

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

BOARD MEETING NOTICE

Meeting No. 241

- DATE:** Thursday, December 8, 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 Linda Koelling, C/CAG Board Member, for her years of dedicated service and contributions to C/CAG. INFORMATION p. 1
 - 4.2 Certificate of Appreciation to Tom Kasten, past Chair of C/CAG Board, for his service as C/CAG Chair for two years. INFORMATION p. 3
 - 4.3 Certificate of Appreciation to Christine Maley-Grubl, Peninsula Traffic Congestion Relief Alliance Executive Director, for her years of dedicated service and contributions to C/CAG. INFORMATION p. 5

5.0 CONSENT AGENDA

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

- 5.1 Approval of the Minutes of Regular Business Meeting No. 240 dated November 10, 2011.
ACTION p. 7
- 5.2 Review and approval of update to the C/CAG Administration Assistant salary structure.
ACTION p. 13
- 5.3 Review and acceptance of C/CAG Audits.
 - 5.3.1 Review and accept the C/CAG Single Audit Report for the year ended June 30, 2011.
ACTION p. 15
 - 5.3.2 Review and accept the AB 1546 Fund Financial Statements (Audit) for the year ended June 30, 2011.
ACTION p. 21
 - 5.3.3 Review and accept the Financial Statements (Complete Audit) for the Fiscal Year ended June 30, 2011.
ACTION p. 29
- 5.4 Review and approval of the appointment of Councilmember Nadia Holober to the Congestion Management and Environmental Quality (CMEQ) Committee.
ACTION p. 47
- 5.5 Review and approval of the appointment of Councilmember Len Stone to the Bicycle and Pedestrian Advisory Committee (BPAC).
ACTION p. 51
- 5.6 Review and approval of C/CAG Executive Director to serve on the Board of Directors for Joint Venture Silicon Valley
ACTION p. 53

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.)
 - 6.1.1 Review and approval of the proposed C/CAG legislative policies for 2012
ACTION p. 55
 - 6.1.2 Presentation from Advocation.
PRESENTATION p. 65
- 6.2 Review and approval of appointments to the C/CAG Bicycle and Pedestrian Advisory

Committee (BPAC) for two-year terms. ACTION p. 67

6.3 Conduct public hearing and adoption of the Final 2011 Congestion Management Program (CMP) for San Mateo County. (Requires Special Voting Procedures) ACTION p. 93

6.3.1 Conduct public hearing and consider comments on the Final 2011 Congestion Management Program (CMP) for San Mateo County.

6.3.2 Review and approval of Resolution 11-65 adopting the 2011 Congestion Management Program (CMP) for San Mateo County. (Requires Special Voting Procedures)

6.4 Review and endorse the final list of projects for San Mateo County to be submitted to the Metropolitan Transportation Commission (MTC) for inclusion in the Regional Transportation Plan (RTP). ACTION p.97

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: January 12, 2012 Regular Board Meeting.

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

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

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

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

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

FUTURE MEETINGS

December 8, 2011 Legislative Committee - SamTrans 2nd Floor Auditorium - 5:30 p.m.
December 8, 2011 C/CAG Board - SamTrans 2nd Floor Auditorium - 6:30 p.m.
December 9, 2011 Resource Management and Climate Protection Committee (RMCP) - - 555 County Center, 5th Fl, Redwood City - 3:00 p.m.
December 15, 2011 CMP Technical Advisory Committee - SamTrans 2nd Floor Auditorium - 3:00 p.m.
December 20, 2011 NPDES Technical Advisory Committee - to be determined - 10:00 a.m.
December 27, 2011 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City - Noon
January 26, 2012 Bicycle and Pedestrian Advisory Committee - Conference Room C - 7:00 p.m.
January 30, 2012 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.

C/CAG

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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 LINDA KOELLING

FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Linda Koelling served as Council Member for the City of Foster City between November 2003, and December 2011, and Mayor in 2005; and,

Whereas, Linda Koelling served on the Congestion Management Environmental Quality Committee (CMEQ) between February 2006, and December 2011, the C/CAG Legislative Committee, and on the Peninsula Traffic Congestion Relief Alliance Board of Directors, and,

Whereas, Linda Koelling served on the C/CAG Board of Directors, representing the City of Foster City, from 2005 to 2011; and,

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

PASSED, APPROVED, AND ADOPTED THIS 8th DAY OF December 2011.

Bob Grassilli, Chair

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
THOMAS M. KASTEN
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, Thomas M. Kasten has been serving on the C/CAG Board of Directors, representing the Town of Hillsborough, as a Member since 2003; and

Whereas, Thomas M. Kasten has dedicated his services to the people of San Mateo County as Chair to the C/CAG Board of Directors from April 2009 to March 2011; and,

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Thomas M. Kasten for his years of dedicated public service, chairmanship, and appreciates his continued service on the C/CAG Board.

PASSED, APPROVED, AND ADOPTED THIS 8th DAY OF December 2011.

Bob Grassilli, Chair

ITEM 4.2

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 **CHRISTINE MALEY-GRUBL** FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Christine Maley-Grubl has served as the Executive Director of the Peninsula Traffic Congestion Relief Alliance (Alliance) since April of 2002; and,

Whereas, the Alliance implemented the Countywide Voluntary Trip Reduction Program partially funded by C/CAG; and,

Whereas, under Christine Maley-Grubl's leadership the Alliance received the 2010 Association for Commuter Transportation (ACT) Marketing and Outreach: Partnership award; and,

Whereas, under Christine Maley-Grubl's leadership the Alliance received the 2010 Clean Air Award for Transportation from Breathe California; and,

Whereas, under Christine Maley-Grubl's leadership the Alliance received the 2009 Sustainable San Mateo County Award.

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Christine Maley-Grubl for her many years of dedicated public service and her contribution to the betterment of San Mateo County, and wishes her happiness and success in the future.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF DECEMBER, 2011.

ITEM 4.3

Bob Grassilli, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Meeting No. 240
November 10, 2011

1.0 CALL TO ORDER/ROLL CALL

Chair Grassilli called the meeting to order at 6:33 p.m. Roll Call was taken.

Jerry Carlson - Atherton
Sepi Richardson - Brisbane
Terry Nagel - Burlingame
David Canepa – Daly City
Carlos Romero - East Palo Alto
Linda Koelling - Foster City
Naomi Patridge - Half Moon Bay
Tom Kasten - Hillsborough
Kirsten Keith - Menlo Park
Marge Colapietro - Millbrae
Mary Ann Nihart – Pacifica
Maryann Moise Derwin – Portola Valley (6:35)
Rosanne Foust - Redwood City, San Mateo County Transportation Authority
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo
Karyl Matsumoto - South San Francisco, San Mateo County Transit District

Absent,
Belmont
Colma
San Bruno
San Mateo County
Woodside

Others:
Richard Napier, Executive Director, C/CAG
Sandy Wong, Deputy Director C/CAG
Inga Lintvedt, C/CAG Legal Counsel
Matt Fabry, C/CAG Staff
John Hoang, C/CAG Staff
Joe Kott, C/CAG Staff
Tom Madalena, C/CAG Staff
Dave Carbone
Art Kiesel, Foster City

ITEM 5.1

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Kevin Mullin, MTC Commissioner and Mayor of South San Francisco, provided the Fall 2011 Metropolitan Transportation Commission (MTC) Report and invited C/CAG members to the January 10, 2012, 5:00 p.m., workshop on Plan Bay Area at the San Mateo Public Library.

Jim Cogan and Roy Surges, PG&E, provided an update on the recent PG&E pipeline tests.

4.1 PRESENTATION

Certificate of appreciation to Dave Carbone, C/CAG Staff, for his years of dedicated service and contributions to C/CAG.

Matt Fabry, C/CAG Staff, announced that C/CAG received the 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".

Alain Billot, PG&E, presented the Russell City Interconnect project.

5.0 CONSENT AGENDA

Board Member Koelling MOVED approval of Items 5.2.2, 5.3, 5.4.1, 5.4.2, and 5.5.
Board Member Carlson SECONDED. **MOTION CARRIED** 16-0.

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".

5.3 Review and approval of the 2012 C/CAG Board calendar. APPROVED

5.4 Review and Approval of Resolutions 11-62 and 11-63 authorizing submittal of Urban Greening Grant Applications. APPROVED

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. APPROVED

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. APPROVED

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. APPROVED

Items 5.1, 5.2.1, and 5.6 were removed from the Consent Calendar.

- 5.1 Approval of the Minutes of Regular Business Meeting No. 239 dated October 13, 2011.

APPROVED

It was requested to reflect that Board Member Koelling asked if the Board will move forward by documenting some of the questions in letter to PG&E and CPUC, and that the letters be discussed at the next meeting.

- 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

It was requested that further information be provided to the Board regarding the \$675, 450 for car share as shown on page 17 of the packet under "project budget".

- 5.6 Review and accept of the Abandoned Vehicle Abatement (AVA) Program Report for the Year Ending June 30, 2011.

APPROVED

It was requested that updated population figures be used in the future to calculate payments made to jurisdictions.

~~Vice Chair Grotte MOVED approval of Items 5.1, 5.2.1, and 5.6. Board Member Carlson SECONDED. MOTION CARRIED 16-0.~~

- 5.7 Addendum - Review and Approval of Resolution 11-64 Authorizing the C/CAG Chair to Execute an Agreement (Memorandum of Understanding) Between C/CAG and the San Francisco Airport Commission for Partial Funding for the Preparation of an Update of the Comprehensive Airport Land Use Compatibility Plan (CLUP) for the Environs of San Francisco International Airport and Related C/CAG Staff Costs in the Amount of \$100,000 to be Paid to the C/CAG Board in FY 2011/2012.

APPROVED

Board Member Foust MOVED approval of Items 5.7. Vice Chair Romero 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

No action was taken on this item.

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

INFORMATION

Joe Kott, C/CAG Staff, presented the policy outlines of the CTP. Board members had the follow comments:

- A. Develop a process for outreach and agenda for discussion at a future Board meeting.
- B. Address the East-West transportation needs.
- C. Address the special transportation needs on the coast side.
- D. Address the need for maintaining existing transportation infrastructure
- E. Replace “support” with “consider” for congestion pricing on toll bridges for policy #5.4 on page 92.

6.3 Review and approval of a letter to PG&E. APPROVED

Board members made edits to the letter to PG&E.

Vice Chair Grotte MOVED approval of 6.3. Board Member Nihart SECONDED. **MOTION CARRIED** 16-0.

6.4 Review and approval of a letter to CPUC. APPROVED

Board members made edits to the letter to CPUC.

Board Member Nihart MOVED approval of Item 6.4. Board Member Koelling SECONDED. **MOTION CARRIED** 16-0.

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports).

None.

7.2 Chairperson’s Report.

Chair Grassilli announced the Closed Session has been postponed to the next meeting. The Compensation Committee needs more information.

