community?: False

Non-profits must be a 501 (c) 3 and be in good standing with the Secretary of State

Project Scope/Proposed Activities using Requested Grant Funds

The City/County Association of Governments of San Mateo County (C/CAG) is partnering with the San Mateo County Transit District (SamTrans) to design and construct a "Complete Streets" project in the City of San Carlos on El Camino Real/Mission Street (CA State Route 82). This concept proposal is one of four similar proposals being submitted for consideration by the Strategic Growth Council, with the intent that the highest ranked proposal be selected for Urban Greening project funding. The project is part of the Grand Boulevard Initiative's (GBI) "Removing Barriers to Sustainable Communities Project" that will facilitate the design of demonstration projects on El Camino Real/Mission Street to integrate the roadway with sustainable development, encourage pedestrian and transit activity, and promote investor confidence. The GBI is a collaboration of 19 cities, San Mateo and Santa Clara counties, local, and regional agencies, and other stakeholders to improve the performance, safety, and aesthetics of El Camino Real/Mission Street. Since 2006, the GBI has been building support for transforming El Camino Real/Mission Street from an aging arterial into a vibrant, multimodal "Complete Street", supported by substantial transit infrastructure and strategically located development. The end goal of the project is a localized mode shift away from the auto to transit, walking, and biking with compact, walkable development, and reducing greenhouse gas emissions. The California Department of Transportation (Caltrans) defines a "Complete Street" as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. The multi-jurisdictional GBI was awarded a Federal TIGER II Planning Grant in 2010, which included funding for Complete Streets case studies on El Camino Real/Mission Street through 40 percent design under the Caltrans process. SamTrans issued a "Call for Projects" in March 2011 to solicit project submittals for Complete Streets concept-level design case study segments along El Camino Real/Mission Street. SamTrans also submitted a Transportation, Community, and System Preservation (TCSP) Program grant application in early 2011, which if awarded would take one of the Complete Streets case studies from 40 percent design to 100 percent design. Additionally, C/CAG has committed up to \$2.25 million State Transportation Improvement Program Transportation Enhancement (STIP-TE) and local vehicle license funds (VLF) to construct the final Complete Streets design project. Although several different segments will be selected for concept-level designs under the Federal grant, one segment will be fully designed, including going through the Caltrans "Design Exception" process, in preparation for construction. Design Exceptions to Caltrans standards are often required for the types of improvements that differentiate a Complete Street from a typical state highway. Obtaining Caltrans-approved Design Exception Fact Sheets constitutes overcoming what is considered the most significant barrier to implementing the desired pedestrian, bicycle, transit, and urban design/landscaping features of a Complete Street. The Urban Greening project funds will allow for the incorporation and enhancement of urban greening and stormwater management elements for the Complete Streets project. The Urban Greening project funds will fill a gap in the current funding to allow the selected project to incorporate greening aspects, resulting in a complete "model project" that will set a precedent for future Complete Streets segments on El Camino Real/Mission Street. The City of Daly City Complete Streets project includes an approximately 3,000 foot length of El Camino Real (Mission Street) between Parkview Avenue and School Street. In maintaining the spirit of the City's Mission Street Landscape Master Plan (March 1997), the project proposes to encourage pedestrian activity, public transportation, and economic vitality along the corridor. The project seeks to evaluate sidewalk bulbouts with access ramps and new pedestrian push buttons at street intersections to reduce street crossing time for pedestrians and minimize pedestrian-auto conflicts; the relocation of bus stops to far side locations to improve safety; widening existing sidewalks; installing pedestrian-level lighting and amenities, such as benches, bus shelters, and trash receptacles; and providing bike lanes. C/CAG and SamTrans are also partnering with U.S. Environmental Protection Agency to incorporate multiple environmental sustainability features directly linked to the Strategic Growth Council's Urban Greening grant program. The City of Daly City Complete Streets project will specifically include the planting of street trees with decorative tree guards, which will not only enhance the aesthetic environment, but will provide environmental benefits related to drainage, reducing the urban heat island effect, and improving air quality. The project will also include the replacement of existing concrete medians with landscaped medians. The newly landscaped medians will incorporate existing palm trees, new mid-level trees, shrubs, and vegetation

in line with low impact development stormwater management techniques. These urban greening features will all be natural systems or mimic natural systems, and there will be new or enhanced community green spaces as a result of the project. Other greening features, such as the installation of cool and permeable pavements to reduce urban heat island effects and manage stormwater runoff, use of recycled materials, and strategic placement of greening features to enhance pedestrian mobility (such as placing vegetated bulbouts at crosswalk locations to decrease crossing distance and manage runoff), will also be considered during design evaluations.

What is the estimated number of dwelling units within the qualifying urban area (existing or planned for)?
(minimum threshold – 3,500 dwelling units within approximate 500 acre area. Indicate the estimated dwelling units AND the approximate acreage)
 4800, 500

****Applicants will be required to submit a location map, together with evidence of existing or planned-for density with the full application.****

Use natural systems, or systems that mimic natural systems: **TRUE**

Create, enhance or expand community green spaces: **TRUE**

Decreases Air and Water Pollution: **TRUE**

Reduces Consumption of Natural Resources and Energy: **TRUE**

Increases the Reliability of Local Water Supplies: **False**

Increases Adaptability to Climate Change: **TRUE**

Other:

As described above, this project will enhance pedestrian and bike utilization, accessibility, and safety. These measures will also have positive impacts on public health. The project, through incorporation of shade canopy from street trees and landscape median trees and potentially cool pavements will help reduce urban heat island impacts.

Proposed Funds Requested for Grant

Pre-construction costs (capped at 25% of grant; e.g., planning, design, permitting, CEQA Compliance)	\$375,000.00
Construction	\$975,000.00
Contingency	\$150,000.00
	\$0.00
	\$0.00
	\$0.00
	\$0.00
Total Grant Request:	\$1,500,000.00

If proposed grant request does not cover entire cost of project, please provide list of other funding sources and amount requested and/or secured -

C/CAG - STIP(TE) and VLF (secured)	\$2,250,000.00
Federal TIGER II Grant (secured)	\$105,714.00
Federal TCSP Grant (requested)	\$700,000.00
Total Other Sources of Funds:	\$3,055,714.00
Total Of All Sources of Funds:	\$4,555,714.00

(Total must tie to the Total Cost Estimate)

What plants/trees (including tree size) are proposed for the site? If planting palette includes non-natives or exotics, please explain.

Since the proposed project has not yet gone through the design process, the specific plants and trees that will be utilized have not been determined. However, the intent would be to use native, drought-tolerant species wherever feasible. If non-natives are determined as the best choice based on the site characteristics, non-invasive and drought-tolerant species would be selected. All trees will be 24-inch box size or smaller. In selecting plant and tree species for use on the project,

the "Common Plant Communities of the SF Bay Area" list in the Bay-Friendly Landscape guidelines (January 2008, 3rd Edition) and the "Plant List and Planting Guidance for Landscape-Based Stormwater Measures" in the San Mateo Countywide Water Pollution Prevention Program's "C.3 Stormwater Technical Guidance" will be utilized, along with input from Resources Agency or Strategic Growth Council staff, as appropriate. Plantings in stormwater management facilities will be selected to ensure survival with periodic inundation of stormwater and long periods without rainfall.

What steps will you take or have you taken to ensure community support and, as applicable, collaboration with the local governmental entity with jurisdiction over the project?

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List all partnerships established to ensure successful completion of this project:

City of Daly City – landowner and project proponent; SamTrans – Grand Boulevard Initiative partner, initiating Complete Streets effort, providing grant funds for design; Caltrans – Partner on Complete Streets effort, landowner; U.S. EPA – technical assistance on incorporating sustainability criteria; San Mateo County Health Services Division – Ensuring and evaluating improvements in public health as a result of project

Who owns the property to be developed? List ALL owners (e.g., private owner, Caltrans, PUC, county, city, etc.). You will be required to submit documentation of ownership with full application. If owned by other than the applicant, does the applicant have permission from the owner to develop and maintain the project?

City of Daly City and Caltrans

What is the status of agreements to develop, operate and maintain the property with EACH landowner?

Along the El Camino Real corridor, existing agreements are in place in which Caltrans typically maintains the roadway and the Cities maintain the sidewalks or landscaping in the medians. The existing agreement between Caltrans and the City of Daly City would need to be evaluated for any necessary modifications based on the new improvements within the City and Caltrans rights-of-way.

Who will be the Lead Agency for CEQA?

City of Daly City

Briefly describe your experience carrying out similar projects, and other expertise and resources you have available to successfully complete this project.

C/CAG has already developed a Green Streets and Parking Lots Program, including development of the award-winning "San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook" and distribution of over \$1 million for funding six demonstration projects. C/CAG, through its Countywide Water Pollution Prevention Program, has developed technical guidance on implementing landscape-based stormwater management measures, including recommended planting palettes that will serve as a guide for plant selection for urban greening ("Plant List and Planting Guidance for Landscape-Based Stormwater Measures" from San Mateo Countywide Water Pollution Prevention Program's "C.3 Stormwater Technical Guidance"). The "Common Plant Communities of the SF Bay Area" list in the Bay-Friendly Landscape guidelines (January 2008, 3rd Edition) is an additional resource for selecting plant materials. C/CAG, SanTrans, and VTA, through the GBI, partnered with Caltrans to develop the "Grand Boulevard Multimodal Transportation Corridor Plan (Corridor Plan)" that translates the GBI vision into tangible strategies and design concepts from which local jurisdictions can choose and implement in their communities. The Complete Streets designs will draw from those strategies and concepts. One valuable resource developed in the Corridor Plan is the "Street Design Toolbox," in which cities can easily determine which desired roadway improvements would require a design exception and the information that Caltrans would require of the project sponsor when considering a design exception. The toolbox includes "Street Design Guidelines" and "Design Prototypes." The Street Design Guidelines support the Multimodal Access Strategy with recommendations for right-of-way improvements that promote multimodal travel and transit-oriented development (TOD). The Guidelines and Prototypes are both keyed to a Design Guideline Matrix that lists relevant Caltrans standards, local community issues related to the standards, and the requirements for a design exception.

What is the current status of and anticipated next steps envisioned (should you be awarded funding) for your design plans, CEQA compliance, permits, other funding sources and, for acquisitions, appraisals?

As described previously, C/CAG and SanTrans are evaluating Complete Streets proposals from four jurisdictions (San Carlos, Daly City, San Bruno, and South San Francisco) under a federal DOT TIGER II grant, which provided funding for preparing preliminary Complete Streets designs on multiple segments of El Camino Real. To supplement that effort and bring one segment through 100 percent design, SanTrans applied for a federal Transportation, Community, and System Preservation (TCSP) grant, the results of which are likely to be announced in late July or early August. C/CAG has already committed up to \$2.25 million to construct such a final design, and is seeking additional resources to provide funding to incorporate urban greening elements into the project. C/CAG is submitting Urban Greening concept proposals for all four segments, in hopes of securing funding for one of the segments. The results of the Urban Greening concept proposals and ongoing field reviews of the four segments by project partners will be used to determine which of the four segments would move through the complete design process and receive construction funding. That determination is expected to be made in late summer in coordination with the Strategic Growth Council inviting entities to submit full applications for Urban Greening funds. The next step in the process would be preparation of final design plans and specifications for one of the segments. In the event that SanTrans is not awarded the TCSP grant, C/CAG's implementation funding, along with any Urban Greening grant funding, would be provided as grant funding for construction, with the City funding the remaining design costs as a required match. Upon completion of that effort, the City as lead agency would perform the necessary California Environmental Quality Act (CEQA) analysis for the project, and as necessary depending on federal funding requirements, work with Caltrans to perform any necessary National Environmental Policy Act (NEPA) review. Once the design is complete and the required environmental review documents are certified, C/CAG would formally allocate construction funding in an amount up to \$2.25 million. Necessary permits from Caltrans would be obtained by the City at this time, and a fully executed encroachment permit with Caltrans will be necessary prior to initiating construction. The project would then be put out to bid, followed by initiation of construction and ultimately project closeout. At this time, design is anticipated to be completed by April 2013 and construction by the end of 2015.

Note: All statements made in this Pre-Concept Form will require verification and documentation in a subsequent Application Package, if invited to submit. An invitation to apply for funding does not guarantee that a project will complete successfully for grant.