7.3 Board Members Report

Board Member Colapietro acknowledged that this was Board Member Koelling’s last meeting and thanked her for her hard work.

Board Member Koelling said she enjoyed her work at C/CAG and found the C/CAG Board of Directors an extremely efficient Board.

Vice Chair Romero asked for car share information.

Board Member Richardson ran for ABAG Vice Chair and lost by a very narrow margin due to some ballots that were sent late by ABAG.

8.0 EXECUTIVE DIRECTOR’S REPORT

Executive Director Napier thanked Board Member Koelling for her contribution to C/CAG. He also mentioned the Contract List was provided to Board members.

9.0 COMMUNICATIONS - Information Only

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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

Items 10.0, 11.0, 12.0, and 13.0 were postponed.

14.0 ADJOURN

The meeting was adjourned in honor of Board Member Koelling.

C/CAG AGENDA REPORT

Date: December 8, 2011
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of update to the C/CAG Administrative Assistant salary structure.

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

Recommendation:

Review and approval of update to the C/CAG Administrative Assistant salary structure in accordance with the staff recommendations.

Fiscal Impact:

Increase the salary range 3% in accordance with the negotiated change in the Redwood City classification for an equivalent position. This will make the range \$3,467 to \$6,250 a month. Current salary cost are within this range and included in the adopted C/CAG budget. Therefore, this is not an increase in cost.

Revenue Source:

All C/CAG revenue sources.

Background:

At the C/CAG Board meeting of 2/11/10 the Board adopted the C/CAG Administrative Assistant salary structure and review process. The salary range was based upon an equivalent job classification at the City of Redwood City. The process provided for a salary review of the position with the City of Redwood City and other agencies. The City of Redwood City completed negotiations with an equivalent classification and agreed to a 3% increase in the salary range. At the same time effective 1/1/12, the employee must pay for 10% of the medical insurance and 2.5% of the employer share of PERS. Since this position is tied to Redwood City, it is requested that the salary range for the C/CAG Administrative Assistant be increased 3% to \$3,467 - \$6,250. The City of Redwood City has been directed by the C/CAG Executive Director to apply the benefit changes to the C/CAG Executive Director and Administrative Assistant.

C/CAG Administrative Assistant Recommended Salary Range

- 1- Administrative Assistant - \$3,467 to \$5,144
- 2- Senior Administrative Assistant - \$5,145 to \$6,250

Therefore, C/CAG staff recommends approval of the C/CAG Administrative Assistant salary range to \$3,467 - \$6,250.

ITEM 5.2

Attachments:

None

Alternatives:

- 1- Review and approval of update to the C/CAG Administrative Assistant Salary structure in accordance with the staff recommendations.
- 2- Review and approval of update to the C/CAG Administrative Assistant Salary structure in accordance with the staff recommendations with modifications.
- 3- No action.

C/CAG AGENDA REPORT

Date: December 8, 2011
TO: C/CAG Board of Directors
From: Richard Napier - C/CAG Executive Director
Subject: Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2011

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

Recommendation:

Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2011 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

Member assessments, parcel fee, motor vehicle fee (AVA/ TFCA/ AB1546) and State/ Federal Transportation Funds.

Background/ Discussion:

An independent Single Audit Report was performed on C/CAG for the year ended June 30, 2011. This audits the federal funds C/CAG received for programs. No issues were identified that required correction.

Attachment:

C/CAG Single Audit Report for the Year Ended June 30, 2011 - Excerpt Provided

Alternatives:

- 1- Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2011 in accordance with the staff recommendation.
- 2- Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2011 in accordance with the staff recommendation with modifications.
- 3- No Action.

ITEM 5.3.1

C/CAG Single Audit Report for the
Year Ended June 30, 2011 - Provided separately
Also available on-line at www.ccag.ca.gov

CITY/COUNTY ASSOCIATION
OF GOVERNMENTS
OF SAN MATEO COUNTY, CALIFORNIA

SINGLE AUDIT REPORT

JUNE 30, 2011

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2011**

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>Pass-Through Grantor's Number</u>	<u>Expenditures</u>
<u>U.S. Department of Transportation</u>			
Passed through the State of California, Department of Transportation: Highway Planning and Construction*	20.205	STPCML-6084(152)	\$ 647,695
		STPCML-6084(137)	70,000
Total U.S. Department of Transportation			717,695
Total Federal Expenditures			\$ 717,695

* Major Program

Note a: Refer to Note 1 to the schedule of expenditures of federal awards for a description of significant accounting policies used in preparing this schedule.

Note b: There was no federal awards expended in the form of noncash assistance and insurance in effect during the year.

Note c: Total amount provided to subrecipients during the year was \$0.

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2011**

SECTION I - SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued: Unqualified Opinion

Internal control over financial reporting:

- Significant deficiencies identified? yes no
- Significant deficiencies identified that are considered to be material weaknesses? yes none reported

Noncompliance material to financial statements noted? yes no

Federal Awards

Internal control over major programs:

- Significant deficiencies identified? yes no
- Significant deficiencies identified that are considered to be material weaknesses? yes none reported

Type of auditors' report issued on compliance for major programs: Unqualified Opinion

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133? yes no

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction

Dollar threshold used to distinguish between type A and type B program \$300,000

Auditee qualified as low-risk auditee? yes no

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2011**

SECTION II - FINANCIAL STATEMENT FINDINGS

No matters were reported.

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

No matters were reported.

C/CAG AGENDA REPORT

Date: December 8, 2011
TO: C/CAG Board of Directors
From: Richard Napier - C/CAG Executive Director
Subject: Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2011

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

Recommendation:

Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2011 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

Dedicated Motor Vehicle Fee.

Background/ Discussion:

A separate independent audit was performed on the AB 1546 Fund for the year ended June 30, 2011. No issues were identified that required correction. The complete audit is provided in the packet separately.

Attachment:

AB 1546 Fund Balance Sheet

AB 1546 Fund Statement of Revenues, Expenditures, and Changes in Fund Balance

AB 1546 Fund Financial Statements (Complete Audit) for the Year Ended June 30, 2011 -
Provided separately

Alternatives:

- 1- Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2011 in accordance with the staff recommendation.

ITEM 5.3.2

- 2- Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2011 in accordance with the staff recommendation with modifications.
- 3- No Action.

AB 1546 Fund Financial Statements (Complete Audit) for the
Year Ended June 30, 2011 - Provided separately
Also available on-line at www.ccag.ca.gov

CITY/COUNTY ASSOCIATION
OF GOVERNMENTS
OF SAN MATEO COUNTY, CALIFORNIA

AB 1546 FUND

FINANCIAL STATEMENTS

JUNE 30, 2011



CERTIFIED PUBLIC ACCOUNTANTS

- Brandon W. Burrows, CPA
- David E. Hale, CPA, CFP
A Professional Corporation
- Donald G. Slater, CPA
- Richard K. Kikuchi, CPA
- Susan F. Matz, CPA
- Shelly K. Jackley, CPA
- Bryan S. Gruber, CPA

INDEPENDENT AUDITOR'S REPORT

Governing Board of City/County Association
of Governments of San Mateo County
San Mateo, California

We have audited the accompanying financial statements of the AB 1546 Fund of the City/County Association of Governments of San Mateo County (C/CAG), California as of and for the year ended June 30, 2011. These financial statements are the responsibility of C/CAG's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As discussed in Note 1, the financial statements present only the AB 1546 Fund and are not intended to present fairly the financial position and results of operations of C/CAG and the results of its operations of its governmental fund types in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the C/CAG AB 1546 Fund as of June 30, 2011, and the results of its operations for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated November 3, 2011, on our consideration of C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Brea, California
November 3, 2011

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

AB 1546 FUND
STATEMENT OF NET ASSETS AND GOVERNMENTAL FUND BALANCE SHEET
JUNE 30, 2011

	<u>AB 1546 Fund</u>	<u>Adjustments</u>	<u>Statement of Net Assets</u>
Assets:			
Cash and investments	\$ 5,277,400	\$ -	\$ 5,277,400
Accounts receivable	203,727	-	203,727
Total Assets	<u>\$ 5,481,127</u>	<u>-</u>	<u>5,481,127</u>
Liabilities and Fund Balance:			
Liabilities:			
Accounts Payable	\$ 123,152	-	123,152
Total Liabilities	<u>123,152</u>	<u>-</u>	<u>123,152</u>
Fund Balance:			
Restricted for AB 1546	<u>5,357,975</u>	<u>(5,357,975)</u>	<u>-</u>
Total Fund Balance	<u>5,357,975</u>	<u>(5,357,975)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u>\$ 5,481,127</u>		
Net Assets:			
Restricted for AB 1546		<u>5,357,975</u>	<u>5,357,975</u>
Total Net Assets		<u>\$ -</u>	<u>\$ 5,357,975</u>

See Independent Auditor's Report and Notes to Financial Statements

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

AB 1546 FUND
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FISCAL YEAR ENDED JUNE 30, 2011

	<u>AB 1546 Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
Revenues:			
From other agencies	\$ 2,612,717	\$ -	\$ 2,612,717
Investment income	28,406	-	28,406
Total Revenues	<u>2,641,123</u>	<u>-</u>	<u>2,641,123</u>
Expenditures:			
Professional services	128,383	-	128,383
Administrative services	34,010	-	34,010
Distributions	1,155,855	-	1,155,855
Total Expenditures	<u>1,318,248</u>	<u>-</u>	<u>1,318,248</u>
Excess (Deficiency) of Revenues Over (under) Expenditures	1,322,875	-	1,322,875
Other Financing Sources (Uses):			
Transfers out	(855,818)	-	(855,818)
Total Other Financing Sources (Uses)	<u>(855,818)</u>	<u>-</u>	<u>(855,818)</u>
Net Change in Fund Balance/Net Assets	467,057	-	467,057
Fund Balance/Net Assets at Beginning of Year	4,890,918	-	4,890,918
Fund Balance/Net Assets at End of Year	<u>\$ 5,357,975</u>	<u>\$ -</u>	<u>\$ 5,357,975</u>

See Independent Auditor's Report and Notes to Financial Statements

C/CAG AGENDA REPORT

Date: December 8, 2011
TO: C/CAG Board of Directors
From: Richard Napier - C/CAG Executive Director
Subject: Review and accept the C/CAG Financial Statements (Audit) for the Fiscal Year Ended June 30, 2011

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

Recommendation:

Review and accept the C/CAG Financial Statements (Audit) for the Fiscal Year Ended June 30, 2011 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

Member assessments, parcel fee, motor vehicle fee (AVA/ TFCA/ AB1546) and State/ Federal Transportation Funds.

Background/ Discussion:

An independent audit was performed on C/CAG for the year ended June 30, 2011. No issues were identified that required correction. Management's Discussion and Analysis is attached and included in the audit. The complete audit is provided in the packet separately.