CONTACT PERSON:

Name: Matthew Fabry

Phone No: 650-599-1419

Title: San Mateo Countywide Water Pollution Prevention Program Coordinator

Email Address: mfabry@co.sanmate.ca.us

Urban Greening Concept Proposal Form

APPLICANT (Agency and Address-including zip)

City/County Association of Governments of San Mateo
555 County Center
Fifth Floor

Redwood City CA 94063

Project Title: South San Francisco El Camino Real Complete Streets Urban Greening Project

Total Proposed Grant Request: \$1,500,000.00

Other Sources of Funds: \$3,055,714.00

Total Estimated Cost of Project: \$4,555,714.00

Proj. County: San Mateo

Proj. City: South San Francisco

Agency Type: Joint Powers Authority

Is the project proposed in a disadvantaged community?: False

Non-profits must be a 501 (c) 3 and be in good standing with the Secretary of State

Project Scope/Proposed Activities using Requested Grant Funds

The City/County Association of Governments of San Mateo County (C/CAG) is partnering with the San Mateo County Transit District (SamTrans) to design and construct a "Complete Streets" project in the City of San Carlos on El Camino Real/Mission Street (CA State Route 82). This concept proposal is one of four similar proposals being submitted for consideration by the Strategic Growth Council, with the intent that the highest ranked proposal be selected for Urban Greening project funding. The project is part of the Grand Boulevard Initiative's (GBI) "Removing Barriers to Sustainable Communities Project" that will facilitate the design of demonstration projects on El Camino Real/Mission Street to integrate the roadway with sustainable development, encourage pedestrian and transit activity, and promote investor confidence. The GBI is a collaboration of 19 cities, San Mateo and Santa Clara counties, local, and regional agencies, and other stakeholders to improve the performance, safety, and aesthetics of El Camino Real/Mission Street. Since 2006, the GBI has been building support for transforming El Camino Real/Mission Street from an aging arterial into a vibrant, multimodal "Complete Street", supported by substantial transit infrastructure and strategically located development. The end goal of the project is a localized mode shift away from the auto to transit, walking, and biking with compact, walkable development, and reducing greenhouse gas emissions. The California Department of Transportation (Caltrans) defines a "Complete Street" as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. The multi-jurisdictional GBI was awarded a Federal TIGER II Planning Grant in 2010, which included funding for Complete Streets case studies on El Camino Real/Mission Street through 40 percent design under the Caltrans process. SamTrans issued a "Call for Projects" in March 2011 to solicit project submittals for Complete Streets concept-level design case study segments along El Camino Real/Mission Street. SamTrans also submitted a Transportation, Community, and System Preservation (TCSP) Program grant application in early 2011, which if awarded would take one of the Complete Streets case studies from 40 percent design to 100 percent design. Additionally, C/CAG has committed up to \$2.25 million State Transportation Improvement Program - Transportation Enhancement (STIP-TE) and local vehicle license funds (VLF) to construct the final Complete Streets design project. Although several different segments will be selected for concept-level designs under the Federal grant, one segment will be fully designed, including going through the Caltrans "Design Exception" process, in preparation for construction. Design Exceptions to Caltrans standards are often required for the types of improvements that differentiate a Complete Street from a typical state highway. Obtaining Caltrans-approved Design Exception Fact Sheets constitutes overcoming what is considered the most significant barrier to implementing the desired pedestrian, bicycle, transit, and urban design/landscaping features of a Complete Street. The Urban Greening project funds will allow for the incorporation and enhancement of urban greening and stormwater management elements for the Complete Streets project. The Urban Greening project funds will fill a gap in the current funding to allow the selected project to incorporate greening aspects, resulting in a complete "model project" that will set a precedent for future Complete Streets segments on El Camino Real/Mission Street. The City of South San Francisco Complete Streets project includes an approximately 3,500 foot length of El Camino Real between the South San Francisco BART Station and Westborough Boulevard/Chestnut Avenue. The project seeks to evaluate sidewalk improvements, including a new sidewalk crossing over El Camino Real to the Kaiser Hospital and widening existing sidewalks at the BART Station; providing a landscaped median barrier; providing sidewalk bulbouts to reduce pedestrian crossing length; installing pedestrian refuge islands within the medians at each crosswalk; installing stormwater curb extensions within on-street parking areas; providing shared travel/bike lanes in each direction; and designing for a future BRT lane. C/CAG and SamTrans are also partnering with U.S. Environmental Protection Agency to incorporate multiple environmental sustainability features directly linked to the Strategic Growth Council's Urban Greening grant program. The City of South San Francisco Complete Streets project will specifically include the planting of street trees to create a comfortable walking experience for pedestrians and provide a landscaped median barrier for the dual function of preventing dangerous mid-block pedestrian crossings and to manage stormwater runoff. The project will also consider the installation of vegetated stormwater curb extensions within on-street parking areas, which help manage stormwater flow and infiltration and provide areas for street tree plantings. These urban greening features will all be natural systems or mimic natural

systems, and there will be new or enhanced community green spaces as a result of the project. Other greening features, such as the installation of cool and permeable pavements to reduce urban heat island effects and manage stormwater runoff, use of recycled materials, and strategic placement of greening features to enhance pedestrian mobility (such as placing vegetated bulbouts at crosswalk locations to decrease crossing distance and manage runoff), will also be considered during design evaluations.

What is the estimated number of dwelling units within the qualifying urban area (existing or planned for)?

(minimum threshold = 3,500 dwelling units within approximate 500 acre area. Indicate the estimated dwelling units AND the approximate acreage)

4100, 456

****Applicants will be required to submit a location map, together with evidence of existing or planned-for density with the full application.****

Use natural systems, or systems that mimic natural systems: **TRUE**

Create, enhance or expand community green spaces: **TRUE**

Decreases Air and Water Pollution: **TRUE**

Reduces Consumption of Natural Resources and Energy: **TRUE**

Increases the Reliability of Local Water Supplies: **False**

Increases Adaptability to Climate Change: **TRUE**

Other:

As described above, this project will enhance pedestrian and bike utilization, accessibility, and safety. These measures will also have positive impacts on public health. The project, through incorporation of shade canopy from street trees and landscape median trees and potentially cool pavements will help reduce urban heat island impacts.

Proposed Funds Requested for Grant

Pre-construction costs (capped at 25% of grant; e.g., planning, design, permitting, CEQA Compliance)	\$375,000.00
Construction	\$975,000.00
Contingency	\$150,000.00
	\$0.00
	\$0.00
	\$0.00
	\$0.00
Total Grant Request:	\$1,500,000.00

If proposed grant request does not cover entire cost of project, please provide list of other funding sources and amount requested and/or secured -

C/CAG - STIP(TE) and VLF (Secured)	\$2,250,000.00
Federal TIGER II Grant (Secured)	\$105,714.00
Federal TCSP Grant (requested)	\$700,000.00
Total Other Sources of Funds:	\$3,055,714.00
Total Of All Sources of Funds:	\$4,555,714.00

(Total must tie to the Total Cost Estimate)

What plants/trees (including tree size) are proposed for the site? If planting palette includes non-natives or exotics, please explain.

Since the proposed project has not yet gone through the design process, the specific plants and trees that will be utilized have not been determined. However, the intent would be to use native, drought-tolerant species wherever feasible. If non-natives are determined as the best choice based on the site characteristics, non-invasive and drought-tolerant species would be selected. All trees will be 24-inch box size or smaller. In selecting plant and tree species for use on the project, the "Common Plant Communities of the SF Bay Area" list in the Bay-Friendly Landscape guidelines (January 2008, 3rd

Edition) and the "Plant List and Planting Guidance for Landscape-Based Stormwater Measures" in the San Mateo Countywide Water Pollution Prevention Program's "C.3 Stormwater Technical Guidance" will be utilized, along with input from Resources Agency or Strategic Growth Council staff, as appropriate. Plantings in stormwater management facilities will be selected to ensure survival with periodic inundation of stormwater and long periods without rainfall.

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List all partnerships established to ensure successful completion of this project:

City of South San Francisco – landowner and project proponent; SamTrans – Grand Boulevard Initiative partner, initiating Complete Streets effort, providing grant funds for design; Caltrans – Partner on Complete Streets effort, landowner; U.S. EPA – technical assistance on incorporating sustainability criteria; San Mateo County Health Services Division – Ensuring and evaluating improvements in public health as a result of project

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CONTACT PERSON:

Name: Matthew Fabry

Phone No: 650-599-1419

Title: San Mateo Countywide Water Pollution Prevention
Program Coordinator

Email Address: mfabry@co.sanmateo.ca.us

C/CAG AGENDA REPORT

Date: November 10, 2011

To: C/CAG Board of Directors

From: Richard Napier, Executive Director

Subject: Review and approval of the 3rd Cycle Lifeline Transportation Program Call for Projects conditioned on the Metropolitan Transportation Commission's adoption of their Program Guidelines.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve of the 3rd Cycle Lifeline Transportation Program Call for Projects conditioned on the Metropolitan Transportation Commission's adoption of their Program Guidelines.

FISCAL IMPACT

This program will have approximately \$3,123,250 available for San Mateo County starting in fiscal year 2010-11 through fiscal year 2012-13. All unused funds will be returned to the program for use in a later cycle.

SOURCE OF FUNDS

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

BACKGROUND/DISCUSSION

The Lifeline Transportation Program is a Metropolitan Transportation Commission (MTC) program that C/CAG will administer for San Mateo County. The purpose of the program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

MTC is currently developing the 3rd cycle guidelines, schedule, and application template. The attached draft guidelines and schedule are subject to change. The current proposed schedule is very aggressive. To save time, staff is asking that the C/CAG board approve of staff issuing a call for projects, upon MTC's adoption of their final guidelines, as long as no major changes to the guidelines are made.

In order to meet the proposed schedule, attached in draft guidelines, staff anticipates that a call will need to be issued in late November. Staff intends to issue a call for projects shortly after MTC has finalized and approved the documents mentioned above. Information will be made available on the C/CAG website.

The anticipated due date for applications will be early January 2012. Government and transportation agencies are encouraged to apply. Because two of the fund types can only be received by recognized transit districts or government agencies, non-profit organizations are encouraged to partner with an appropriate sponsor agency that is eligible to receive STA and/ or STP funds.

Projects must target and serve low-income communities in San Mateo County. Additionally, projects must have measurable deliverables and the project sponsor must possess the ability to effectively reach the low-income communities in need.

ATTACHMENT

- MTC's Draft Third Cycle Lifeline Transportation Program Guidelines and Funding

Metropolitan Transportation Commission

Third Cycle Lifeline Transportation Program Guidelines and Funding FY 2011 through FY 2013

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

The Lifeline Program supports community-based transportation projects that:

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

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

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

Lifeline Program Administrators are responsible for soliciting projects for the Lifeline Program. This requires a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include, but are not limited to highlighting the program and project solicitation on the CMA website, sending targeted postcards and e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes), and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

Fund Availability: Fund sources for the Third Cycle Lifeline Program (FY 2011 - FY 2013) include State Transit Assistance (STA), Proposition 1B - Transit funds, Job Access and Reverse Commute (JARC), and Surface Transportation Program (STP), as shown in Table A. Funding for STA, JARC¹, and STP will be assigned to counties by each fund source, based on the county's share of poverty population consistent with the estimated distribution outlined in Table B. Note that the county shares were updated using 2010 census data which resulted in some shifts compared to previous Lifeline cycles. Lifeline Program Administrators will assign funds to eligible projects in their counties based on a competitive process to be conducted by the Lifeline Program Administrators in each county. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is outlined in Table C. All funded projects must meet the eligibility requirements of the respective funding source.

Multi-Year Programming: The Third Cycle Lifeline Transportation Program will cover a three-year programming cycle, FY2010-11 to FY2012-2013.

¹ Consistent with federal JARC guidance, MTC may set aside up to five percent of the region's FY11, FY12 and FY13 apportionments to fund administration, planning and technical assistance.

Competitive Process: Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate a portion of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable governing board of the CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Program and goals, and is eligible for this fund source. Transit operators who wish to use Proposition 1B Transit funds for multi-county projects should contact MTC for concurrence. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements. For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements. Project sponsors who wish to apply for a multi-county project will apply directly to MTC. A copy of the application for is available at <http://www.mtc.ca.gov/planning/lifeline/>.

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

There are two exceptions to the 20% match requirement:

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

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

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

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

Eligible Projects: Per the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs must be “derived from a locally developed, coordinated public transit-human services transportation plan”, and the plan must be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identified the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component.

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

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

Eligible planning projects, consistent with requirements of funding sources, include (but are not limited to) planning assistance for updating Community-Based Transportation Plans (CBTP), consolidated transportation services planning, and bicycle and pedestrian planning projects. CBTP updates are eligible for STP funding provided the following conditions are met:

1) A county has identified a lead agency to update the status of existing plans, needs, and projects, and to track implementation of projects over time; 2) A county-led process involving multiple stakeholders has established a way to set priorities for plan updates within the county (e.g., oldest first, largest populations, highest percentage of implemented projects); 3)

Communities getting plan updates must be indentified as Communities of Concern (CoCs) as part of the Plan Bay Area process to have priority, but countywide updates will be considered in counties with either no CoCs or with more than two-thirds of the county low-income population

residing outside designated CoCs. Counties may decide whether and/or how to prioritize CBTPs over other eligible uses such as bicycle and pedestrian projects. [At the October 14th Planning Committee meeting, there will be a discussion of an alternative four-factor approach to defining Communities of Concern. Based on the results of that discussion, there may be revisions to the CBTP priority process.] See Appendix 1 for additional details about eligibility by funding source.

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

Multi-county projects may also be funded and are encouraged. In recognition of proposed multi-county projects, MTC reserves the right to set aside a portion of funds per county (anticipated to be less than 15%) in order to fund such projects. Project sponsors who wish to apply for a multi-county project should apply directly to MTC. The application form will be available at <http://www.mtc.ca.gov/planning/lifeline/>. Applicants must submit eight (8) copies and an electronic copy on CD or USB flash drive of their application, by 4:00 PM on Wednesday, February 29, 2012 to:

Kristen Mazur
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

MTC will screen multi-county applications and coordinate scoring activities with Lifeline Program Administrators.

Project Selection/Draft Program of Projects: MTC is the designated recipient for the Bay Area's large Urbanized Area (UA) funding apportionment of JARC funds. Caltrans is the designated recipient for California's small and non-UA funding apportionment of JARC funds. As the designated recipient, MTC is responsible for ensuring a competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a county-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans.