Attachment:

Management's Discussion and Analysis for the Financial Statements (Complete Audit) for the Fiscal Year Ended June 30, 2011

C/CAG Financial Statements (Complete Audit) for the Fiscal Year Ended June 30, 2011 - Provided separately

Alternatives:

- 1- Review and accept the C/CAG Financial Statements (Complete Audit) for the Fiscal Year Ended June 30, 2011 in accordance with the staff recommendation.

ITEM 5.3.3

- 2- ~~Review and accept the C/CAG Financial Statements (Complete Audit) for the Fiscal Year Ended June 30, 2011 in accordance with the staff recommendation with modifications.~~
- 3- No Action.

Management's Discussion and Analysis for the Financial Statements (Complete Audit) for the
Fiscal Year Ended June 30, 2011

MANAGEMENT'S DISCUSSION AND ANALYSIS

The information presented in the "Management's Discussion and Analysis" is intended to be a narrative overview of the City/County Association of Governments of San Mateo County (C/CAG) financial activities for the fiscal year ended June 30, 2011. We encourage readers to consider this information in conjunction with the accompanying financial statements, notes, supplementary and statistical information located herein.

In June 1999, the Governmental Accounting Standards Board (GASB), which sets the financial reporting rules, "Generally Accepted Accounting Principles" (GAAP) for all State and Local Governments, established a new framework for financial reporting. This new framework represents the biggest single change in the history of governmental accounting. These changes, which are collectively known as *GASB Statement #34: Basic Financial Statement – and Management's Discussion and Analysis – for State and Local Governments*, were required to be implemented by June 30, 2003.

The changes to the financial statements in the Government-wide section now provide reporting that is similar to private sector companies by showing financial statements with a "Net Assets" bottom line approach. However, government agencies are mandated to account for certain resources and activities separately, thereby necessitating a fund-by-fund financial format as shown in the Fund Financial Statements section. The presentation of these two different types of statements together in one report requires the inclusion of two reconciliations to better assist the reader.

FINANCIAL STATEMENT OVERVIEW

This discussion and analysis is intended to serve as an introduction to the C/CAG Annual Financial Report. The C/CAG basic financial statements are comprised of three components: 1) Government-wide Financial Statements, 2) Fund Financial Statements, and 3) Notes to the Financial Statements.

Government-wide Financial Statements: The *Government-wide Financial Statements* are designed to provide readers with a broad overview of the C/CAG finances. These statements include *all* assets and liabilities, using the full *accrual basis of accounting*, which is similar to the accounting used by most private-sector companies. All revenues and expenses related to the current fiscal year are included regardless of when the funds are received or paid.

- The *Statement of Net Assets* presents all of the C/CAG assets and liabilities, with the difference reported as *net assets*. Over time, increases or decreases in net assets may serve as a useful indicator to determine whether the financial position of C/CAG is improving or deteriorating.
- The *Statement of Activities* presents information showing how the C/CAG net assets changed during the fiscal year. All changes in net assets (revenues and expenses) are reported when the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Accordingly, revenues and expenses are reported in this statement for items that will result in cash flows in future fiscal periods (e.g., uncollected tax revenues, and accrued but unpaid interest expenses).

MANAGEMENT'S DISCUSSION AND ANALYSIS

The services of C/CAG are considered to be governmental activities including General and special purpose Government. All C/CAG activities are financed with investment income, City/County fees, State/Federal/Regional grants, Motor Vehicle Fees, and County discretionary State/Federal Transportation funds. The Government-wide Financial Statements can be found on page 18-19 of this report.

Fund Financial Statements: A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. C/CAG used fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the C/CAG activities are reported in governmental funds. These funds are reported using modified accrual accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental Fund Financial Statements provide a detailed view of the C/CAG operations. Governmental fund information helps to determine the amount of financial resources used to finance the C/CAG programs.

Notes to the Financial Statements: The notes provide additional information that is essential for a full understanding of the data provided in the Government-wide and Fund Financial Statements.

FINANCIAL HIGHLIGHTS

- CCAG total assets increased by \$2,355,449
- CCAG total liabilities increased by \$551,857
- The combined C/CAG revenues were \$11,303,793
- The combined C/CAG expenditures were \$9,500,201
- C/CAG total net assets increased by \$1,803,592
- The Transportation/Environmental Program (AB 1546) uses a \$4 motor vehicle fee to fund programs to address the congestion and environmental impacts (water quality) caused by motor vehicles. The \$4 motor vehicle fee is only for vehicles in San Mateo County and is dedicated and controlled by C/CAG. This program provided \$2,612,717 for the fiscal year and will expire 1/01/13.
- The San Mateo Congestion Relief Program uses an assessment to the cities and County to address the impact of their economic development. The revenues are used to fund countywide transportation solutions such as shuttles, ramp metering, and Intelligent Transportation System solutions. This program provided \$1,850,000 for the fiscal year and will expire 6/30/2011 if not reauthorized by the C/CAG board. This is accounted for under Congestion Management in the audit.

MANAGEMENT'S DISCUSSION AND ANALYSIS

- Measure M adds \$10 to the annual fees associated with registering a vehicle in San Mateo County and will last for 25 years. This fee will generate \$6.7 million per year or \$170M over 25 years to the county and is dedicated and controlled by C/CAG. The \$10 motor Vehicle Licensing Fee (VLF) took effect for fees due July 1, 2011 and later. Half of the funds will be allocated to the cities and the County for Water Pollution Prevention Programs and Congestion Management Programs. The remaining half will go to transit operations, safe routes to schools, Intelligent Transportation System projects, and County-wide Water Pollution Prevention Programs. In FY 2010-11 \$295,130 was received.

PROGRAM HIGHLIGHTS

- Implementation of the Local Government Partnership (LGP) between C/CAG and PG&E is underway. The objective of the LGP is to provide incentive funding to encourage projects that will result in ongoing energy savings. Over the three year period funding of \$3.5M will be provided to San Mateo County agencies with \$500K to C/CAG for marketing and administration.
- The design of the Smart Corridor Project is underway. This project will provide signal coordinated corridors on El Camino Real between I-380 and the Santa Clara County line and on major arterials between El Camino Real and US 101. A communications and monitoring system is included that will allow monitoring and operation from the Caltrans Traffic Management Center. State transportation funding of \$20M has been committed to the project. In FY 10-11 \$519,950 was spent on the detailed design. This is accounted for under Congestion Management in the audit.
- Annual implementation of the Congestion Management Program (Congestion Management and Congestion Relief), NPDES Water Pollution Prevention Program (WPPP), Abandoned Vehicle Abatement Program (AVA), Transportation Fund for Clear Air County (TFCA) Program, Transportation/ Environmental Program (AB 1546), TDA Article 3 Program, Airport Land Use Commission, and State Legislative Program.
- The C/CAG Motor Vehicle Fee Program provided \$1,155,855 to the cities and County for congestion management and water pollution projects. The remaining funds (\$162,393) were used for administration and countywide programs such as green streets, Smart Corridor Design, Intelligent Transportation Solutions projects, and water pollution prevention projects. Since the funds expire on 1/01/13 unless renewed, the funds were used only for projects that need one time funding so as not to create a future obligation potentially without funding. A loan of \$550,000 was provided to pay for the Measure M election. This will be paid back over the next few years from Measure M. Funds of \$300,000 was transferred to support the Smart Corridor program.
- The cost of the NPDES Municipal Regional Permit (MRP) for the Water Pollution Prevention Program (WPPP) is projected to significantly increase. To minimize the cost of the MRP an appeal has been filed with the State Water Resources Control Board and a claim filed with the Commission on State Mandates.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The government-wide analysis focuses on the net assets (Table 1) and changes in net assets (Table 2) for the C/CAG governmental activities.

**Statement of Net Assets
Year Ended June 30, 2011**

Table 1

	Governmental Activities		\$ Change	% Change
	2010	2011		
Assets				
Cash and investments (note 2)	9,777,532	12,312,777	2,535,245	25.9%
Accounts receivable	1,388,541	1,208,745	(179,796)	-12.9%
Total Assets	11,166,073	13,521,522	2,355,449	21.1%
Liabilities				
Accounts payable	1,170,444	2,132,623	962,179	82.2%
Accrued payable	621,684	211,362	(410,322)	-66.0%
Total Liabilities	1,792,128	2,343,985	551,857	30.8%
Net Assets				
Restricted for:				
Congestion management	2,243,261	3,223,446	980,185	43.7%
NPDES	1,551,379	1,590,413	39,034	2.5%
AB 1546	4,890,918	5,357,975	467,057	9.5%
Air quality (BAAQMD)	11,282	30,117	18,835	166.9%
Abandoned vehicle abatement	615,523	619,130	3,607	0.6%
Energy Watch	(183)	12,009	12,192	-6662.3%
Measure M	-	286,241	286,241	n/a
Unrestricted	61,765	58,206	(3,559)	-5.8%
Total Net Assets	9,373,945	11,177,537	1,803,592	19.2%

Statement of Net Assets (Table 1) Change Analysis:

As of June 30, 2011, the City/County Association of Governments of San Mateo County has total assets of \$13.5 million and total liabilities of \$2.3 million resulting in net assets totaling \$11.18 million.

Assets

- Cash and investments totaling \$12.3 million. This amount includes \$7.2 million held with Local Agency Investment Fund, \$2.6 million in San Mateo County Investment Pool, and \$2.5 million of cash in bank. The majority of these amounts were held in short term investments as outlined in Note 2 to the financial statements.
- Accounts receivable totaling \$1.2 million are general receivables. This amount includes \$612K in the Congestion Management Fund, \$204K in the AB 1546 Fund, \$180K in the Abandon Vehicle Abatement Fund, \$116K in the General Fund program and the remaining \$88K in other programs.

Liabilities

- Liabilities totaling \$2.3 million are general accounts payable. This amount includes payable of \$715K in Congestion Fund, \$480K in NPDES, \$494K in Bay Air Quality Management and \$169K in Abandoned Vehicle Abatement and the remaining \$442K in other programs.

Net Assets

- AB 1546 - Increased \$467,057 or 9.5% due to decrease fund distribution to members for Countywide Project Program.
- Congestion Management - Increased \$980,185 or 43.7% due to cost reimbursement of \$300,000 from AB 1546 for design of the Smart Corridors Project and excess revenues over expenditures of \$636,502 in Congestion Relief Program
- Measure M, which adds \$10 in fees associated with registering motor vehicles in San Mateo County, collected revenue in FY 2010-11 with net assets of \$286,241 at the end of the year. Measure M was not in effect in FY 2009-10.
- NPDES – Slightly increased \$39,034 or 2.5% primarily due to increase in collection of NPDES storm-water fee.

Remaining categories were within the normal variations.

**Statement of Activities with
Changes in Net Assets
Year Ended June 30, 2011**

Table 2
Governmental
Activities

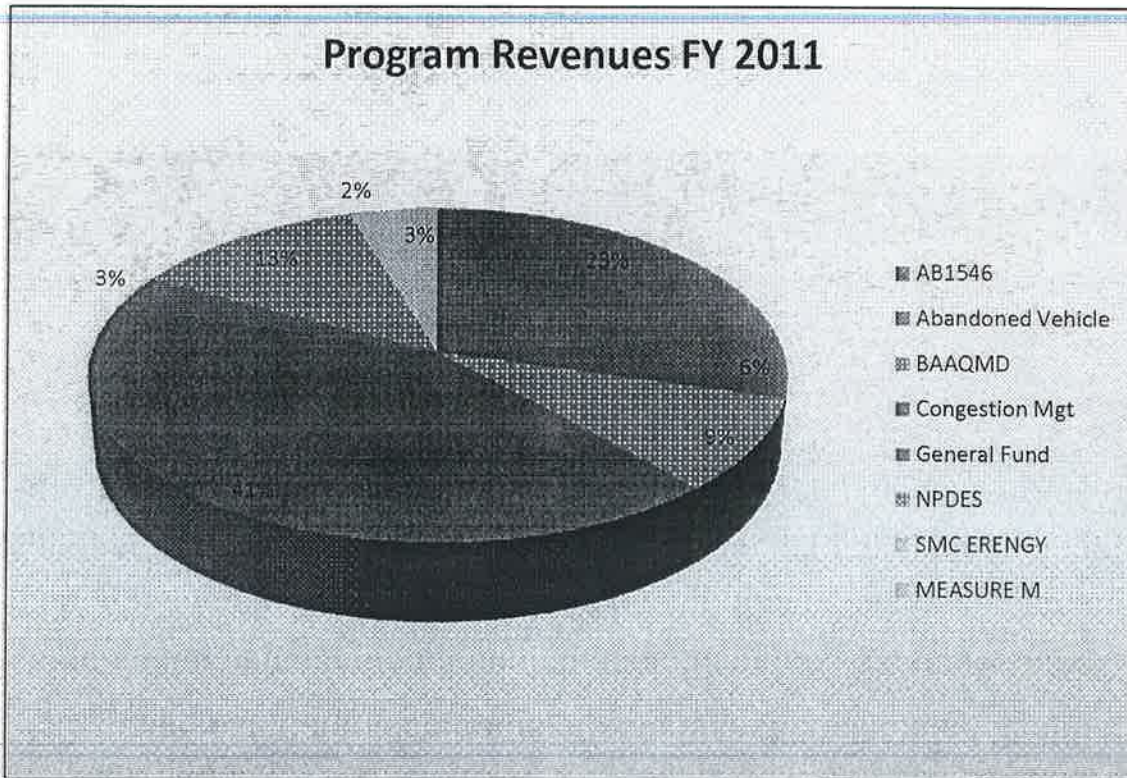
	2010	2011	\$ Change	% Change
Revenues				
Program Revenues:				
Charges for services	8,394,937	7,981,772	(413,165)	-4.9%
Operating grants and contributions	2,811,614	3,260,921	449,307	16.0%
General Revenues:				
Other general revenues	84,581	61,100	(23,481)	-27.8%
Total Revenues	11,291,132	11,303,793	12,661	0.1%
Expenses				
General government	594,161	493,910	(100,251)	-16.9%
Congestion management	4,596,281	3,845,231	(751,050)	-16.3%
Air quality (BAAQMD)	1,005,965	992,420	(13,545)	-1.3%
NPDES stormwater	1,250,882	1,378,716	127,834	10.2%
Abandoned vehicle abatement	672,164	677,848	5,684	0.8%
AB 1546	1,739,758	1,318,248	(421,510)	-24.2%
Energy watch	293,926	235,323	(58,603)	-19.9%
Measure M	-	558,505	558,505	n/a
Total Expenses	10,153,137	9,500,201	(652,936)	-6.4%
Inc (Dec) in Net Assets	1,137,995	1,803,592	665,597	58.5%
Beginning Net Assets	8,235,950	9,373,945	1,137,995	13.8%
Ending Net Assets	9,373,945	11,177,537	1,803,592	19.2%

Statement of Activities with Changes in Net Assets (Table 2) Change Analysis:

Revenues

- Program Revenues:
 - Charges for Service decreased \$413,165 or 4.9% mainly due to decrease in program reimbursement and member contributions which were the same as the prior year.
 - Operating grants & contributions increased \$449,307 or 16% due to increase funding from the Metropolitan Transportation Commission (MTC) for transportation planning.
- General Revenues:
 - Other general revenues decreased \$23,481 or 27.8% compared to prior year due to lower investment income.

Total revenues increased \$12,661 or 0.1% compared to FY 2010. The minimal increase is a result of similar program activity as the prior year.

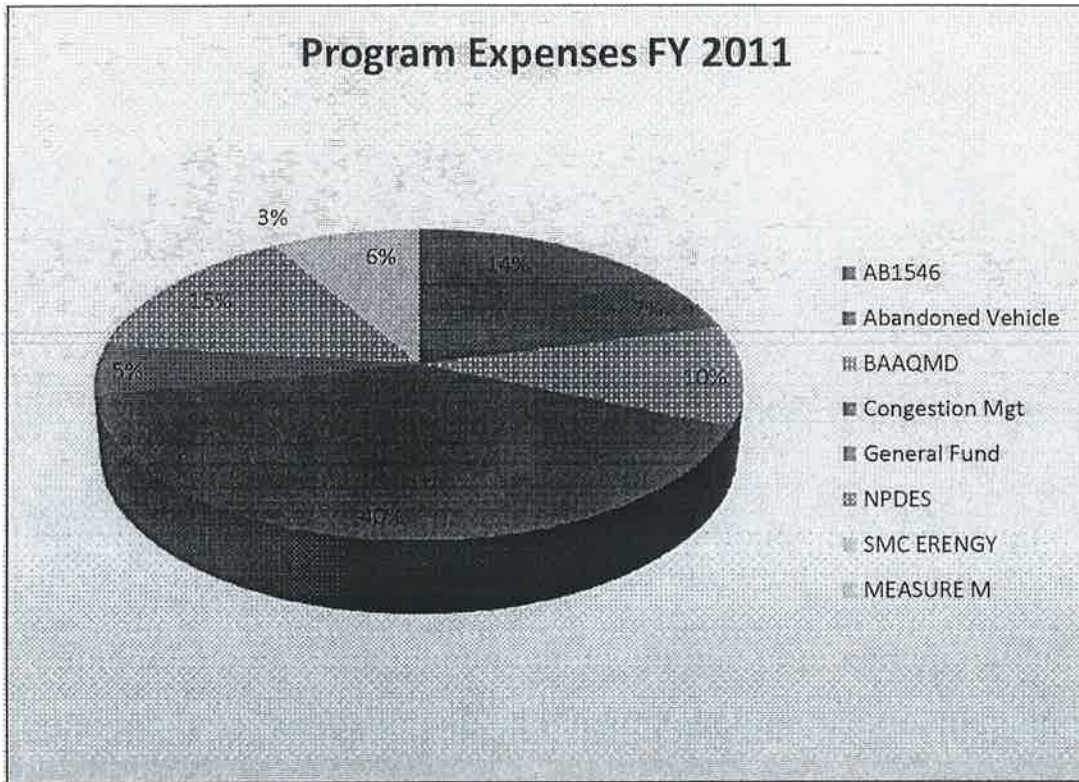


Expenses

- General expenses decreased \$100,251 or 16.9% due to decrease in the expenditures for the San Francisco International Airport Comprehensive Land Use Plan.
- Congestion Management decreased \$751,050 or 16.3% due primarily to \$605,891 in lower design cost in the Smart Corridor Project. The Congestion Management Program had an increase of \$139,256 and the San Mateo Congestion Relief Program a decrease of \$284,411.
- Energy Watch decreased \$58,603 or 19.9% due to decrease fund distribution in Energy Watch Program and was short one staff for part of the year.
- Change in Abandoned Vehicle Abatement is within the normal variances from year to year.
- NPDES storm water increased \$127,834 or 10.2% mainly due to increase of professional services which were caused by the work of new Municipal Regional Permit.
- Air Quality program decreased \$13,545 or 1.3% due to decrease of member distribution caused by reduced motor vehicle fee revenues.

MANAGEMENT'S DISCUSSION AND ANALYSIS

- AB 1546 decreased \$421,510 or 24.2% due to the delay of the implementation of the countywide program and the lack of receipt of invoice for cost reimbursement of projects underway or completed.
- Measure M had a onetime payment of \$558,505 made to County which related to November 2010 ballot costs. Measure M was not in effect in FY 2009-10.
- The total expenses decreased 6.4% or \$652,936 compared to FY 2009-10. This is primarily due to reasons as discussed above.



C/CAG FUND FINANCIAL STATEMENTS

At year-end the C/CAG governmental funds reported combined fund balances of \$11,177,537.

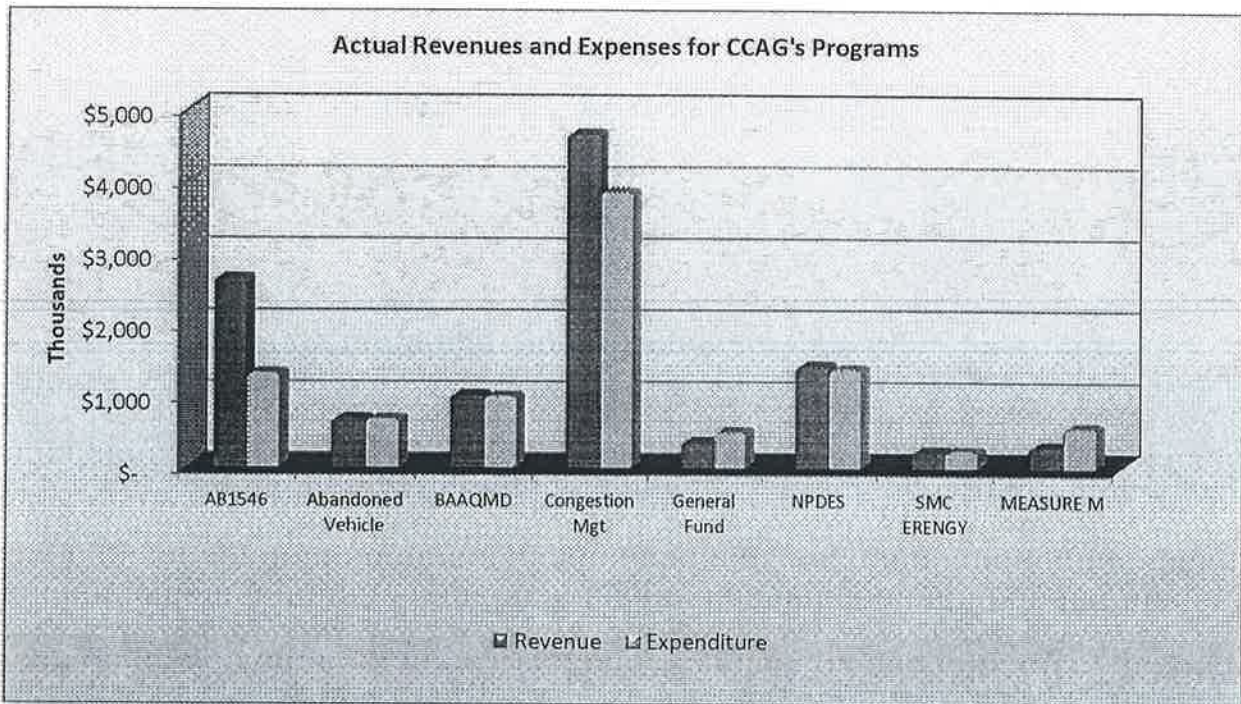
C/CAG Combined Highlights

- The combined C/CAG revenues were \$11,303,793 (actual) versus \$17,059,638 (budget) or \$5,755,845 under the budget. The decrease was primarily related to the delay in State Transportation Improvement Program funds for the Smart Corridor Project.