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

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

² For future cycles of the Lifeline Transportation Program, transit operations projects will need to be consistent with recommendations stemming from MTC's Transit Sustainability Project. See <http://www.mtc.ca.gov/planning/tsp/>

Each county will appoint a local review team of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council, and representatives of local stakeholders, such as, transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local review team. Each county will assign local priorities for project selection.

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

A full program of projects is due to MTC from each Lifeline Program Administrator on April 11, 2012. However, with state and federal funding uncertainties, sponsors with projects selected for FY2013 STA and FY2013 JARC funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to prioritize high scoring projects with FY2011 and FY2012 funds. MTC staff will work with Lifeline Program Administrators on this sequencing; more will be known about the FY2013 funds near the end of calendar year 2012.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy. Beginning this cycle, MTC is adding a project delivery requirement that project sponsors must expend the Lifeline Transportation funds within three years of the grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator, or for projects funded with Proposition 1B Transit funds, by the Board of the transit operator. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation deadlines and requirements.

Project Oversight: Lifeline Program Administrators are responsible for programmatic and fiscal oversight of Lifeline projects, and for ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance, and are responsible for approving reimbursement requests, budget changes, and scope of work changes, prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Any changes to JARC or STP funded projects must be reported to MTC and reconciled with FTA.

As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. For planning projects, project sponsors are responsible for establishing a schedule of deliverables related to the project. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

Fund Administration:

For projects receiving JARC Funds: MTC will enter projects into the Transportation Improvement Program (TIP) for projects sponsored by non-Federal Transit Administration (FTA) grantees, e.g. nonprofits or other local government entities. MTC will enter projects into MTC’s FTA grant planned to be submitted in spring 2012. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and will enter projects into the TIP and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely seek to enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is June 1, 2012. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales.

For projects receiving STP funds: Once the FY13 funds are known to be reasonably available, MTC will enter projects into the Transportation Improvement Program (TIP) for non FTA grantees. MTC will request a transfer of funds from the Federal Highway Administration (FHWA) to FTA. Following the transfer, MTC will enter projects into MTC’s FTA grant planned to be submitted in spring 2013. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and once the FY13 funds are known to be reasonably available, will enter projects into the TIP, request FHWA transfers and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through

grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

Timeline Summary

Action	Due Date
MTC Issues Lifeline Call for Projects	November 17, 2011
Multi-county Project applications due to MTC	February 29, 2011
Board-approved programs due to MTC from CMAs	April 11, 2012
Prop 1B allocation requests due to MTC from project sponsors	April 11, 2012
MTC and transit operators submit TIP Amendments	March/April 2012 – Deadline TBD
Commission approval of Program of Projects	May 23, 2012
MTC submits FY11 Prop 1B requests to Caltrans	June 1, 2012
MTC submits FTA grant with FY11 and FY12 JARC projects	June/July 2012 (following TIP approval)
FY11 and FY12 JARC-funded projects: project sponsors begin to enter into funding agreements	September/October 2012 (following FTA grant approval)
MTC confirms availability of FY13 STA, STP and JARC funding; MTC and transit operators submit TIP Amendments for FY13 JARC and STP projects	Winter/Spring 2013
MTC and transit operators submit FTA grant with FY13 JARC and STP projects	Summer 2013 (following TIP approval)
FY13 JARC and STP project sponsors begin to enter into funding agreements	Summer/Fall 2013 (following FTA grant approval)

**Table A – Lifeline Transportation Program
Third Cycle Funding
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual	FY2012 Estimate	FY2013 Estimate	Total
STA ¹	(Programmed in Cycle 2)	\$ 11,673,561	\$ 11,907,032	\$ 23,580,593
Prop 1B ²	\$ 46,519,967	-	-	\$ 46,519,967
JARC ³	\$ 2,562,648	\$ 2,562,648	\$ 2,562,648	\$ 7,687,944
STP ⁴	\$ -	\$ -	\$ 8,971,587	\$ 8,971,587
Total	\$ 49,082,615	\$ 14,236,209	\$ 23,441,267	\$ 86,760,091

Notes:

(1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the \$413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.

(2) FY2011 Prop 1B appropriations represent three years of funding.

(3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance.

(4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population		FY2011		FY2012		FY2013			Total	Potential 15% for Regional/ Multi-County
		STA ¹	JARC ²	STA	JARC ²	STA	JARC ²	STP ³		
Alameda	23.7%		685,806	2,772,194	685,806	2,827,638	685,806	2,130,539	9,787,789	1,468,168
Contra Costa	13.4%		387,331	1,565,687	387,331	1,597,001	387,331	1,203,291	5,527,972	829,196
Marin	2.6%		75,235	304,120	75,235	310,202	75,235	233,728	1,073,756	161,063
Napa	2.2%		-	256,062	-	261,183	-	196,794	714,039	107,106
San Francisco	13.1%		378,258	1,529,010	378,258	1,559,590	378,258	1,175,104	5,398,478	809,772
San Mateo	7.6%		218,838	884,598	218,838	902,290	218,838	679,848	3,123,250	468,487
Santa Clara	23.7%		561,175	2,768,861	561,175	2,824,238	561,175	2,127,977	9,404,600	1,410,690
Solano	5.8%		-	678,389	-	691,957	-	521,368	1,891,714	283,757
Sonoma	7.8%		127,873	914,640	127,873	932,933	127,873	702,937	2,934,128	440,119
MTC - Admin, Planning, Technical Assistance ²			128,132	-	128,132	-	128,132	-	384,397	-
Total	100.0%		2,562,648	11,673,561	2,562,648	11,907,032	2,562,648	8,971,587	40,240,123	5,978,359

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) ²		Prop 1B ¹			Total
		FY2011	FY2012	FY2013	
AC Transit	18.1%	8,403,487	-	-	8,403,487
BART	17.6%	8,173,010	-	-	8,173,010
County Connection (CCCTA)	1.0%	484,534	-	-	484,534
Golden Gate Transit/Marin Transit	3.2%	1,477,729	-	-	1,477,729
Wheels (LAVTA)	0.5%	240,910	-	-	240,910
Muni (SFMTA)	25.2%	11,723,430	-	-	11,723,430
SamTrans	4.9%	2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA)	0.7%	327,019	-	-	327,019
VINE (NCTPA)	1.3%	597,647	-	-	597,647
VT A	19.7%	9,186,049	-	-	9,186,049
WestCat (WCCTA)	0.3%	147,335	-	-	147,335
Solano County Operators	3.3%	1,547,328	-	-	1,547,328
Sonoma County Operators	4.2%	1,938,791	-	-	1,938,791
Total	100.0%	46,519,967	-	-	46,519,967

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B funds are included in the formula distribution

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Appendix 1 Lifeline Transportation Program Third Cycle Funding

Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals	To fund any Federal highway, including projects on any public road, transit capital projects, and intracity/ intercity bus terminals and facilities.
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf	http://www.fhwa.dot.gov/programadmin/113005.cfm
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons	For public transportation purposes
Eligible Recipients	<ul style="list-style-type: none"> Transit operators Cities and Counties if eligible to claim TDA MTC for regional coordination Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> Operators of public transportation services, including private operators of public transportation services Private non-profit organizations State or local governmental authority 	<ul style="list-style-type: none"> Operators of public transportation services, including private operators of public transportation services Private non-profit organizations State or local governmental authority
Eligible Projects	<u>Transit Capital and Operations</u> , including: <ul style="list-style-type: none"> New, continued or expanded fixed-route service Purchase of vehicles Shuttle service if available for use by the general public Purchase of technology (i.e. GPS, other ITS applications) Capital projects such as bus stop improvements, including bus benches, shelters, etc. Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<u>Transit Capital</u> (including a minimum operable segment of a project) for: <ul style="list-style-type: none"> Rehab, safety, or modernization improvements Capital service enhancements or expansions New capital projects Bus rapid transit improvements Rolling stock procurement, rehab, or replacements Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.	<u>Capital and Operating projects</u> including: <ul style="list-style-type: none"> Services (e.g. late-night & weekend, shuttles) Ridesharing and carpooling Transit-related aspects of bicycling Local car loan programs Marketing Certain pedestrian and bicycle projects Administration and expenses for voucher programs ITS, AVL, etc. for improving scheduling and dispatch Mobility management Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.	<u>Capital and Planning projects</u> including: <ul style="list-style-type: none"> Public transit capital improvement projects Rehab, safety, or modernization improvements Pedestrian and bicycle facilities Transportation planning activities Community-Based Transportation Plan updates Consolidated transportation services planning

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) 50% for auto projects 20% for capital projects 	20%
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> Transit operators and eligible cities and counties can initiate claims for FY12 and FY13 funds immediately following MTC approval of program of projects for current fiscal year funds. For “other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans by April 11, 2012. Disbursement timing depends on bond sales.	For FY11 and FY12 funds, following MTC approval of the program of projects, there will be a 3-6 month process of entering projects in the TIP, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For FY13 funds, the 6-9 month process of entering projects in the TIP, applying for the FTA grant, and entering into funding agreements will start as soon as the funds are appropriated and secured (approximately Spring 2013).	After the FY13 STP funds are appropriated and secured in approximately October 2013, there will be a 4-6 month process of entering projects in the TIP, applying to FHWA for a funds transfer to FTA, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements.
Accountability & Reporting Requirements	<ul style="list-style-type: none"> Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. Depending on the arrangement with the pass-through agency, “other entities” will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review. 	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their JARC grants. All project sponsors will submit annual JARC reporting information to MTC.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.

Note: Information on this chart is accurate as of October 2011. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2 Lifeline Transportation Program Third Cycle Funding

Compliance with Federal Requirements for Job Access and Reverse Commute (JARC) and Surface Transportation Program (STP) Funds

Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5316, FTA Circulars C 9050.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a funding agreement by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

Title VI of the Civil Rights Act

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title Vi-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
- b. Information whether the project will provide assistance to predominately minority and low-income populations. (Projects are classified as providing service to predominately minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that federal funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Lifeline Transportation Program, MTC will keep a record of applications submitted for Lifeline funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominately minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all JARC and STP subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964O, as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the*

Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving JARC and STP funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the

subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS)

JARC and STP recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

Role of Recipients/Subrecipients: JARC and STP recipients/subrecipients' responsibilities include:

- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of the grant;
- Meeting program requirements and grant/funding agreements requirements including, but not limited to, Title VI reporting requirements;
- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

C/CAG AGENDA REPORT

Date: November 10, 2011

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011.

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

Recommendation:

Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

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

Background/Discussion:

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

FY 10-11 Performance:

During the FY 10-11 – 18,166 vehicles were abated for the year. All revenues received less administration costs were disbursed to the participating agencies. In accordance with the C/CAG Board-approved program, major purchases of \$0.00 were made which came from the established reserves. Total agency disbursements for FY 10-11 was \$633,372. Administrative cost for FY 10-11 was \$9,418.35 for an Administrative Rate of 1.47%. A summary report for the year is provided for the Board.

ITEM 5.6

Attachment

AVA Program Summary FY 2010-11

Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011
(FY 10-11) for San Mateo County

Alternatives:

- 1- Review and approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011 in accordance with the staff recommendation.
- 2- Review and approval of the Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011 in accordance with the staff recommendation with modifications.
- 3- No action.

Abandoned Vehicle Abatement (AVA) Program Report for the year ending June 30, 2011,
(FY 10-11) for San Mateo County

	First Quarter	Second Quarter	Third Quarter	Fourth Quarter	Fiscal Year Total
Revenues					
Registration Fees	\$174,398.12	\$154,857.85	\$169,104.39	\$144,429.77	\$642,790.13
Interest		\$1,583.00	\$759.00	\$752.00	\$3,094.00
Total	\$174,398.12	\$156,440.85	\$169,863.39	\$145,181.77	\$645,884.13
Costs					
Administration					
C/CAG					\$0.00
Personnel	\$2,354.58	\$2,354.59	\$2,354.59	\$2,354.59	\$9,418.35
Service&Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Administration	\$2,354.58	\$2,354.59	\$2,354.59	\$2,354.59	\$9,418.35
Disbursement	\$172,043.54	\$152,503.26	\$166,749.80	\$142,075.18	\$633,371.78
Unexpended Revenues					\$0.00
Funds Returned					\$0.00
Miscellaneous					\$0.00
Major Purchases					\$0.00
Total Disbursed	\$172,043.54	\$152,503.26	\$166,749.80	\$142,075.18	\$633,371.78
Disbursed Cum YTD	\$172,043.54	\$324,546.80	\$491,296.60	\$633,371.78	
Total Admin+Disbursed	\$174,398.12	\$154,857.85	\$169,104.39	\$144,429.77	\$642,790.13
RESERVE					
Beginning	\$187,177.00	\$187,177.00	\$188,760.00	\$189,519.00	\$187,177.00
Transfer In	\$0.00	\$1,583.00	\$759.00	\$752.00	\$3,094.00
Total Reserve	\$187,177.00	\$188,760.00	\$189,519.00	\$190,271.00	\$190,271.00
Administration Rate	1.35%	1.52%	1.39%	1.63%	1.47%
Vehicles Abated					
Voluntary Abatements	4207	3658	4356	4089	16310
Tows(Abatements)	472	462	517	405	1856
Total Abatements	4679	4120	4873	4494	18166

CITY OF SAN CARLOS

CITY HALL
600 Elm Street
San Carlos, CA 94070



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

September 14, 2011

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

Dear Mr. Napier:

The City of San Carlos received payment from the State Controller's Office for the fourth quarter of the county's Abandoned Vehicle Abatement Program. Enclosed you will find a copy of the FY 10/11 Payment Report from the State Controller's Office (SCO), and the reimbursements spreadsheet for each participating city in San Mateo County for the fourth quarter that ended on June 30, 2011.