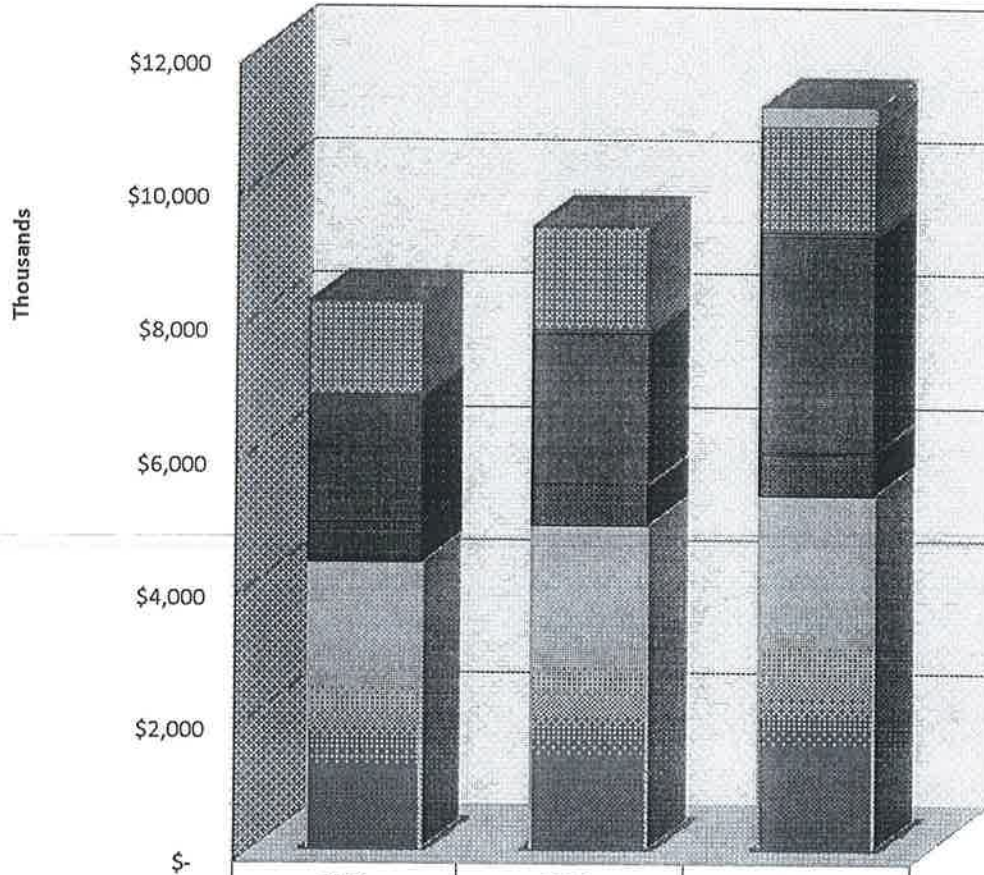
MANAGEMENT'S DISCUSSION AND ANALYSIS

- The combined C/CAG expenditures were \$9,500,201 (actual) versus \$17,963,463 (budget) or \$8,510,007 under the budget. The decrease was due to delays in implementation of the Congestion Management (Congestion Management and Congestion Relief Programs) and the Smart Corridor Project implementation.
- The combined C/CAG ending fund balance was \$11,177,537 (actual). This is \$1,803,592 higher than the prior year, primarily due to the decrease in AB 1546 program's fund distribution to members of \$467,058, Measure M revenue of \$286,241, an increase in Congestion Management of \$980,187, and \$70,106 for the remaining programs.

Financial Analysis of the CCAG's Programs



Total Fund Balance



	2009	2010	2011
Energy Watch			\$12,009
Measure M			\$286,241
NPDES	\$1,398,119	\$1,551,380	\$1,590,413
General Fund	\$45,816	\$61,583	\$58,206
Congestion Mgt	\$1,866,632	\$2,243,260	\$3,223,446
BAAQMD		\$11,282	\$30,117
Abandoned Vehicle	\$607,503	\$615,523	\$619,130
AB1546	\$4,320,778	\$4,890,917	\$5,357,975

General Fund

- Revenues decreased \$122,643 or 25% mainly due to less funding from the Federal Aviation Administration Grant for the San Francisco International Airport Comprehensive Land Use Plan update.
- Expenditures decreased \$100,251 or 16.9% mainly due to decreased expenditures caused by a delay in the San Francisco International Airport Comprehensive Land Use Plan update.
- Fund Balance decreased \$3,559 or 5.8% due to recognize the fair market value of the investment at the end of the year.
- Investment interest is received into the General Fund and then proportionately allocated to each fund quarterly.
- A policy was adopted by the C/CAG Board to share certain General Fund costs with the other funds. This is shown by the Transfer in to the General Fund.
- Revenue includes member contributions of \$250,024 which is the same as in FY 09-10.

Congestion Management

- Consists of Congestion Management, San Mateo Congestion Relief Program, and Smart Corridor Project.
- Revenues decreased by \$214,706 or 4.4% are mainly due to \$143,120 of reduced cost reimbursement from the San Mateo County Transportation Authority and \$71,586 in miscellaneous other minor factors.
- Expenditures decreased by \$751,050 or 16.3% due primarily to \$605,891 in lower design cost in the Smart Corridor Project. The Congestion Management Program had an increase of \$139,256 and the San Mateo Congestion Relief Program a decrease of \$284,411.
- Fund Balance increased \$980,185 or 43.7% from \$2,243,261 to \$3,223,446 due to excess revenues over expenditures of \$636,502 in Congestion Relief Program and transfer from AB 1546 of \$300,000 for Smart Corridor Design reimbursement.
- Revenue includes member contributions of \$2,240,906 and intergovernmental reimbursement of \$1,260,287 and cost reimbursement of \$1,142,843. Remaining revenues are interest and other revenue.
- Implementation is underway for the Smart Corridor Project that provides an Intelligent Transportation System for incident and event management.
- Congestion Relief studies and implementation are underway. These include the 2020 Gateway Study (implementation), Highway 280 Ramp Metering Study (implementation), Intelligent Transportation System Study (implementation), and the Smart Corridor Project (implementation). Other studies initiated or underway include US 101 High Occupancy Vehicle (HOV) Conversion Analysis, and Highway 92 - US 101 Area Study.

NPDES

- Minimal change in revenues, \$14,343 or 1.02% was up from prior year. This is due to minor escalation of the parcel fees.
- Expenditures increased \$127,834 or 10.2% compared to prior year mainly due to increase of professional services which is caused by the work of new Municipal Regional Permit.
- Revenue includes NPDES parcel fees of \$1,302,970.
- Fund balance increased \$39,034 or 2.5% from \$1,551,379 (beginning) to \$1,590,413 (ending) primarily due to increase in NPDES storm water fee collection and increase in interest revenue.

Bay Area Air Quality Management District

- Minimal change in revenue \$8,140 or 0.8% was down from prior year.
- Expenditures decreased by \$13,545 or 1.3% due to decreases totaling \$22,000 in fund distribution to projects and an increase of \$8,500 in administrative and professional services. The expenditures were lowered to match the revenues received.
- Fund balance increased \$18,835 due to the decrease in fund distribution and received interest allocation.
- Revenues received are completely disbursed to participating agencies and the administrator.

Abandoned Vehicle Abatement Program

- Revenues received are completely disbursed to participating agencies and the administrator. Therefore revenues and expenditures had minimal change compared to prior year.
- Fund balance increased \$3,607 or 0.6% from \$615,523 to \$619,130 which resulted from the investment interest allocation.

AB 1546

- Revenues from intergovernmental reimbursement (motor vehicle fees) slightly increased by \$28,251 or 1.08% compared to prior year.
- Expenditures decreased \$421,510 or 24% due to decrease in fund distribution and consultant fee of \$212,238 and \$239,008 respectively. This reduction was due to the Smart Corridor Design being moved to a separate fund.

MANAGEMENT'S DISCUSSION AND ANALYSIS

- Fund balance increased \$467,057 or 9.5% from \$4,890,918 to \$5,357,975. This is primarily resulted from the transfer of \$550,000 to Measure M, reimbursement of \$300,000 to Smart Corridor Design and the decrease of fund distribution to members for Countywide Projects program.
- This was the sixth year of the AB 1546 Program which provides a \$4 motor vehicle fee for C/CAG for congestion and environmental impacts caused by motor vehicles. This program provided \$2,612,717 for the fiscal year and will expire on 1/01/13.

Energy Watch

- Revenue of \$227,515 cost reimbursement was received from PG&E for the Energy Local Government Partnership. This is \$18,772 or 9% over the prior year due to increased implementation of the San Mateo County Energy Watch. Total expenses for the year were \$235,323; mainly \$229,889 was passed through to the County for implementing the program. Remaining costs of \$5,434 was for Executive Director and administrative support. This is a decrease of \$58,603 or 20% over the prior year and was due to a shortage of one staff for part of the year.
- Transferred \$20,000 from the Congestion Relief Program to support Climate Action Planning (CAP) development.
- Fund balance increased \$12,192 compared to prior year which resulted from the transfer from the Congestion Relief Program.

Measure M

- San Mateo County Vehicle Registration Fee was approved by the voters on November 2010 ballot. This Vehicle Licensing Fee (VLF) took effect for fees due July 1, 2011 and later. Revenue of \$295,130 vehicle registration fee received from Department of Motor Vehicle during the year. Measure M was not in effect in FY 2009-10.
- Total expenses for the year were \$558,505, mainly paid to the County for Measure M election. A loan from the San Mateo Congestion Relief Fund of \$550,000 was provided to pay for the Measure M election. This will be paid back over the next few years from Measure M.
- At the end of the year there was fund balance of \$286,241. The program will provide \$6.7M annually and will last for 25 years.

CONTACTING THE C/CAG FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, and creditors with a general overview of the C/CAG finances. If you have any questions about this report or need additional information, please contact the Executive Director of the City/County Association of Governments of San Mateo County at 555 County Center Fifth Floor, Redwood City, CA 94063 or the C/CAG Financial Agent which is the Finance Department at the City of San Carlos, 600 Elm Street, San Carlos, CA 94070.

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C/CAG Financial Statements (Complete Audit) for the
Fiscal Year Ended June 30, 2011 - Provided separately
Also available on-line at www.ccag.ca.gov

C/CAG AGENDA REPORT

Date: December 8, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of the appointment of councilmember Nadia Holober to the Congestion Management & Environmental Quality (CMEQ) Committee
(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the Board review and approve the appointment of Councilmember Nadia V. Holober of Millbrae to fill a vacant elected seat in the Congestion Management & Environmental Quality (CMEQ) Committee.

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

Currently, there is one vacant elected seat on the Congestion Management and Environmental Quality Committee (CMEQ) committee. Recruitment letters were sent to all elected officials in San Mateo County. One letter of interest was received from Councilmember Nadia Holober of Millbrae.

The CMEQ committee provides advice and recommendations to the full C/CAG Board on all matters relating to transportation planning, congestion management, and selection of projects for state and federal funding. The Committee also has the specific responsibility for the development and updating of the Congestion Management Program and the Countywide Transportation Plan.

It is expected to have two additional vacant elected seats on the CMEQ due to member Linda Koelling of Foster City and member Daniel Quigg of Millbrae did not seek re-election. Staff will go through the recruitment process and bring forward any applications to the C/CAG Board at a future meeting.

ATTACHMENTS

- Roster for the CMEQ Committee
- Letter from Councilmember Nadia V. Holober

ITEM 5.4

CMEQ 2011 ROSTER

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

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

City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

NADIA V. HOLOBER
Councilwoman

November 15, 2011

Bob Gassilli, Chair
City/County Association of Governments of San Mateo County
County Office Building
555 County Center
Fifth Floor
Redwood City, California 94063

Dear Chair Grassilli and C/CAG Board of Directors:

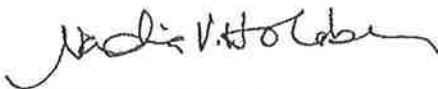
I am writing to express my interest in serving on the Congestion Management and Environmental Quality Committee (CMEQ). I have experience in both congestion management and environmental issues stemming from my 10 years experience on the Millbrae City Council, my four years of service on the League of California Cities Environmental Quality Policy Committee and my past service on the Peninsula Traffic Congestion Relief Alliance. I serve on the Senior Mobility Task Force, which was established in recognition of our aging population and need to address transportation beyond the private passenger vehicle. In addition, in my practice as a land use law and government-law attorney, I work extensively with implementing the California Environmental Quality Act, green building and other environmental and air quality standards, and with traffic reporting and mitigation issues.

As a member of the Environmental Quality Policy Committee, I regularly review legislation impacting waste management and recycling, energy policy and environmental sustainability. I served on the Committee's Subcommittee on Climate Change, and helped to draft guidelines for the League's support of legislation impacting climate change and Cities' responses to it. I enjoy this work tremendously. Just as I bring our County's concerns to the state level on the Environmental Quality Policy Committee, I look forward to bringing the Policy Committee's information and resources to C/CAG's Congestion Management and Environmental Quality Committee.

I have had the honor of serving on several boards and commissions in our County over the years and take committee attendance and participation very seriously. If chosen to serve on CMEQ, I will serve with equal dedication.

Thank you for considering my application for appointment to the Congestion Management and Environmental Quality Committee. I look forward to working with each of you and the Congestion Management and Environmental Quality Committee members for the betterment of our County in the near future and in the years to come.

Very Sincerely,



Nadia V. Holober

City Council/City Manager/City Clerk
(650) 259-2334

Building Division/Permits
(650) 259-2330

Community Development
(650) 259-2341

Finance
(650) 259-2350

Fire
(650) 259-2400

Police
(650) 259-2300

Public Works/Engineering
(650) 259-2339

Recreation
(650) 259-2360

C/CAG AGENDA REPORT

Date: December 8, 2011
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of the appointment of Councilmember Len Stone to the Bicycle and Pedestrian Advisory Committee (BPAC).

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

RECOMMENDATION

That the C/CAG Board review and appoint Councilmember Len Stone to the Bicycle and Pedestrian Advisory Committee (BPAC) in accordance with staff recommendation.

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Currently the Bicycle and Pedestrian Advisory Committee (BPAC) has one vacant seat for an elected official. Staff distributed a recruitment letter to the elected officials and city managers in San Mateo County requesting letters of interest for appointment to the BPAC. Staff received one letter of interest for the elected official seat. The letter of interest was from Len Stone, Councilmember from the City of Pacifica. Staff recommends that the Board appoint Councilmember Len Stone to the vacant seat.

ATTACHMENTS

- Bicycle and Pedestrian Advisory Committee letter of interest from Len Stone



Scenic Pacifica

CITY HALL

170 Santa Maria Avenue • Pacifica, California 94044-2506

www.cityofpacifica.org

MAYOR
Mary Ann Nihart

MAYOR PRO TEM
Peter DeJarnatt

COUNCIL
Sue Digre
James M. Vreeland, Jr.
Len Stone

CITY MANAGER'S OFFICE

TEL. (650) 738-7301
FAX (650) 359-6038

CITY ATTORNEY

TEL. (650) 738-7409
FAX (650) 359-8947

CITY CLERK

TEL. (650) 738-7307
FAX (650) 359-6038

CITY COUNCIL

TEL. (650) 738-7301
FAX (650) 359-6038

FINANCE

TEL. (650) 738-7392
FAX (650) 738-7411

FIRE ADMINISTRATION

TEL. (650) 991-8138
FAX (650) 991-8090

HUMAN RESOURCES

TEL. (650) 738-7303
FAX (650) 359-6038

PARKS, BEACHES & RECREATION

TEL. (650) 738-7381
FAX (650) 738-2165

PLANNING

TEL. (650) 738-7341
FAX (650) 359-5807

• **Building**

TEL. (650) 738-7344

• **Code Enforcement**

TEL. (650) 738-7341

POLICE DEPARTMENT

TEL. (650) 738-7314
FAX (650) 355-1172

PUBLIC WORKS

TEL. (650) 738-3760
FAX (650) 738-9747

• **Engineering**

TEL. (650) 738-3767

FAX (650) 738-3003

• **Field Services**

TEL. (650) 738-3760

FAX (650) 738-9747

October 3, 2011

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

Dear Director Napier:

I respectfully ask for your consideration of my appointment to the SMC C/CAG Bicycle Pedestrian Advisory Committee (BPAC).

I meet the basic requirements of being an elected official currently serving as a Councilmember in the City of Pacifica, one of the twenty City Councils in San Mateo County,

I believe that I would bring value to the BPAC Committee since I have a keen interest in seeing that bike and pedestrian facilities are provided throughout the County to serve as a recreational resource and as an alternative to vehicle trips.

I look forward to working with colleagues on the BPAC Committee relative to the matters relating to bicycle and pedestrian facilities planning and selection of projects for state and federal funding.

Please feel free to contact me if you require additional information.

Thank you,

Len Stone
Councilmember

C/CAG AGENDA REPORT

Date: December 8, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of C/CAG Executive Director to serve on the Board of Directors for Joint Venture Silicon Valley
(For further information or questions contact Richard Napier, 599-1420)

RECOMMENDATION

That the Board review and approve the C/CAG Executive Director to serve on the Board of Directors for Joint Venture Silicon Valley.

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

C/CAG Executive Director, Richard Napier, received an invitation from the Joint Venture Silicon Valley to serve on their Board of Directors. Joint Venture Silicon Valley provides analysis and action on issues affecting the region's economy and quality of life. The organization brings together established and emerging leaders from business, government, academia, labor and the broader community to spotlight issues and work toward innovative solutions. The 50-member Joint Venture Board of Directors includes senior-level representatives from business, local and regional government, academia, labor and workforce organizations and the broader community. The board meets quarterly to review and act on Joint Venture's initiatives and programs.

Having the C/CAG Executive Director on the Joint Venture Silicon Valley Board of Directors will increase the representation of San Mateo county on regional initiatives.

ATTACHMENTS

Email from Joint Venture.

Richard Napier - Joint Venture board?

From: "Russell Hancock" <hancock@jointventure.org>
To: "Richard Napier" <rnapierr@co.sanmateo.ca.us>
Date: 11/21/2011 9:45 AM
Subject: Joint Venture board?

Hi Rich:

I was wondering if you would consider becoming a member of the Joint Venture board? The contribution you are making through our contract relationship makes you a very logical candidate, and we would be so fortunate to have your experience and expertise represented on the board. It would also solidify our standing and presence in San Mateo county.

Perhaps most importantly, it would install a proven regionalist in our board. The things you do in your county are exemplary, and I'm anxious to showcase all of it in Santa Clara county, and to have a strong voice like yours assuring people that C/CAG-style approaches can really work.

Would like you to get together to chat about it? I would be very happy to come see you.

Yours,

Russ

.....
Russell Hancock

President & Chief Executive Officer
Joint Venture Silicon Valley
100 West San Fernando Street, Suite 310
San Jose, California 95113
(408) 298-9330 www.jointventure.org

C/CAG AGENDA REPORT

Date: December 8, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of the proposed C/CAG Legislative Policies for 2012
(For further information or questions contact Joseph Kott at 599-1453)

RECOMMENDATION

That the C/CAG Board review and approve the proposed Legislative Policies for 2012.

FISCAL IMPACT

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

SOURCE OF FUNDS

New legislation.

BACKGROUND/DISCUSSION

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

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

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

ALTERNATIVES

1. Accept proposed C/CAG Legislative Policies for 2012 with changes
2. Postpone decision until next meeting.

ATTACHMENT

Attachment A: Monthly Legislative Report

Attachment B: C/CAG Proposed Legislative Policies for 2012

ITEM 6.1.1

ATTACHMENT A



ADVOCATION



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

November 29, 2011

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

RE: STATE LEGISLATIVE UPDATE-NOVEMBER

The legislature completed its business and adjourned Session for the year on September 9th. Barring a Special Session, the legislature will not reconvene until January 4. The following is a list of issues of interest to C/CAG that we been monitoring during the interim.