I have also enclosed the payment authorizations which need your signature.

Please return the signed authorizations to the San Carlos Finance Department, Attention: Rebecca Mendenhall, for processing at your earliest convenience.

Please let me know if you have any questions.


Sincerely,

Melissa Mortz
Administrative Assistant

Enclosures

SAN MATEO COUNTY ABANDONED VEHICLE AUTHORITY
4th QUARTER ENDING 06/30/11

CITIES	POPULATION TOTAL	% POPULATION	50% FUNDS BY POPULATION BASE (P)	TOWED			VOLUNTARY ABATED			TOTAL ABATED	% ABATED	50% FUNDS BY % ABATED (A)	TOTAL REIMBURS. THIS QTR (P+A)	AVA FUNDS TO DISBURSE THIS QTR \$142,075.18
				Public	Private	Total	Public	Private	Total					
Belmont	25,648	3.64%	\$ 2,586.92	3	0	3	158	0	158	161	3.58%	\$ 2,544.96	\$ 5,131.88	
Brisbane	3,744	0.53%	\$ 377.63	2	0	2	53	0	53	55	1.22%	\$ 869.40	\$ 1,247.03	
Burlingame	28,322	4.02%	\$ 2,856.62	16	0	16	241	0	241	257	5.72%	\$ 4,062.45	\$ 6,919.08	
Daly City	104,820	14.88%	\$ 10,572.40	80	0	80	94	9	103	183	4.07%	\$ 2,892.72	\$ 13,465.12	
East Palo Alto	32,083	4.56%	\$ 3,235.97	31	0	31	25	0	25	56	1.25%	\$ 885.20	\$ 4,121.17	
Foster City	29,900	4.25%	\$ 3,015.79	5	0	5	215	0	215	220	4.90%	\$ 3,477.59	\$ 6,493.37	
Half Moon Bay	12,739	1.81%	\$ 1,284.89	1	0	1	10	0	10	11	0.24%	\$ 173.88	\$ 1,458.77	
Menlo Park	30,750	4.37%	\$ 3,101.52	2	0	2	79	0	79	81	1.80%	\$ 1,280.38	\$ 4,381.90	
Millbrae	20,735	2.94%	\$ 2,091.38	16	0	16	59	0	59	75	1.67%	\$ 1,185.54	\$ 3,276.92	
Pacifica	38,739	5.50%	\$ 3,907.31	7	0	7	249	2	251	258	5.74%	\$ 4,078.26	\$ 7,985.57	
Portola Valley	4,553	0.65%	\$ 459.23	1	0	1	1	0	1	2	0.04%	\$ 31.61	\$ 490.84	
Redwood City	76,087	10.80%	\$ 7,674.32	43	0	43	155	0	155	198	4.41%	\$ 3,129.83	\$ 10,804.14	
San Bruno	41,515	5.89%	\$ 4,187.30	53	0	53	479	6	485	538	11.97%	\$ 8,504.28	\$ 12,691.58	
San Carlos	28,265	4.01%	\$ 2,850.88	2	0	2	107	0	107	109	2.43%	\$ 1,722.99	\$ 4,573.86	
San Mateo	94,315	13.39%	\$ 9,512.84	47	0	47	1202	0	1202	1249	27.79%	\$ 19,743.20	\$ 29,256.04	
San Mateo County	64,756	9.19%	\$ 6,531.45	37	0	37	310	0	310	347	7.72%	\$ 5,485.10	\$ 12,016.55	
San Francisco	61,824	8.78%	\$ 6,235.72	59	0	59	635	0	635	694	15.44%	\$ 10,970.20	\$ 17,205.92	
Woodside	5,507	0.78%	\$ 555.45	0	0	0	0	0	0	0	0.00%	\$ -	\$ 555.45	
TOTAL	704,302	100%	\$ 71,037.59	405	0	405	4072	17	4089	4494	100.00%	\$ 71,037.59	\$ 142,075.18	


Gregory P. Rothaus, Chief of Police

9/14/11
Date

SAN MATEO COUNTY ABANDONED VEHICLE ABATEMENT PROGRAM
DETAIL FOR QUARTERLY REPORT ENDING 06/30/11

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

Personnel Costs - Police/Admin.

2 hours @ \$79.17/hr	\$158.35
4 hours @ \$33.20/hr	\$132.80

Personnel Costs - Finance

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

TOTAL EXPENSES	\$2,354.59
-----------------------	-------------------



Gregory P. Rothaus, CHIEF OF POLICE

9/14/11
Date

**All personnel costs include benefits

Expenditures

	<u>Admin. Costs</u>	<u>Disbursements</u>	<u>Total FY 10/11</u>
1st Quarter	\$ 2,354.58	\$ 172,043.54	\$ 174,398.12
2nd Quarter	\$ 2,354.59	\$ 152,503.26	\$ 154,857.85
3rd Quarter	\$ 2,354.59	\$ 166,749.80	\$ 169,104.39
4th Quarter	\$ 2,354.59	\$ 142,075.18	\$ 144,429.77
FY 10/11	\$ 9,418.35	\$ 633,371.78	\$ 642,790.13

Vehicles Abated

1st Quarter	4,873
2nd Quarter	4,120
3rd Quarter	4,679
4th Quarter	4,494
FY 10/11	18,166

C/CAG AGENDA REPORT

Date: November 10, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, C/CAG Executive Director

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

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

RECOMMENDATIONS

Receive, review, and discuss reports on State budget and legislation received from C/CAG's Sacramento legislative advocates.

LEGISLATIVE PRIORITY

The C/CAG staff and State legislative lobbyist are guided by Legislative Priorities as established by the C/CAG Board.

BACKGROUND/DISCUSSION

The C/CAG Board receives monthly written reports and oral briefings from the C/CAG State legislative advocates. For this month, our State legislative advocates have provided a Monthly Report (Attachment A).

ATTACHMENTS

- A. Monthly Legislative Report

ATTACHMENT A
MONTHLY LEGISLATIVE REPORT



ADVOCATION



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

October 31, 2011

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

RE: STATE LEGISLATIVE UPDATE-OCTOBER

The legislature completed its business and adjourned Session for the year on September 9th. Governor Brown has until October 10th to sign or veto legislation. Barring a Special Session, the legislature will not reconvene until January. The following is a list of issues of interest to C/CAG that we monitored over the course of the final weeks.

Regional Fee Proposal

In 2010, the Senate's original version of a "gas tax swap" bill included a set of provisions authorizing regional transportation planning entities to conduct an election, to raise a fee on gasoline (by majority vote), for purposes of implementing SB 375 (Steinberg). At the time, the District's board debated that specific proposal, and ultimately decided that it would be supportive if the funding was intended to supplement rather than supplant state funding. The proposal was however an attempt to devolve responsibility for transit funding to the regional level and essentially abdicate the state's role in provide funding directly to transit operators. In essence, the proposal did attempt to supplant rather than supplement funding for public transportation and would have been perilous considering the voter requirement to retain funding.

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

The final “gas tax swap” package (AB 6 and 9, 8th Extraordinary Session) however, did *not* contain the regional fee idea, and although it ultimately eliminated three of the four major tax revenue streams historically flowing to the Public Transportation Account (PTA) in order to create capacity to pay for transportation bond debt service, it retained and enhanced the sales tax on diesel fuel – which supports a State Transit Assistance (STA) program at historic funding levels.

We were recently notified by the Senate pro Tempore’s office about an effort to revisit the regional fee issue through SB 791 (Steinberg) in order to provide supplemental funding to both highway and transit programs. The concept of the bill would authorize a Metropolitan Planning Organization (MPO), subject to receiving majority voter approval from the voters within its jurisdiction, to impose a regional congestion reduction charge on vehicle fuel to fund transportation improvements necessary to reduce vehicular traffic congestion within the MPO’s region.

The legislation required that projects adopted in the regional transportation plan be funded and directly provide a benefit to the motorist within the region. Local streets and roads, transit operations, bicycle and pedestrian programs and SHOPP projects would be among the list of eligible expenditures. It was apparently written to comply with the provisions of Proposition 26 in order to tab the proceeds as a fee rather than a tax. Due to a lack of consensus with the Assembly, Senator Steinberg stopped his pursuit of the regional fee proposal and subsequently amended SB 791 to address a non-transportation related issue.

Federal Gas Tax Expiration/Extension

Congressional leaders struck a deal on September 10th to extend temporarily the expiring laws governing the nation’s highways and airways at roughly their current funding levels.

H.R. 2887 will authorize programs of the Federal Aviation Administration through January and surface transportation laws through March. Highway programs would be funded at the fiscal 2011 rate — \$41.7 billion — far above the \$27 billion approved in their budget earlier this year. Because the extension is for six months and not a full year, the actual amount authorized is half of the fiscal 2011 level. The FAA would get about \$5.4 billion for the four-month period beginning in October and ending Jan. 31.

Without action, authorization for both highway and aviation programs would have expired at the end September, and both President Barack Obama and members of Congress warned that scenario could cost hundreds of thousands of jobs.

House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) secured an agreement from GOP leaders to find revenue later to ensure that the money spent from the

highway trust fund on the short-term extension does not leave him without the funds necessary to win approval of a long-term reauthorization of surface transportation laws next year.

The bill includes the following:

- \$27 billion for highway refurbishment, passenger and freight rail, distributed through formula
- \$6 billion in capital projects to modernize fixed guideway systems and to replace and rehabilitate bus and bus facilities
- \$5 billion in competitive grants across all modes with significant national or regional impact
- \$4 billion to improve intercity passenger rail and to develop new high-speed passenger rail corridors
- \$3 billion for transit capital projects, with a particular emphasis on new buses and existing bus and rail rehabilitation
- \$2 billion for Amtrak capital improvements
- \$2 billion for airport improvement grants
- \$1 billion for the transition to a satellite air traffic control system

The enactment of the legislation averted a major crisis for transportation funding for California. Currently, the federal gas tax is 18.4 cents per gallon, of which 4.3 cents is permanent, but 14.1 cents is tied to reauthorization of the program.

Had Congress not taken action, California has statute under Rev & Tax Code Section 7360 which authorizes an immediate backfill in the event that the federal gas tax is reduced or eliminated, but, it was enacted in 1989, prior to later increases in the federal tax rate. Therefore, the state backfill is limited to 9 cents per gallon, rather than the additional 9 cents that was realized as a result of the passage of Proposition 111 (1990).

A similar issue exists with the federal diesel tax, which is 24.4 cents per gallon, of which 4.3 cents is permanent; 20.1 cents is at risk in the face of failure to reauthorize. State law authorizes a backfill of 20.1 cents per gallon of the federal diesel tax.

Caltrans however believes that current law (Section 7360 of the Rev and Tax Code) contains a trigger that is too narrowly drafted. As a result, it would not protect the state from a loss of federal revenue unless the precise conditions in that statute are met (i.e., federal excise tax is reduced below nine cents and federal transportation funding to the state is reduced or eliminated). State legislation by a 2/3 vote would have been necessary had the federal transportation bill not been approved.

Caltrans also pointed out that it would probably take six months for the state to receive any replacement revenue from the increased state excise tax that BOE would put into place. There are similar sections in the Rev and Tax Code that apply to the federal excise tax on diesel.

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

C/CAG AGENDA REPORT

Date: November 10, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Receive and Accept the Progress Report on the Countywide Transportation Plan 2035

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

RECOMMENDATION

That the C/CAG Board receive and accept the progress report on the San Mateo Countywide Transportation Plan 2035 (CTP 2035).

FISCAL IMPACT

The Countywide Transportation Plan 2035(CTP 2035) Update is already included in the C/CAG staff work program.

SOURCE OF FUNDS

Funding for CTP 2035 preparation comes from C/CAG transportation funds and is included in the adopted C/CAG budget for FY 11-12.

BACKGROUND/DISCUSSION

The CTP 2035 is intended to provide San Mateo County with a long-range, comprehensive transportation planning document that sets forth a coordinated planning framework and establishes a systematic transportation planning process for identifying and resolving key transportation issues. CTP 2035 will articulate clear transportation planning objectives and priorities and to promote consistency and compatibility among all transportation plans and programs within San Mateo County. CTP 2035 will establish the broad long-range strategies for all transportation modes, land use, and climate; whereas, the Congestion Management Program establishes short-range objectives for the roadway Congestion Management Network.

The last Countywide Transportation Plan was adopted by the C/CAG Board on January 18, 2001. Since that time, BART has been extended to SFO and Millbrae, the Caltrain Baby Bullet has come into service, and San Mateo County has experienced significant changes in economic conditions. In addition, interest in planning for a sustainable transportation system has increased with concerns about greenhouse gas emissions, global warming, and climate change. An important part of the CTP 2035 work is to address the policy aims of Senate Bill 375 regarding better integration of transportation and land use.

Staff has convened an informal Working Group (see Attachment A for list of members), which has advised staff in developing an Outline (see Attachment B) and a draft overall Vision

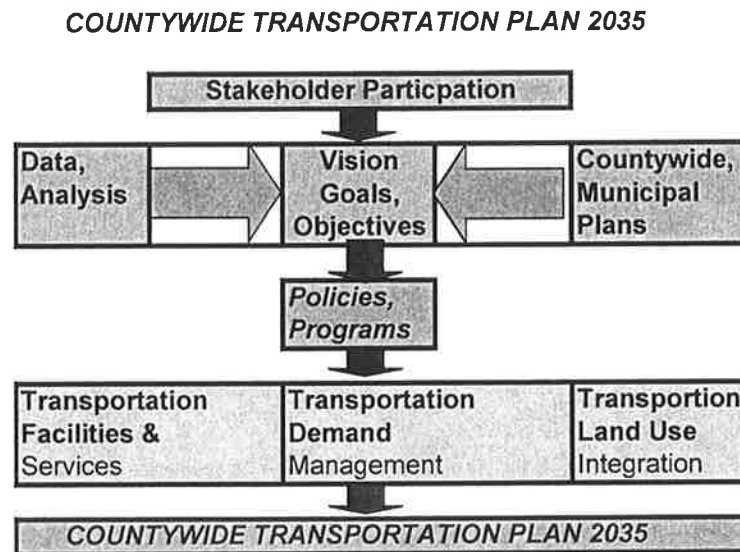
ITEM 6.2

Statement, along with a draft Vision Statement, Goals, Policies, and Objectives for each of the policy sectors to be addressed in CTP 2035 (see Attachment C). The Working Group's consensus Vision Statement for the San Mateo Countywide Transportation Plan 2035 is as follows:

"Provide an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation."

The CTP 2035 will include transportation policies and programs that are informed by reference to existing and ongoing plans on the municipal, County, and transit agency levels, stakeholder participation, and data analysis as shown in the Figure 1 below.

Figure 1



The effort to reduce carbon emissions in San Mateo County through better integration of land use and transportation planning will supplement other on-going initiatives to reduce carbon emissions and to conserve non-renewable energy resources in the County.

CTP 2035 will include multimodal (private motor vehicles, public transit, and bicycling) travel demand forecasts countrywide to the year 2035. These have been recently completed in first draft form. CTP 2035 illustrations will include geographic information systems (GIS) maps of the highway, public transportation, and bicycling networks, digital photographs to illustrate various transportation modes and facilities, and graphics to convey the elements of concepts such as transportation demand management and transit-oriented development. C/CAG staff is preparing two separate issue papers for inclusion as addenda to CTP 2035, one on the motor vehicle travel

reduction potential of better land use and transportation linkages and the other on the potential effects of enhancement to transportation demand management in San Mateo County. An administrative draft CTP 2035 will be available in January of next year for review by C/CAG committees and partner agencies.

ATTACHMENTS

ATTACHMENT A - Countywide Transportation Plan 2035 (CTP 2035) Working Group Roster

ATTACHMENT B - Countywide Transportation Plan 2035 (CTP 2035) Outline

ATTACHMENT C – Draft Countywide Transportation Plan 2035 Overall Vision Statement; Vision, Goals, Objectives, and Policies for Individual Policy Sectors within CTP 2035

ATTACHMENT A

Countywide Transportation Plan 2035 (CTP 2035) Update Working Group Roster

Aaron Aknin
City of San Bruno

Cathleen Baker
County of San Mateo Public Health

Duane Bay,
County of San Mateo Housing

Melanie Choy
SMTA

Corinne Goodrich
Samtrans

Lisa Grote,
City of San Mateo

Christine Maley-Grubl
Peninsula Traffic Congestion Relief Alliance

Joseph Kott
C/CAG

Bill Meeker
City of Burlingame

Steve Monowitz
San Mateo County Planning

Tatum Mothershead
City of Daly City

Janet Stone
County of San Mateo Housing

Sandy Wong
C/CAG

Richard Napier
C/CAG

ATTACHMENT B

Countywide Transportation Plan 2035 (CTP 2035) Outline

<u>CHAPTER</u>	<u>TITLE</u>
	Executive Summary
1	Overview and Introduction
2	Setting
3	Vision and Goals
4	Land Use and Transportation
5	Motor Vehicle Travel
6	Bicycling
7	Pedestrians
8	Public Transit
9	Transportation Systems Management
10	Transportation Demand Management
11	Intelligent Transportation Systems
12	Parking
13	Modal Connectivity
14	Goods Movement
15	The Environment
16	Financial
17	Evaluation and Implementation

LIST OF TABLES AND FIGURES

APPENDIX A: References

APPENDIX B: Glossary of Acronyms

ATTACHMENT C

DRAFT CTP 2035 VISION STATEMENT AND VISION, GOALS, OBJECTIVES, AND POLICIES BY SECTOR

Vision Statement

"Provide an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation."

CHAPTER 4: LAND USE & TRANSPORTATION VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- A San Mateo County in which access to places people wish to go is safe and convenient for all those who travel on foot, by bicycle, via public transportation, and in a private motor vehicle

GOAL:

- *Integrate transportation and land use plans and decisions in support of a more livable and sustainable San Mateo County through a Countywide Sustainable Communities Strategy*

LAND USE POLICIES:

4.1 Integrate Land Use and Transportation Planning

- a. Integrate land use and transportation planning efforts where feasible at the local, county, and regional levels.
- b. Strengthen the pedestrian, bicycle, and shuttle bus circulation links among land uses, particularly within transit-orient development (TOD) areas.
- c. Facilitate pedestrian, bicycle, and shuttle bus access to public transportation services.

4.2 Concentrate Development

- a. Concentrate new development in urban areas within the County of San Mateo's urban/rural boundary, particularly those designated as Priority Development Areas. ¹
- b. Promote higher density residential, employment, and mixed-use development near transit stations and along major bus transit corridors throughout the County to create pre-conditions for improved linkages between land use and transportation alternatives to the solo occupant automobile.
- c. Support the redevelopment of cities along the Caltrain and BART systems as a balanced mix of retail, office, and residential centers at intensities adequate to support transit service that is competitive with the private car.
- d. Emphasize transportation demand management (TDM) in planning for more concentrated development within Priority Development Areas in San Mateo County.

4.3 Enhance Rural Communities

- a. Ensure that rural San Mateo County has safe, convenient transportation links to activity centers and services.
- b. Protect Priority Conservation Areas from growth-inducing transportation projects.

4.4 Housing Supply

- a. Promote the development of a range of housing types along a spectrum of prices within the County, especially near transit stations and along major bus transit corridors.
- b. Support creation of "complete communities" for San Mateo County's diverse population that contain an array of housing types affordable at different income levels and a range of community services.

4.5 Development Standards

- a. Give priority to development that encourages transit use, walking, and bicycling.
- b. Minimize motor vehicle traffic generated by new development, both within and adjacent to San Mateo County when the traffic impacts of such development spill out onto the San Mateo County highway network.
- c. Encourage the adoption of Smart Codes, Form-Based Codes and other enhancements in the development review and entitlement process to foster more walkable, bicycle-friendly, and transit-oriented land development patterns.

- d. Foster “universal design”¹ in housing and transportation facilities so that access to both is readily available to all who work and/or live in San Mateo County. This is especially critical as the population of San Mateo County ages.

4.6 Parking Management

- a. Consider adoption of parking reforms including parking maxima instead of minima, “unbundling” parking costs from the cost of housing and commercial space, and “shared” parking.
- b. Support comprehensive parking management plans and programs to optimize all parking resources.
- c. Eliminate on-street parking at re-development sites on El Camino Real.

4.7 Quality Public Places and Spaces

Create exemplary public places and spaces as focal points for the social, economic, and recreational life of communities.

LAND USE & TRANSPORTATION PERFORMANCE OBJECTIVES:

- ✓ **Develop a new C/CAG “Multimodal Connections” Program to be included in San Mateo County’s portion of the Metropolitan Transportation Commission’s Transportation for Livable Communities Program²**
 - *Performance measure: Adoption by the C/CAG Board and implementation of the “Multimodal Connections Program”*
 - *Performance measure: # of projects funded and implemented in furtherance of the “Multimodal Connections Program”*
- ✓ **Implement a new C/CAG “TOD Employment Incentive Program”**
 - *Performance measure: Adoption by the C/CAG Board and implementation of the “TOD Employment Incentives Program”*
 - *Performance measures: # of projects, amount of commercial space, and amount of funding provided in furtherance of the “TOD Employment Incentives Program”*

¹ “Universal design is an approach to the design of all products and environments to be as usable as possible by as many people as possible regardless of age, ability, or situation”. See <http://www.udeducation.org/>.

² http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

- ✓ **Implement the Grand Boulevard Initiative vision of transit-oriented development along the El Camino Real corridor in proximity to Caltrain, BART, and prospective bus rapid transit stations**
 - *Performance measure: Implementation of an enhanced C/CAG El Camino Real Incentive Program*
 - *Performance measures: # of Smart Growth/TOD projects, # of housing units, and amount of funding provided in furtherance of C/CAG's El Camino Real Incentive Program*
- ✓ **Enhance the C/CAG TOD Housing Incentive Program**
 - *Performance measure: Adoption by the C/CAG Board and implementation of an enhanced C/CAG TOD Housing Incentive Program*
 - *Performance measures: # of projects, # of housing units, and amount of funding provided in furtherance of C/CAG's TOD Housing Incentive Program*
- ✓ **Ensure effective C/CAG review and comment on all land use plans that impact the congestion management network**
 - *Performance measure: # of all local general plans, specific plans, and area plans commented upon by C/CAG*
- ✓ **Provide C/CAG incentives for parking standards reform**
 - *Performance measure: Adoption by the C/CAG Board and implementation of the "Parking Reduction Incentive Program"*
 - *Performance measures: # of projects and amount of funding provided by C/CAG's prospective "Parking Reduction Incentive Program"*
- ✓ **Enhance the quality of public places and spaces in San Mateo County**
 - *Performance measure: Adoption by the C/CAG Board and implementation of the "Places for People Planning and Design Program" to fund urban design for exemplary improvements to the public realm that foster walking as well as community livability*
 - *Performance measures: # of public place and space design amenity projects and amount of funding provided*
- ✓ **Revise and enhance C/CAG's existing Transportation Demand Management (TDM) Guidelines**
 - *Performance measure: Adoption by the C/CAG Board and implementation of a revised and enhanced set of C/CAG TDM Guidelines*

CHAPTER 5: MOTOR VEHICLE TRAVEL VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

Motor vehicle travel that contributes to the socio-economic and environmental health of San Mateo County

GOAL:

Enhance safety and efficiency on the countywide roadway network to foster comfortable, convenient, and multi-modal mobility

ROADS POLICIES:

5.1 Promote Safety on Roadways within San Mateo County

Strive to make roadways in San Mateo County as safe as possible for all travel modes through engineering, enforcement, and public awareness/education.

5.2 Reduce Traffic Congestion and Improve Traffic Operations on Roadways within San Mateo County

- a. Ensure that motor vehicle and bicycle movement on San Mateo County roadways is not hampered by unacceptable levels of congestion while at the same time reduce or eliminate impediments to travel on foot, by bicycle, and via public transit.
- b. When feasible, create “virtual capacity”, or improved efficiency through investments in electronics and communications technology, as an alternative to providing new roadway physical capacity.
- c. Pursue a multi-pronged strategy of reducing the overall flow of motor vehicles through travel demand management, while at the same implementing operational improvements to ease congestion hotspots and safety concerns.
- d. Support the Bay Area’s Freeway Performance Monitoring System, a database on use of Bay Area freeways, including those in San Mateo County.
- e. Foster “complete streets” in San Mateo County, roadways that make room for not only motor vehicles but also for pedestrians and bicyclists.

5.3 Encourage Use of Low and Zero Emissions Technologies for the Motor Vehicle Fleets Using the Roadway Network in San Mateo County

Advocate use of cleaner motive power in personal and commercial motor vehicle travel in order to protect the San Mateo County environment.

5.4 Support Implementation of Congestion Pricing for Bridge Tolls on Bay Area Bridges, particularly both the San Mateo Bridge and Dumbarton Bridge Serving San Mateo County

Manage and reduce peak period motor vehicle travel demand onto the San Francisco Peninsula and San Mateo County.

5.5 Consider the Feasibility of High Occupancy Vehicle Lanes (HOV) and High Occupancy Toll (HOT) Lanes in San Mateo County

Increase efficiency of freeway segments and encourage more shared used travel on freeways in San Mateo County.

5.6 Ensure Adequate Funding of Local Streets and Roads

Maintenance of local streets and roads is crucial for safe, convenient motor vehicle travel by private motor vehicles, public transit buses, bicycles, and pedestrians in San Mateo County.

MOTOR VEHICLE TRAVEL PERFORMANCE OBJECTIVES:

- ✓ **Minimize increases in travel delay on the San Mateo County roadway network**
 - *Performance measure: aggregate travel delay on the San Mateo County roadway network*
- ✓ **Reduce the aggregate amount of motor vehicle travel or, at minimum, the rate of growth in motor vehicle travel in San Mateo County**
 - *Performance measure: Motor vehicle traffic volumes in San Mateo County*
- ✓ **Reduce the number of crashes and casualties on the San Mateo County roadway network**
 - *Performance measure: # of crashes and casualties on the San Mateo County roadway network*
- ✓ **Improve the pavement condition of the San Mateo County roadway network**
 - *Performance measure: pavement condition rating of the San Mateo County roadway network*
- ✓ **Implement “complete streets” within San Mateo County of San Mateo**

- *Performance measure: # of miles of “complete streets” created on the San Mateo County roadway network*
- ✓ **Where feasible, implement time of day pricing on San Mateo County cross-Bay bridges**
- *Performance measure: # of cross-Bay bridges with time of day pricing*
- ✓ **Support high occupancy vehicle (HOV) lanes on San Mateo County freeways**
- *Performance measure: lane miles of high occupancy vehicle (HOV) lanes in San Mateo County*
- ✓ **Safeguard local streets and roads funding**
- *Performance measure: local streets and roads funding in aggregate and as a share of the overall transportation infrastructure spending in San Mateo County*
- ✓ **Evaluate high occupancy toll (HOT) lanes on San Mateo County freeways.**
- *Performance measure: completion of feasibility studies for HOT lanes on San Mateo County freeways.*

CHAPTER 6: BICYCLING VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which bicycling is safe, comfortable, and convenient³**

GOAL:

- ***Provide bicyclists viable travel choices and encourage use of healthy, active transportation through a, safe, continuous, convenient, and comprehensive cycling network that reduces reliance on the automobile, especially for short trips⁴***

BICYCLING POLICIES:

6.1 **Investment**

Direct funds for bicycle improvements to local jurisdictions for the planning, design, construction and maintenance of bicycle facilities of countywide priority.