Bond Sales

The Governor recently announced that the State acquired \$1.8 billion through the fall bond sale. Of that amount, \$450 million will be allocated to the Department of Transportation (Caltrans) to continue the State's investment in key infrastructure projects. Given that the Department has over \$2 billion to cover Proposition 1B highway projects, we expect that a significant share of these funds will be directed towards the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) for transit capital expenditures, including rolling stock purchases.

The state has over \$11 billion on balance sheets across various sectors (namely natural resources), which has gone unspent. Transportation makes up about \$1 billion of that total although, that amount will be drawn down by year's end. Governor Brown does not want to pay bond debt service if the money cannot be put to use immediately. In addition, the use of truck weight fees is being used to transportation bond debt service is reimbursing the General Fund through the use of truck weight fees which places an artificial cap on the amount

As a result, future bond sale efforts may become more limited.

FY 12-13 State Budget Forecast

On November 16, the Legislative Analyst's Office (LAO) released its projections for the FY 2012-13 State Budget. The report provides projections of current-law state General Fund revenues and expenditures for 2011-12 through 2016-17.

The report's contents contain the following important notes:

- The projected deficit for FY 2012-13 is \$13 billion.
- The current year shortfall is estimated to be \$3.7 billion (the enacted budget projected that the state would receive \$88.5 billion in revenues and transfers; the LAO says it will only get \$84.8 billion.). Therefore, the total deficit is \$16.7 billion.

While the economy has some bright spots, including export growth and strength in technology-related service sectors (which are important to California), weakness in the housing market continues to affect both the construction industry and the financial services sector. The end of the federal fiscal stimulus program and declining governmental employment also are limiting economic growth. As a result, LAO estimates that California's unemployment rate will remain above 10 percent through mid-2014 and above 8 percent through the end of 2017.

In addition, LAO's updated assessment of California's economy and revenues indicate that General Fund revenues and transfers in 2011-12 will be \$3.7 billion below the level assumed in the 2011-12 budget package passed in June. Under provisions of the FY 2011-12 budget package, this revenue shortfall would translate into \$2 billion of trigger cuts to various state programs which will mainly impact education and health and human services programs.

The net effect of (1) the lower projected revenues for 2011-12, (2) the trigger cuts, and (3) the expected inability of the state to achieve about \$1.2 billion of other budget actions—as well as a few other minor changes—would leave the General Fund with a \$3 billion deficit at the end of FY 2011-12 (June 30, 2011).

In 2012-13, the state will face increased costs due, in part, to the expiration of a number of temporary budget measures adopted in recent years which includes General Fund Proposition 98 costs—as well as "settle-up" payments to schools—are projected to rise by \$6 billion in 2012-13. Moreover, in 2012-13, the state must repay the \$2 billion Proposition 1A property tax loan that was used to help balance the budget in 2009. The state General Fund's 2012-13 operating shortfall (the difference between annual General Fund revenues and expenditures) will be \$9.8 billion.

Accordingly, the LAO projects that the Legislature and the Governor will need to address a \$12.8 billion budget problem between now and the time that the state adopts a 2012-13 budget plan.

One year ago, the state faced ongoing budget imbalances of around \$20 billion per year. Now, estimates that the General Fund's operating shortfalls will be between \$8 billion and \$9 billion per year in 2013-14 and 2014-15 and then decline gradually to about \$5 billion in 2016-17. The LAO cites retirement obligations as a considerable cost driver.

The Governor will release his FY 12-13 State Budget proposal on January 10.

High-Speed Rail

On November 5, the California High-Speed Rail Authority (CHSRA) released a draft of its 2012 Business Plan, which calls for a \$98.5 billion investment to build the high-speed train network.

According to CHSRA, construction of the initial Central Valley section (Phase 1) is expected to generate 100,000 direct and indirect jobs over five years, an average of 20,000 jobs annually. Direct and indirect jobs to build all of Phase 1 are estimated at 1.2 million to 1.4 million over 20 years, an average of approximately 65,000 jobs annually. The Phase 1 system will generate

4,500 permanent operations and maintenance jobs. An estimated 100,000 to 450,000 new statewide permanent jobs not related to HSR are expected by 2040.

The new business plan introduces a “building block” implementation approach to connect the state’s major Northern California and Southern California population centers with high-speed trains. The project will be built incrementally as additional funding becomes available. Each step represents a critical decision point about whether to continue moving the project forward and each completed segment can be used on its own before a full statewide system is in place. The plan lays out five critical decision points:

- Construction of a 130-mile stretch in the Central Valley for about **\$6 billion** (year of expenditure) with a combination of federal and state funding that has already been identified. 2012 – 2017.
- Extending the initial construction section to create an initial operating section (IOS) either from Merced to the San Fernando Valley or San Jose to Bakersfield. Once either of those sections is completed, true high-speed rail service will be provided to passengers for the first time in the U.S., projected ridership and revenue will be sufficient for the initial system to operate at break even or better, and private investment will initially materialize. Projected cost: IOS from Merced –San Fernando Valley: \$27.2 billion; or IOS from San Jose to Bakersfield: **\$24.7 billion**. 2015 – 2021.
- “Bay to Basin:” Building the remaining initial operation section either to the north or south to provide a high-speed rail “Bay to Basin” system connecting the Bay Area and Los Angeles basin population centers and integrating with MetroLink in Southern California and Caltrain in the Bay Area. Projected cost: IOS from San Jose to Bakersfield: \$21.1 billion; or IOS from Merced-San Fernando Valley: **\$24 billion**. 2021 – 2026.
- Adding additional rail-transit improvements in the Los Angeles basin and Bay Area, including electrification of existing rail systems, to create “blended” operations with high-speed rail to provide a “one-seat” ride from San Francisco to Los Angeles and Anaheim. Projected cost: **\$23.9 billion**. 2026 – 2030
- Start to construct Phase 2 extensions toward Sacramento and San Diego, or continue to complete the full Phase 1 high-speed rail system between downtown San Francisco and Anaheim through Los Angeles. Projected cost for full Phase 1: **\$19.9 billion**: 2026 – 2033+

The cost assumptions take into account a nine-year construction schedule to account for construction delays and funding availability, an annual inflation rate of three percent, and \$16 billion in contingencies for material cost increases.

In addition to Proposition 1A bond revenues, funding required to build the high-speed rail system will primarily be provided from the federal government and private investors. Local support also remains an element of the overall funding plan.

Funds necessary to begin the IOS have been identified. This includes \$3.3 billion in federal funding and \$2.7 billion in state bond funding. New funding will be identified before additional construction begins. The plan assumes no additional federal funding before 2014.

Once passenger service is provided on an initial operating section, ridership and revenue will facilitate private capital to supplement public investments for future construction. The CHSRA is

partnering with cities and transportation agencies to find early investment opportunities in the south and north, such as grade separations or double tracking, which could potentially allow for early development of “higher speed” rail in existing rail corridors and prepare those corridors for eventual, true high-speed train service. If resources become available earlier, construction timelines can be accelerated.

Ridership estimates and models used to develop them were peer reviewed and approved by international expert peer-review group. Projections are based on average HSR fares that are 83 percent of current airfares and reflect conservative assumptions on fuel prices (\$3.80 per gallon), population growth and pace of travel growth. No operating subsidy will be required under any ridership scenarios.

Projected annual ridership in 2040:

IOS South: 9.5 million – 14.0 million

IOS North: 7.6 million – 11.2 million

Bay to Basin: 16.1 million – 23.7 million

Phase 1: 29.6 million – 43.9 million

The legislature will hold informational hearings during the interim (November 30 and December 5) to discuss the business plan as well as the budget appropriations and allocations necessary to keep the project on track. We will monitor and report back to the board a summary of the discussion from both hearings.

Assembly Transportation Committee Hearing on High-Speed Rail

Your advocacy team monitored the Assembly Transportation Committee’s Information hearing on the high-speed rail business plan On November 29. In summary, several members remain skeptical about the state’s ability to fully fund the \$98 billion project.

The most distinctive portion of the hearing was the discussion on ensuring that the system would be fully funded and whether the state would be on the hook. Several members commented that existing statute prohibits the use of public subsidies for operations. High-Speed Rail Authority Board Member Mike Rossi stated that the estimates in the business plan are conservative yet they anticipate High-Speed Rail to generate \$11 billion within the first two years of operations. Fares will cover the costs of running the system. After two years, the state will sell the rights to operate the system to the private sector with no guarantee, unlike the business plan of 2009.

Several committee members also discussed upgrading existing systems. High Speed Rail Authority Board Member Dan Richard concurred and stated that it is best to view high-speed rail as a master plan for rail. He recommended however that starting in the Central Valley is cheaper and that we stand to lose the federal money (\$3.9 billion) that we have received if we deviate). He did mention that we could still spend down funds from the \$950 million connectivity pot, which Caltrain needs to electrify its system and comply with federal law to implement positive train control (PTC). The Department of Finance however has only wanted to spend money on PTC.

ATTACHMENT B

PROPOSED C/CAG LEGISLATIVE POLICIES FOR 2012

Policy #1 -

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

- 1.1 Support League and CSAC Initiatives to protect local revenues.
- 1.2 Protect and preserve the 20% redevelopment housing funding set aside.

Policy #2 -

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

- 2.1 Oppose State action to dictate wages and benefits for local employees.
- 2.2 Oppose State action to restrict the ability of local jurisdictions to contract for services.
- 2.3 Advocate for State actions that are required to take into consideration the fiscal impact to local jurisdictions.
- 2.4 Require all State mandates to be 100% State reimbursed for added costs.

Priority #3 -

Support actions that help to meet municipal stormwater permit requirements and secure stable funding to pay for current and future regulatory mandates.

- 3.1 Primary focus on securing additional revenue sources for both C/CAG and its member agencies for funding state and federally mandated stormwater compliance efforts.
 - a. Support efforts to exempt storm sewers from the super majority voting requirements imposed by Proposition 218, similar to water, sewer, and refuse services.
 - b. Include water quality and stormwater management as a priority for funding in new sources of revenues (e.g. water bonds).