6.2 **A Competitive Travel Option**

Continue to develop a safe, reliable, comprehensive, and convenient bikeway system competitive with the automobile for many short distance trips.

6.3 **Integration with Public Transit**

Encourage local agencies and transit operators, such as Samtrans, Caltrain and BART, to work cooperatively to promote bicycling to transit by improving access to and through stations and stops, installing bicycle parking and maximizing opportunities for on-board bicycle access.

³ The fully articulated vision from the San Mateo County Comprehensive Bicycle and Pedestrian Plan is as follows: “San Mateo County has an interconnected system of safe, convenient and universally accessible bicycle and pedestrian facilities, for both transportation and recreation. These facilities provide access to jobs, homes, schools, transit, shopping, community facilities, parks and regional trails throughout the county. At the same time, the county has strengthened its network of vibrant, higher-density, mixed-use and transit-accessible communities that enable people to meet their daily needs without access to a car. As a result, many more people in San Mateo County ride bicycles and walk, making our transportation system more balanced, equitable and sustainable. More bicycling and walking have reduced automobile dependence, traffic congestion, pollution and the county’s carbon footprint while increasing mobility options, promoting healthy lifestyles, saving residents money and fostering social interaction.” Draft San Mateo County Comprehensive Bicycle and Pedestrian Plan, February 24, 2011.

⁴ See Appendix for a full set of Bicycle Goals from the Draft San Mateo County Comprehensive Bicycle and Pedestrian Plan, February 24, 2011.

6.4 Encouragement, Education, and Incentives

- a. Work with local, county and regional agencies and organizations – including those with a focus on public health – to develop effective encouragement programs that promote bicycling as a safe, convenient and healthy mode of transportation.
- b. Provide funding for effective support programs and events that encourage bicycling among a broad range of potential users.
- c. Encourage local school districts to implement projects and activities that promote bicycling to school among students and staff.
- d. Promote integration of bicycle-related services and activities into broader countywide transportation demand management and commute alternatives programs.
- e. Provide support for programs that educate drivers and bicyclists about their rights and responsibilities, as well as traffic education and safety programs for adults and youth.

6.5 Safety

- a. Promote collaboration among the Sheriff's Office, local police departments and other county and local agencies to develop and administer effective safety, education and enforcement strategies related to bicycling.
- b. Provide support for programs that educate drivers and bicyclists about their rights and responsibilities, as well as traffic education and safety programs for adults and youth.
- c. Collect and analyze data on traffic collisions involving bicyclists and share this information with local agencies to assist them in identifying and remedying problem locations.

6.6 Complete Streets

- a. Comply with the complete streets policy requirements of Caltrans and the Metropolitan Transportation Commission concerning safe and convenient access for bicyclists, and assist local implementing agencies in meeting their responsibilities under the policy.
- b. For transportation projects funded by county or regional agencies, require that local implementing agencies incorporate "complete streets" principles as appropriate; that they provide at least equivalently safe and convenient alternatives if they result in the degradation of bicycle access; and that they provide temporary accommodations for bicyclists during construction.
- c. Monitor countywide transportation projects to ensure that the needs of bicyclists are considered in programming, planning, design, construction, operation and maintenance, and encourage local agencies to do the same for their projects.

- d. Provide support to local agencies in adopting policies, guidelines and standards for complete streets and routine accommodation of bicyclists in all new transportation projects.
- e. Strongly encourage local agencies to adopt policies, guidelines, standards and regulations that result in truly bicycle-friendly land use developments, and provide them technical assistance and support in this area.

6.7 Traffic Calming

Support efforts to calm motor vehicle traffic to enhance travel conditions for bicyclists.

6.8 Barriers to Bicycle Access and Circulation

Reduce barriers to bicycle access and circulation, including those caused by gaps in the bicycle facilities network and the severance effect on bicycle travel due to rail lines, freeways, and major arterial streets.

6.9 Financing

Promote cooperation among local agencies and with San Francisco and Santa Clara counties to pursue funding for multi-jurisdictional bicycle projects and implement bicycle projects in their capital improvement programs.

6.10 Bike Sharing

Encourage efforts to establish bike-sharing programs in communities throughout the County.

6.11 Priorities

Prioritize funding for bicycle improvements as follows:

- a. When allocating funds, give relative funding priority to projects that address safety deficiencies for bicyclists, especially conflicts with motor vehicles.
- b. In developing a countywide system of bicycle facilities, place special attention on implementing or improving north-south routes and reducing barriers to east-west access.
- c. Encourage and collaborate with Caltrans and local agencies to implement countywide priority bicycle facilities within their jurisdiction. In particular, encourage Caltrans to provide safe bicycle crossings of state highways in San Mateo County and local agencies to include bicycle projects in their capital improvement programs.
- d. Promote cooperation among local agencies and with San Francisco and Santa Clara counties to pursue funding for multi-jurisdictional projects and implement bicycle facilities across jurisdictional lines.

- e. Provide funding for support facilities, including short- and long-term bicycle parking, a countywide bikeway signage scheme, locker rooms, showers and other amenities in public facilities for changing and storing clothes and equipment.
- f. Support completion of the San Mateo County portion of the Bay Trail.

6.12 On-Going Bicycle Planning Activities

- a. Encourage all local jurisdictions to develop comprehensive bicycle plans, and provide assistance and support in this area as appropriate.
- b. Encourage all local jurisdictions to designate bicycle coordinators and to establish local bicycle or bicycle/pedestrian advisory committees, or provide other meaningful opportunities for public input on issues related to non-motorized transportation.
- c. Involve the public and local agencies meaningfully in making decisions about the planning, design and funding of bicycle projects, and maintain an open and accessible process for providing input and influencing decisions.
- d. Update the Countywide Bicycle and Pedestrian Plan every five years, particularly to incorporate needed changes to the list of proposed bicycle projects of countywide priority.
- e. Provide timely information to local jurisdictions on funding programs and sources not administered by C/CAG that may be used to implement bicycle facilities, and encourage them to submit applications for project funding.

BICYCLING PERFORMANCE OBJECTIVES:

- ✓ **Increase the number of miles of Class I, II, and III bicycle facilities in San Mateo County**
 - *Performance measure: # of miles of Class I, II, and III bicycle facilities added in San Mateo County*
- ✓ **Increase the number of bicycle lockers and racks in San Mateo County**
 - *Performance measure: # of bicycle lockers and racks added in San Mateo County*
- ✓ **Increase bicycle safety education and training in San Mateo County**
 - *Performance measures: # of bicycle safety education programs in San Mateo County and # of participants*
- ✓ **Establish bike sharing programs in San Mateo County**
 - *Performance measures: # of bicycle sharing programs and # of bicycles in these programs implemented in San Mateo County*

- **Increase the bicycle market share in San Mateo County**

Performance measures: A rise in the percentage of people biking for all trip purposes in San Mateo County from the an estimated 1.7% in 2006 to 3.0% in 2020 and 5.0% in 2035 and for trips to work from an estimated 0.75% in 2006 to 1.5% by 2020 and 3.0% in 2035.⁵

⁵ 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf.

CHAPTER 7: PEDESTRIANS

VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which walking for both active transportation and recreation is safe, comfortable, and convenient**

GOAL:

- ***Promote safe, convenient, and comfortable pedestrian travel that promotes healthy, active communities while reducing reliance on the automobile for short trips⁶***

PEDESTRIAN POLICIES:

7.1 Investment

Direct funds for pedestrian improvements to local jurisdictions for the planning, design, construction and maintenance of pedestrian facilities of countywide priority.

7.2 Integration with Public Transit

Encourage local agencies and transit operators, such as Samtrans, Caltrain and BART, to work cooperatively to promote walking to transit by improving access to and through stations and stops, installing adequate pedestrian seating, and ensuring opportunities for access by people with disabilities.

7.3 Encouragement, Education, and Incentives

- a Work with local, county and regional agencies and organizations – including those with a focus on public health – to develop effective encouragement programs that promote walking as a safe, convenient and healthy mode of transportation.
- b. Provide funding for effective support programs and events that facilitate mobility among a broad range of potential users, including pedestrians and people with disabilities.
- c. Encourage local school districts to implement projects and activities that promote walking to school among students and staff.

⁶ See Appendix for a full set of Bicycle Goals from the Draft San Mateo County Comprehensive Bicycle and Pedestrian Plan, February 24, 2011.

- d. Promote integration of pedestrian-related services and activities into broader countywide transportation demand management and commute alternatives programs.
- e. Provide support for programs that educate drivers and pedestrians about their rights and responsibilities, as well as traffic education and safety programs for adults and youth.

7.4 Safety

- a. Promote collaboration among the Sheriff's Office, local police departments and other county and local agencies to develop and administer effective safety, education and enforcement strategies related to pedestrians.
- d. Collect and analyze data on traffic collisions involving pedestrians and share this information with local agencies to assist them in identifying and remedying problem locations.

7.5 Complete Streets

- a. Comply with the complete streets policy requirements of Caltrans and the Metropolitan Transportation Commission concerning safe and convenient access for pedestrians, and assist local implementing agencies in meeting their responsibilities under the policy.
- b. For transportation projects funded by county or regional agencies, require that local implementing agencies incorporate "complete streets" principles as appropriate; that they provide at least equivalently safe and convenient alternatives if they result in the degradation of pedestrian access; and that they provide temporary accommodations for pedestrians during construction.
- c. Monitor countywide transportation projects to ensure that the needs of pedestrians are considered in programming, planning, design, construction, operation and maintenance, and encourage local agencies to do the same for their projects.
- d. Provide support to local agencies in adopting policies, guidelines and standards for complete streets and routine accommodation of pedestrians in all new transportation projects.
- e. Strongly encourage local agencies to adopt policies, guidelines, standards and regulations that result in truly pedestrian-friendly land use developments, and provide them technical assistance and support in this area.

7.6 Traffic Calming

In areas with high levels of pedestrian traffic, encourage cities to implement appropriate traffic calming measures to slow approaching car speeds and thus lengthen reaction time available to both drivers and pedestrians in the event of a potential conflict.

7.7 Barriers to Pedestrian Access and Circulation

Reduce barriers to pedestrian access and circulation, including those caused by gaps in the pedestrian facilities network and the severance effect on pedestrian travel due to rail lines, freeways, and major arterial streets.

7.8 Financing

Promote cooperation among local agencies and with San Francisco and Santa Clara counties to pursue funding for multi-jurisdictional pedestrian projects and implement pedestrian projects in their capital improvement programs.

7.9 Priorities

Prioritize funding for pedestrian improvements as follows:

- a. When allocating funds, give relative funding priority to projects that address safety deficiencies for pedestrians and people with disabilities, especially conflicts with motor vehicles.
- b. In developing a countywide system of pedestrian facilities, place special attention on implementing or improving north-south routes and reducing barriers to east-west access.
- c. Encourage and collaborate with Caltrans and local agencies to implement countywide priority pedestrian facilities within their jurisdiction. In particular, encourage Caltrans to provide safe pedestrian crossings of state highways in San Mateo County and local agencies to include pedestrian projects in their capital improvement programs.
- d. Promote cooperation among local agencies and with San Francisco and Santa Clara counties to pursue funding for multi-jurisdictional projects and implement pedestrian facilities across jurisdictional lines.
- e. Provide funding for support facilities, including locker rooms, showers and other amenities in public facilities for changing and storing clothes, and devices for improving accessibility for people with disabilities.

7.10 Land Use and Urban Design

- a. Encourage cities to promote land use patterns and developments that make walking a viable and inviting mode of transportation.
- b. Facilitate appropriate mixed use and transit-oriented development.
- c. Locate walkable destinations such as parks and markets within and near residential areas.
- d. Design residential and commercial districts with human-scaled, interesting buildings, low traffic speeds, landscaping, and pedestrian amenities such as benches.

- e. Encourage cities to place jobs in locations that stimulate walking. Evaluate and update land use designations to promote job growth within walking distance of transit stations and multi-family housing.
- f. Encourage sidewalks in industrial districts and office parks.

7.11 Parking Lots

Encourage cities to locate parking lots behind businesses, rather than at the street front. Design parking lots with safe, attractive, and clearly marked pedestrian routes.

7.12 On-Going Pedestrian Planning Activities

- a. Encourage all local jurisdictions to develop comprehensive pedestrian plans, and provide assistance and support in this area as appropriate.
- b. Encourage all local jurisdictions to designate pedestrian coordinators and to establish local pedestrian or bicycle/pedestrian advisory committees or provide other meaningful opportunities for public input on issues related to non-motorized transportation.
- c. Involve the public and local agencies meaningfully in making decisions about the planning, design and funding of pedestrian projects, and maintain an open and accessible process for providing input and influencing decisions.
- d. Update the Countywide Bicycle and Pedestrian Plan every five years, particularly to incorporate needed changes to the list of proposed pedestrian projects of countywide priority.
- e. Provide timely information to local jurisdictions on funding programs and sources not administered by C/CAG that may be used to implement pedestrian facilities, and encourage them to submit applications for project funding.

PEDESTRIAN PERFORMANCE OBJECTIVES:

- ✓ **Increase the number of pedestrian signal heads and countdown signals in San Mateo County**
 - *Performance measure: # of pedestrian signal heads added in San Mateo County*
- ✓ **Increase the number of intersections with enhanced treatments for pedestrian safety and comfort, such as raised center medians, in-pavement lights, pedestrian-activated crossing signals, and raised crosswalks appropriate to the location**
 - *Performance measure: # of intersections with enhanced pedestrian treatments added in San Mateo County*
- ✓ **Increase the sidewalk network in San Mateo County**

- *Performance measure: linear feet of sidewalk added in San Mateo County*
- ✓ **Increase the pedestrian market share in San Mateo County**
- *Performance measures: A rise in the percentage of people walking for all trip purposes in San Mateo County from an estimated 8.9 % in 2006 to 12.5% in 2020 and 15.0% in 2035 and for trips to work from an estimated 2.0% in 2006 to 3.5% by 2020 and 5.0% in 2035⁷.*

⁷ 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf

- **CHAPTER 8: PUBLIC TRANSIT**
- **VISION, GOALS, OBJECTIVES, AND POLICIES**

- The Draft Public Transit Vision, Goals, Objectives, and Policies are currently under review by Samtrans, Caltrain, and BART staff and will be presented to the C/CAG Board once this review is completed.

CHAPTER 9: TRANSPORTATION SYSTEM MANAGEMENT (TSM) VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which the transportation system is efficient, cost-effective, and environmentally responsible**

GOAL:

- **Manage travel efficiently through supply-side measures, including low-cost traffic operations improvements and use of electronics that reduce or eliminate the need for increases in physical capacity.**

TSM POLICIES:

9.1 Increase Efficiency on Existing Facilities before Adding New Capacity

Invest in enhanced traffic signal system capabilities, provision of center left turn pockets, improved incident detection and management, and similar traffic management measures to reduce vehicle delay on San Mateo County roadways before investment in new through lane capacity.

9.2 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real time travel conditions and options to San Mateo County travelers as well as enhance roadway efficiency.

TSM PERFORMANCE OBJECTIVES:

- ✓ **Where feasible, implement high occupancy vehicle (HOV) lanes on freeways in San Mateo County**
- *Performance measure: # of miles of high occupancy vehicle lanes in San Mateo County*
- ✓ **Deploy traffic adaptive signal control at intersections along streets and highways in San Mateo County**

- Performance measure: # of intersections equipped with traffic adaptive signal control in San Mateo County
- ✓ **Before consideration of new through lanes, implement improved traffic signal timing, new turn lanes, and other traffic operations measures along streets and highways in San Mateo County**
- Performance measure: # of intersection improvements that deferred or eliminated the need for new through lanes

CHAPTER 10: TRANSPORTATION DEMAND MANAGEMENT (TDM) VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which reliance on solo occupant motor vehicle travel is minimized**

GOAL:

- **Reduce and manage travel efficiently through demand-side measures, including land use planning and transportation demand management efforts at work sites**

TDM POLICIES:

10.1 Focus on Reducing the Need to Travel and the Distance of Travel

Encourage telecommute programs, satellite work centers, teleconferences, and other substitute for travel within San Mateo County.

10.2 Involve Private and Public Sector Employers in Efforts to Reduce the Amount of Vehicular Travel

Support reduction of solo occupant vehicle use through employer-based commute alternatives incentive programs in San Mateo County. Include employee transportation coordinators and transportation management associations (TMAs) as key components of this effort.

10.3 Improve Access to Destinations by Means of Non-motorized Modes and Local Shuttles to reduce the Need to Travel by Private Vehicle

Promote transit-oriented development, traditional neighborhood design, improved bicycle, pedestrian and local transit connections to activity centers and similar efforts to reduce the need to travel by private motor vehicle to, from, and among destinations within San Mateo County.

TDM PERFORMANCE OBJECTIVES:

- ✓ **Increase the number of employers and employees within the geographic limits of San Mateo County who have access to a commute alternatives program at work**
 - *Performance measures: # of Commute Alternative Programs in San Mateo County & # of employees participating in these programs*
- ✓ **Increase the participation in telecommuting by employees who work in San Mateo County**
 - *Performance measures: # of Employers with Telecommute Programs in San Mateo County & # of employees participating in these programs*
- ✓ **Expand participation in the commuter pre-tax benefit program San Mateo County**
 - *Performance measures: # of Employers participating in commuter pre-tax benefit programs in San Mateo County & # of employees in these programs*
- ✓ **Where feasible, implement high occupancy vehicle (HOV) lanes on freeways in San Mateo County**
 - *Performance measure: # of miles of high occupancy vehicle lanes in San Mateo County*
- ✓ **Where feasible, deploy traffic adaptive signal control at intersections along streets and highways in San Mateo County**
 - *Performance measure: # of intersections equipped with traffic adaptive signal control in San Mateo County*

CHAPTER 11: INTELLIGENT TRANSPORTATION SYSTEMS (ITS) VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which advances in communications and information technology make travel safer, more convenient, and more pleasant**

GOAL:

- ***Enhance management of the transportation system through deployment of cost-effective, advanced electronic and communications systems in the countywide transportation system***

INTELLIGENT TRANSPORTATION SYSTEM (ITS) POLICIES:

11.1 Encourage Deployment of Intelligent Transportation Systems within San Mateo County for Traffic Management, Public Transportation Management, Parking Management, and Traveler Information Applications

Support investments in advanced traffic detection, traffic-adaptive signal systems, transit fleet tracking, real time transit, traffic, and parking conditions information dissemination, and travel route guidance throughout the transportation system in San Mateo County.

11.2 Foster ITS Innovation through Deployment of Pilot Projects

Introduce innovative communications and information technology into the San Mateo County transportation system by means of pilot projects where possible in order to increase the chances of successful larger-scale deployment.

11.3 Share Resources, Risks, and Benefits of ITS Deployment

Create partnership among agencies to deploy ITS projects in travel corridors, geographic areas, and across travel modes and jurisdictional boundaries to reduce risk, share benefits, and optimize chances for successful ITS deployment.

11.4 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real time travel

conditions and options to San Mateo County travelers.

11.5 Consider ITS Deployments as Both a Complement and an Alternative to New Roadway Capacity

Identify and prioritize ITS deployments that can enhance existing or planned roadway capacity or substitute for some or all new physical capacity, especially when doing so reduces impacts on non-motorized modes of travel and/or is more cost-effective than new roadway capacity by itself.

11.6 Continuously Evaluate New Technical Solutions and Policy Approaches to Reducing Peak Period Congestion on San Mateo County Transportation System

Advances in provision and application of information of routes, congestion, and pricing to transportation systems users will assist in travel decision-making and optimize travel choices.

11.7 Complete and Implement a Detailed Corridor System Management Plan with an Emphasis on ITE Elements for the Main Line of Highway 101

A Corridor System Management Plan with integrated ITS components on the Main Line of Highway 101 will improve freeway performance monitoring, provide timely information to drivers, and enhance safety.

ITS PERFORMANCE OBJECTIVES:

- ✓ **Increase the number of route miles covered by the San Mateo County “Smart Corridors” Program**
 - *Performance measure: # of route miles covered by the San Mateo County “Smart Corridors” Program*
- ✓ **Increase the number of intersections in San Mateo County equipped to operate in traffic adaptive mode**
 - *Performance measure: # of intersections in San Mateo County equipped to operate in traffic adaptive mode*
- ✓ **Increase the number of corridors in San Mateo County equipped with traffic signal interconnections**
 - *Performance measures: # of corridors and corridor miles in San Mateo County equipped with traffic signal interconnections*
- ✓ **Increase the number of intersections in San Mateo County equipped with emergency vehicle priority**
 - *Performance measure: # of intersections in San Mateo County equipped with emergency vehicle priority*

- ✓ **Increase the number of intersections in San Mateo County equipped with public transit traffic signal pre-emption**
 - *Performance measure: # of intersections in San Mateo County equipped with public transit traffic signal pre-emption*
- ✓ **Increase the number of public transit stops and stations in San Mateo County equipped with real-time transit service information**
 - *Performance measure: # of public transit stops and stations in San Mateo County equipped with real-time transit service information*
- ✓ **Increase ITS deployment on the Main Line of Highway 101**
 - *Performance measure: completion of a detailed Corridor System Management Plan with integrated ITS Elements for the Main Line of Highway 101 in San Mateo County*
 - *Performance measure: implementation of a detailed Corridor System Management Plan with integrated ITS Elements for the Main Line of Highway 101 in San Mateo County*

CHAPTER 12: PARKING VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **Parking in San Mateo County that is a “right-sized” balance of supply and demand, supportive of Smart Growth and Transit Oriented Development strategies, intuitive to use, and environmentally responsible**

GOAL:

- *Encourage innovations in parking policy and programs, including incentives for reduced parking requirements, and a comprehensive approach to parking management, in furtherance of countywide transportation system goals*

PARKING POLICIES:

12.1 Support Reduction of Parking Supply

- a. Encourage adoption of parking reforms including parking maxima instead of minima, and “unbundling” parking costs from the cost of housing and commercial space.
- b. Support comprehensive parking management programs to optimize all parking resources, off-street and on-street.
- a. Use technology to minimize the land area needed for parking.

12.2 Facilitate Shared Parking Arrangements to Increase the Efficiency of Parking Provision and Reduce the Costs of Parking Provision

Advocate shared parking arrangements when and where feasible.

12.3 Encourage Implementation of “Green” Parking Lot Initiatives That Serve to Reduce Storm Water Runoff

Promote the San Mateo County “Green Streets and Parking Lots Program” approach of using swales, permeable pavements, “rain gardens”, and landscaping to capture storm water runoff, enhance aesthetics, and mitigate the urban and suburban “heat island” effect.

12.4 Foster Emplacement of Solar Panels on Parking Lots and Structures to Conserve Energy

Encourage projects like the County of San Mateo “Solar Genesis” project to create new sources of renewable energy above parking structures and parking lots, increasing the utility of these facilities without hampering their parking function.

12.5 Promote Installation of “Smart” Parking Meters and Real-time Parking Information Dissemination in San Mateo County Public Parking Facilities

Foster implementation of “smart” meter projects similar to the initiative in Redwood City to increase parking customer convenience and create opportunities for demand-responsive pricing for on-street and off-street public parking facilities.

12.6 Ensure Adequate Wayfinding to Parking Facilities in San Mateo County.

Promote implementation of programs to enhance public information about parking availability, thus decreasing the amount of traffic congestion caused by motorists searching for parking and increasing the convenience of parking customers.

12.7 Encourage Placement of Parking Facilities in Locations That Do Not disrupt Pedestrian Travel or Create a Hazard for Pedestrians

Discourage location of parking structure and lot entrances on streets that have or are planned to have a substantial flow of pedestrian traffic in order to minimize a potential safety hazard for pedestrians, increase parker convenience, and avoid creating “dead” spaces on shopping streets.

12.8 Promote Adequate, Secure, and Safe Bicycle Parking at San Mateo County Shops, Store, and Offices.

Ensure that clean, energy-efficient, and healthful transportation by bicycle is not frustrated by lack of safe, secure parking at the destination end of the cycling trip.

12.9 Encourage Development of Master Parking Management Plans for Downtowns and Other Activity Centers in San Mateo County

Support local government efforts to prepare parking master plans that optimize parking capacity by managing parking demand and “right-sizing” parking capacity.

12.10 Reduce On-street Parking along El Camino Real

Preserve street capacity and reduce safety concerns associated with parking vehicles, especially in redeveloping areas.

PARKING PERFORMANCE OBJECTIVES:

- ✓ **Increase the number of San Mateo County communities that reduce parking requirements in the case of affordable housing projects, transit-oriented development, and proposed shared-parking arrangements**
 - *Performance measure: # of communities with zoning code provisions for reduced parking requirements*
- ✓ **Increase the number of “green” parking lot projects in San Mateo County**
 - *Performance measure: # of “green” parking lot projects in San Mateo County*
- ✓ **Increase the number of solar panel installations on top of parking facilities in San Mateo County**
 - *Performance measure: # of solar panel installation projects above parking facilities in San Mateo County*
- ✓ **Increase the number of “smart” parking meters in San Mateo County**
 - *Performance measure: # of “smart” parking meters in San Mateo County*
- ✓ **Increase the number of bicycle lockers and racks at offices, shops, stores, parking lots and structures, and transit stations in San Mateo County**
 - *Performance measure: #r of bicycle racks and lockers installed in San Mateo County*
- ✓ **Increase the number of communities with parking management master plans in San Mateo County**
 - *Performance measure: # of parking master plans*

CHAPTER 13: MODAL CONNECTIVITY VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- Seamless travel within San Mateo County

GOAL:

- *Integrate the roadway, public transit, and non-motorized modes transportation networks to advance system efficiency, effectiveness, and convenience*

MODAL INTEGRATION POLICIES:

13.1 Promote Interagency Co-ordination in Planning, Design, and Operation of Services at Public Transit Stations in San Mateo County

Customers should be afforded as convenient and stress-free experience as feasible in assessing public transit services, including transfers from one mode and /or operator to another.

13.2 Enhance Dissemination of Information on Intermodal Travel Opportunities within and to/from San Mateo County

Provide timely information on connections between and among bus, rail, private automobile, and non-motorized modes of travel.

Improve wayfinding to and service information dissemination at public transit station platforms through electronic changeable signage and more traditional static signs.

13.3 Remove the Physical Barriers to Intermodal Travel, including Difficult Intersection Crossing Conditions Leading to San Mateo County Transit Stations and Stops

Encourage clean, efficient intermodal travel by making access to public transit stations safe, convenient, and comfortable for pedestrians and bicyclists. Promote bicycle and pedestrian safety at intersections in the environs of public transit stations and stops.

13.4 Encourage Efficient Intermodal Transit Service Scheduling at Public Transit Stations and Other Transit Transfer Locations

Decrease waiting time for public transit passengers and increase convenience of public transit

travel through improved integration of bus and rail transit service schedules.

13.5 Consider Satellite Transit Transfer Hubs When and Where Feasible

Transfer facilities in satellite locations for passenger interchange among line haul bus service route as well as between line haul transit services and community as well as employer shuttle buses may increase customer convenience while at the same time reduce congestion at major public transit hubs.

13.6 Ensure Adequate Bicycle Parking Conveniently Located at Public Transit Stations in San Mateo County

Promote the clean, energy efficient access to public transit that the bicycle provides by making bicycle parking an important priority at San Mateo County transit stations and other stops.

13.7 Support “Right-sized” Auto Parking at San Mateo County Public Transit Stations through Development of Transit Station Area Parking Management Plans

Promote “right-sized” parking provision for private autos at transit stations so that there is sufficient parking for patrons. Station area parking management plans should include consideration of pricing policy for station parking facilities and either or both time zoning and nominal cost pricing for nearby on-street parking.

MODAL CONNECTIVITY PERFORMANCE OBJECTIVES:

- ✓ **Improve intermodal travel information dissemination to San Mateo County transportation system users**
 - *Performance measure: proportion of respondents to a survey of San Mateo County transportation system users who rate electronic information availability on intermodal travel “Very Good” or “Excellent”*
- ✓ **Increase the number of intermodal transit service hubs**
 - *Performance measure: # of public transit intermodal service hubs in San Mateo County*
- ✓ **Implement bicycle and pedestrian access improvements at public transit stations and stops in San Mateo County**
 - *Performance measure: # of pedestrian access improvement projects implemented at public transit stations and stops*
 - *Performance measure: # of bicycle access improvement projects implemented at public transit stations and stops*
- ✓ **Implement shuttle bus services to connect work sites and public transit stations and stops**

- *Performance measure: # of shuttle bus service hours connecting work sites to public transit stations and stops*

CHAPTER 14: GOODS MOVEMENT VISION, GOAL, OBJECTIVES, AND POLICIES

□ VISION:

Goods movement that supports an economically and environmentally sustainable San Mateo County

• GOAL:

Foster safe and efficient goods movement on the San Mateo County roadway network compatible with countywide economic development and environmental policies

GOODS MOVEMENT POLICIES:

14.1 Enhance Safety and Capacity on Truck Routes within San Mateo County

Ensure adequate turning radii, lane widths, vertical and horizontal clearances, and operational improvements at freeway interchange bottlenecks on designated truck routes to promote safe, efficient goods movement.

14.2 Promote Use of Low and Zero Emissions Technologies for Truck Freight in San Mateo County

Support use cleaner motive power in goods movement to protect the San Mateo County environment.

GOODS MOVEMENT PERFORMANCE OBJECTIVES:

✓ **Minimize motor freight travel delay increases on the San Mateo County roadway network**

- *Performance measure: motor freight travel delay*

✓ **Reduce the number of crashes involving motor freight haulers on the San Mateo County roadway network**

- *Performance measure: # of crashes involving motor freight haulers*

- ✓ **Conserve road capacity for goods movement on truck routes in San Mateo County**
- *Performance measure: miles of truck routes in San Mateo County designed to accommodate safe and efficient goods movement*
- ✓ **Support rail and road grade separation in San Mateo County**
- *Performance measure: # of road and rail grade separation projects*

CHAPTER 15: ENVIRONMENT

VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- A Clean and Green Transportation System for San Mateo County

GOAL:

- *Develop cost-effective and innovative solutions to manage the energy, environmental, greenhouse gases, and climate change impacts of the transportation system*

ENVIRONMENT POLICIES:

15.1 Promote More Energy Efficient Transportation in San Mateo County.

- a. Reduce energy consumption in travel by encouraging a shift to more energy-efficient motive power for cars, light trucks, commercial trucks, and both rail passenger and rail freight services.
- b. Enable a shift to more use of non-motorized modes of travel in San Mateo County.
- b. Reduce reliance on single-occupant motor vehicle travel.

15.2 Encourage Cleaner Transportation in San Mateo County.

Advocate a shift to low or no emission motor motive power in the automobile, light truck, commercial truck, and passenger bus and shuttle fleets, as well as in both rail passenger and rail freight services, in San Mateo County.

Support electrification of Caltrain.

15.3 Prepare for Needed Adaptation of the Transportation System in Response to Climate Change Effects

Encourage planning to mitigate the effects of and adapt transportation facilities to impacts due to climate change.

Promote awareness and understanding of the environmental and socio-economic effects of climate change on San Mateo County.

15.4 Take Action to Reduce Greenhouse Gas Emissions that are Attributable to the Transportation System as Well as to Transportation and Land Use Interactions

Ensure that San Mateo County contributes to achievement of the Bay Area target for greenhouse gas emissions.

15.5 Develop a Countywide Climate Action Plan for Transportation

Address mobile source pollution and greenhouse gas emissions from cars, trucks, buses, and trains.

15.6 Balance the Need for Transportation with Measures to Protect the Environment and Environmental Resources

- a. Expand San Mateo County Green Streets and Parking Lots program to facilitate storm water filtration, increase natural amenity, and provide pedestrian and bicycle amenities along streets and in parking lots in San Mateo County.
- b. Consider specific measures to conserve or restore environmental resources when undertaking transportation-related projects.

ENVIRONMENT PERFORMANCE OBJECTIVES:

- ✓ **Implement San Mateo County Energy Strategies for Transportation**
 - *Performance measure: # of San Mateo County Energy Policies implemented pertaining to transportation*
- ✓ **Prepare and implement in San Mateo County a San Mateo County Sustainable Communities Strategy that supports provisions of SB 375**
 - *Performance measure: adoption of a San Mateo County Sustainable Communities Plan*
 - *Performance measure: implementation of a San Mateo County Sustainable Communities Plan*
- ✓ **Increase the number of motor vehicle re-fueling facilities in San Mateo County that provide alternatives to non-renewable fossil fuels**
 - *Performance measure: # of motor vehicle re-fueling facilities in San Mateo County that provide alternatives to non-renewable fossil fuels*
- ✓ **Increase use of non-motorized modes of travel in San Mateo County**
 - *Performance measure: share of person trips in San Mateo County taken by walking and bicycling*
- ✓ **Reduce solo occupant vehicle travel in San Mateo County**

- *Performance measure: share of person-trips taken by solo occupant motor vehicle in San Mateo County*
- ✓ **Increase the number of alternative fuels shuttle buses in San Mateo County**
- *Performance measure: # of alternative fuels shuttles in San Mateo County*
- ✓ **Implement additional green streets and parking lots in San Mateo County**
- *Performance measure: # of green streets and parking lot projects in San Mateo County*

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

November 2, 2011

Pacific Gas and Electric
Local Government Relations
Mail Code B29K
245 Market Street
San Francisco, CA 94105

Attention: Travis Kiyota

Reference: Actions to Improve Public Agency Communications

Dear Mr. Kiyota:

In light of the tragic September 9, 2010 pipeline explosion in San Bruno, both the elected officials that comprise the C/CAG Board and our constituents have a very strong interest to stay informed and engaged regarding the issues and actions underway by PG&E to assure the safety of residents in San Mateo County. There is a need for improvements to be made in the coordination and communication between elected officials and both the California Public Utilities Commission (CPUC and PG&E).

As elected officials, the members of the C/CAG Board have a responsibility to represent the interests of residents throughout San Mateo County. In order for each of the C/CAG members to have the ability to respond to the needs and interests of our citizens, it is critical that we receive information about issues and activities occurring through PG&E within our communities. We need this information in a timely manner and it needs to be provided in a way that is complete, useable, and understandable for citizens. C/CAG appreciates PG&E's commitment to work with C/CAG to address these issues and we recognize PG&E's recent positive and proactive outreach and communication efforts by the Local Government Affairs team. These actions are a step in the right direction, but we remain concerned.

The PG&E discussion with the C/CAG Board at the August 11, 2011 Board Meeting was very constructive in initiating a dialogue on how to improve this communications with the Cities and the County. As a follow-on to that discussion, the C/CAG Board requests the following activities will take place on a consistent and sustained basis in collaboration between C/CAG staff and PG&E's Local Government Affairs team:

- 1- Monthly Meetings with C/CAG Staff.
- 2- Regular attendance at C/CAG Board Meetings.
- 3- Provide presentations to C/CAG Board as needed on issues and projects underway by PG&E.
- 4- Establishment of a regular newsletter to San Mateo elected officials and Senior Management on PG&E activities and other timely issues in San Mateo County. **ITEM 6.3**

- 5- Establish and provide to C/CAG a schedule and meet this schedule for release of requested and promised information.
- 6- Improved and more timely coordination with our member agencies regarding storm outages

The objective is to establish sustained and proactive communication between PG&E and the cities and County. C/CAG would like to collaborate with you and the CPUC in the following ways to ensure the sharing of important information with the cities and the County.

1. Receive regular informational updates from PG&E regarding underground utilities, including but not limited to the location and integrity of pipelines and shutoff valves.
2. Coordinate with PG&E on plan of actions to ensure safety. For example, PG&E's plans for testing, deficiency corrections, pipeline replacements, and emergency response.
3. Establish communication channels and protocols between PG&E and local first responders for information exchange to minimize response time to an incident.
4. Initiate a pilot program with two-three C/CAG member agencies that will develop a communications model between the CPUC, PG&E, and local governmental agencies. Upon successful completion expand to cover all 20 cities and the County. C/CAG is willing to support this type of partnership with the CPUC due to our official standing as the intergovernmental agency within San Mateo County focused on energy and utility issues; and a board of directors membership which includes an elected official from every city and the County in San Mateo County.

C/CAG is committed to working with PG&E to foster a positive constructive dialog. Please contact Richard Napier, C/CAG Executive Director, at 650 599-1420 or by email at rnapier@co.sanmateo.ca.us if there are any questions.

Respectfully,

Bob Grassilli
C/CAG Chair

cc: Jess Brown

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Pacific Palisades

November 11, 2011

Paul Clanon
Executive Director
California Public Utilities Commission
505 Van Ness Avenue, Rm 5223
San Francisco, CA 94102

Dear Mr. Clanon,

Thank you for the time and attention you and others from the California Public Utilities Commission (CPUC) recently provided in meeting with the City/ County Association of Governments of San Mateo County (C/CAG) Board. In light of the tragic September 9, 2010 pipeline explosion in San Bruno, both the elected officials that comprise the C/CAG Board and our constituents have a very strong interest to stay informed and engaged regarding the issues and actions underway through the CPUC to assure the safety of residents in San Mateo County.

C/CAG is a joint powers agency for San Mateo County jurisdictions for member agencies to collaborate and solve common problems. The C/CAG Board of Directors consists of elected officials from all 20 cities in the county plus the County itself. By having jurisdictions represented on the C/CAG Board of Directors, we are able to work together efficiently and effectively to achieve significant objectives.

There is urgent need for improvements to be made in the coordination and communication between elected officials and both the CPUC and PG&E. As elected officials, the members of the C/CAG Board have a responsibility to represent the interests of residents throughout San Mateo County. In order for each of the C/CAG members to have the ability to respond to the needs and interests of our citizens, it is critical that we receive information about issues and activities occurring through PG&E within our communities. We need this information in a timely manner and it needs to be provided in a way that is complete, useable, and understandable for citizens.

Specifically, we would like to collaborate with you and PG&E in the following:

1. Receive information from PG&E regarding underground utilities, including but not limited to the location and integrity of pipelines and shutoff valves.
2. Coordinate with PG&E on plan of actions to ensure safety. For example, PG&E's plans for testing, deficiency corrections, pipeline replacements, and emergency response.
3. Establish communication channels and protocols between PG&E and local first responders for information exchange.
4. Enter into a formal partnership between the CPUC and C/CAG, with the participation of PG&E, to initiate a pilot program that will develop a communications model between the CPUC, PG&E, and local governmental agencies. C/CAG is the appropriate agency for this type of partnership with the CPUC due to our official standing as the intergovernmental agency within San Mateo County.

ITEM 6.4

Finally, in order to ensure public safety in the long term, we request that CPUC to toughen up regulation and to enforce penalties. One way for CPUC to accomplish that would be to conduct regular audits of PG&E operations, emergency planning, record-keeping, and to require PG&E to correct all deficiencies and verify that all corrective actions are completed in a timely manner.

C/CAG is committed to remain engaged and to continue to promote transparency in the way that our utility services and infrastructure are operated and regulated. Please contact Richard Napier, C/CAG Executive Director, at 650 599-1420 or by email at rnapierr@co.sanmateo.ca.us.

Respectfully,

Bob Grassilli
Chairman of the C/CAG Board of Directors