- c. Track and advocate for resources for stormwater quality in State and Federal grant and loan programs.
 - d. Support renewal of the \$4 vehicle license fee for funding stormwater regulatory requirements in the Municipal Regional Permit.
 - e. Support stormwater fee reform to 1) direct regulatory permit fees back to Regional Water Quality Control Board, 2) eliminate fee setting under emergency regulations and coordinate process with local budgeting procedures, and 3) ensure fees are consistent with level of service provided by state agencies.
 - f. Support efforts to identify regulatory requirements that are unfunded state mandates and ensure provision of state funding for such requirements.
 - g. Pursue and support efforts that provide additional funding from Federal, State, or local governments outside the Bay Area to regional or statewide associations of stormwater quality agencies (i.e., BASMAA – regional and CASQA – statewide) for programs and projects that reduce or eliminate the need for C/CAG and its member agencies to fund and implement similar programs and projects locally.
- 3.2 Pursue and support efforts that help reduce trash and litter generation and promote true source control and extended producer responsibility, such as statewide plastic bag and polystyrene container bans and support for efforts such as the California Product Stewardship Council and the Green Chemistry Initiative.
- 3.3 Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county, such as properties that are known pollutant hot spots and third party utility purveyors.
- 3.4 Advocate for the development of statewide stormwater policies that establish consistent, practical, and progressive approaches for stormwater regulatory and management programs that help protect water quality and beneficial uses.
- 3.5 Pursue and support pesticide regulations that protect water quality and reduce pesticide toxicity.
- 3.6 Track stormwater-related regulatory initiatives that may impact member agencies, such as the proposed statewide trash policy, Caltrans stormwater permits, special exceptions for Areas of Special Biological Significance, and the Phase II General Permit.

Policy #4 -

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

- 4.1 Support bills that reduce the vote requirement for special taxes.

- 4.2 Increase the vote requirement for general taxes.
- 4.3 Oppose bills that lower the 2/3rd super majority threshold for the special tax category that also impose restrictions on the expenditures, thereby reducing flexibility.
- 4.4 Support modification or elimination of Proposition 26 requirements.

Policy #5-

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

- 5.1 Urge the State to eliminate transfer of State transportation funds to the State General Fund.
- 5.2 Oppose efforts to divert any of the Regional Measure 2 funds to pay for any Bay Bridge cost overruns.
- 5.3 Support a gas tax increase or an alternative supplemental source of funding for highway, transit, as well as local streets and roads projects.
- 5.4 Support a dedicated funding source for Caltrain.

Policy #6 -

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

- 6.1 Support measures to realign the property tax with property related services.
- 6.2 Support measures to ensure that local governments receive appropriate revenues to service local communities.

Policy #7 -

Support reasonable climate action/Greenhouse Gas legislation

- 7.1 Support incentive approaches toward implementing AB32.
- 7.2 Support county-based planning for sustainable communities in SB 375.
- 7.3 Oppose climate legislation that would conflict with or override projects approved by the voters.
- 7.4 Support legislation that would require recording of vehicle miles of travel (VMT) as part of vehicle registration.

*Policy #8 -
Support energy conservation*

- 8.1 Support local government partnerships to foster energy conservation.

*Policy #9 -
Other*

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

C/CAG AGENDA REPORT

Date: December 8, 2011

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: Presentation from Advocation.

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

An oral presentation will be provided at the December 8, 2011 C/CAG Board meeting.

ITEM 6.1.2

C/CAG AGENDA REPORT

Date: December 8, 2011
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of appointments to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

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

RECOMMENDATION

That the C/CAG Board review and approve appointments to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Staff issued a Call for Applicants for three vacant public seats on the BPAC and broadcasted the announcement via the BPAC email distribution list as well as the C/CAG website. Two local bicycle advocacy groups, Bike San Mateo County and Silicon Valley Bicycle Coalition, also posted the announcement on their websites. Staff received ten applications for the vacant seats. The appointments to the three vacant seats will be for two-year terms.

At the November 9, 2006 C/CAG Board meeting, the Board concluded that it was necessary to bring forward all of the applicants for vacant seats on the BPAC. Each of the applicants have been invited to come before the Board and will have two minutes to speak as to why they would make a good appointment and then answer any questions that the Board may have. The BPAC has a membership policy that states that no more than two members, either elected or public, should reside in the same jurisdiction. There are currently two members on the BPAC that reside in Millbrae.

The three vacant seats are available due to the end of the two year term for Frank Markowitz, Steve Schmidt and Paul Grantham. Frank Markowitz and Steve Schmidt have reapplied. Frank Markowitz and Steve Schmidt both have had excellent attendance records throughout their prior term.

Attached please find the membership application and the ten applications that were received.

<u>Applicant</u>	<u>City of Residence</u>
• Frank Markowitz	San Mateo
• Sabrina Brennan	Moss Beach (Unincorporated County of San Mateo)
• Steve Schmidt	Menlo Park
• Bill Huber	Moss Beach (Unincorporated County of San Mateo)
• Shandon Lloyd	Ladera (Unincorporated County of San Mateo)
• Joel Slavit	San Carlos
• Robert Bear	Burlingame
• Andrew Boone	East Palo Alto
• David Krieger	Menlo Park
• Adele Della-Santina	Belmont

ATTACHMENTS

- Bicycle and Pedestrian Advisory Committee Membership Roster 2011
- Bicycle and Pedestrian Advisory Committee Membership Application
- Ten BPAC membership applications received

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Bicycle and Pedestrian Advisory Committee Members 2011

Member	City
Matt Grocott (Chair)	San Carlos
Judi Mosqueda (Vice-Chair)	Millbrae
Naomi Patridge	Half Moon Bay
Karyl Matsumoto	South San Francisco
Cory Roay	Belmont
Ken Ibarra	San Bruno
Marge Colapietro	Millbrae
Cathy Baylock	Burlingame
Ian Bain	Redwood City
David Alfano	Menlo Park
Cathleen Baker	City of San Mateo

Staff Support:

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

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

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Bicycle and Pedestrian Advisory Committee Public Membership Application

Please give brief answers to the following questions to be considered for appointment to the City/County Association of Governments (C/CAG) of San Mateo County Bicycle and Pedestrian Advisory Committee (BPAC).

FOR INCUMBENTS:

1. Why do you want to be reappointed to the BPAC?
2. Do you have any suggestions for making the BPAC more effective?
3. How long have you served on the BPAC?

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee?
2. Why do you want to serve on this committee?
3. What special strengths would you bring to the committee?
4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?
5. Have you ever attended a meeting of this committee? If so, when?

FOR ALL APPLICANTS:

- A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?
- B. Are you a member of any other committees/organizations?
- C. Please mention the city in which you reside.

Applications will be reviewed and presented to the C/CAG Board for appointment to the BPAC. Please email, fax, or mail your application to Tom Madalena.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax

555 County Center
5th Floor
Redwood City, CA 94063

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Bicycle and Pedestrian Advisory Committee Public Membership Application – Frank Markowitz

Please give brief answers to the following questions to be considered for appointment to the City/County Association of Governments (C/CAG) of San Mateo County Bicycle and Pedestrian Advisory Committee (BPAC).

FOR INCUMBENTS:

1. Why do you want to be reappointed to the BPAC?

I have enjoyed my term on the BPAC very much, and I believe I have contributed significantly to its work. Now that I have a stronger understanding of the BPAC and San Mateo County transportation issues, I believe that my contributions will be more substantial in a second term.

I have provided some unique perspectives to the BPAC while attending every meeting during my term. I am a fulltime senior transportation planner for the City of San Francisco, specializing in pedestrian and transit station area planning. This is valuable in providing technical background, an understanding of transportation funding sources and broad planning trends/processes, and agency and stakeholder needs.

BPAC members typically have more experience and interest on the bicycle side, although there certainly is a balance. I add more pedestrian facilities knowledge, e.g., in the effectiveness of different devices or treatments for which grant applications may seek funding.

My expertise is supported by my Professional Transportation Planner certification by the Institute of Transportation Engineers (ITE). I have successfully chaired two national technical committees, most recently on a pedestrian topic (automated pedestrian detection). I regularly attend relevant conferences, such as the Walk21 international pedestrian conference in Vancouver, Canada.

My knowledge of local bike/pedestrian needs stems partly from running on trails and streets throughout San Mateo County as an active long distance runner, and from occasional bicycling. My daughter has walked to school at all three levels of public school in San Mateo City and attends classes also at CSM, increasing my appreciation for “safe routes to school” issues.

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2. Do you have any suggestions for making the BPAC more effective?

I believe that BPAC could be more effective through: (1) orientation and training of new members, (2) more active involvement in planning projects that go beyond purely “bike/ped” projects, (3) greater acceptance as a BPAC serving the whole county, not strictly a C/CAG advisory role. In general, this would broaden the focus of the BPAC.

It would be helpful to new members to participate in a half-day to whole-day training session on topics such as transportation funding sources, planning processes, and existing plan documents. At the least, they could receive a packet of materials. I would be happy to help organize such training.

Most transportation projects have or should have a bike/ped component. This is particularly true of such large scale planning projects as the El Camino Real Grand Boulevard initiative and rail station planning. The BPAC could provide valuable input into such projects.

The 2011 joint call for TDA/Measure A applications and the scoring process revealed that even another countywide agency does not necessarily consider the BPAC a true countywide bike/ped CAC. While city bike/ped plans and projects occasionally voluntarily come before the BPAC, this could be significantly increased to take advantage of the BPAC’s expertise and its concern with promoting connections at city borders.

3. How long have you served on the BPAC?

One term (two years).

FOR ALL APPLICANTS:

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

I do not have conflicts. I did not miss any meetings during my term and was very punctual.

B. Are you a member of any other committees/organizations?

I am an active member of the Institute of Transportation Engineers and also belong to the Association of Pedestrian & Bicycle Professionals (APBP), providing technical expertise. I belong to running clubs (Palo Alto Run Club and Bay Area Orienteering Club), contributing to familiarity with local trails. Membership in my local neighborhood association (Beresford/Hillsdale) helps keep me informed about local government issues. I have previously belonged to the San Mateo County Historical Museum and bicycle clubs in other areas.

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C. Please mention the city in which you reside.

San Mateo.

Applications will be reviewed and presented to the C/CAG Board for appointment to the BPAC.
Please email, fax, or mail your application to Tom Madalena.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax

555 County Center
5th Floor
Redwood City, CA 94063

From: "sabrina brennan" <sabrina@dfm.com>
To: <tmadalena@co.sanmateo.ca.us>
Date: 11/7/2011 2:05 PM
Subject: BPAC Application
Attachments: DigitalFusionMedia_logo.gif; Part.002

Hello Tom,

Please read my response below to the BPAC Public Membership Application.

1.) I have over 20 years of entrepreneurial, sales, management, and consulting experience in private, non-profit, and government sectors. I successfully founded and currently run Digital Fusion Media, Inc. a digital printing and event graphics company in San Francisco. I founded the Coastside Bicycle Coalition, a non-profit advocacy organization, partnering with community groups, government agencies and other non-profit organizations. My public service includes completing a term on the Midcoast Community Council, an elected advisory council to the San Mateo County Board of Supervisors. I currently serve on the San Mateo County Harbor District Coastal Trail Committee, I'm a board member of Midcoast Park Lands and I'm a member of the Midcoast Community Council Bicycle/Pedestrian Committee.

2.) I'm interested in increasing countywide transportation options, reducing auto travel, improving safety, and promoting fitness through healthy exercise. I would like to learn more about countywide bicycle and pedestrian safety and planning improvement opportunities. I would like to serve in an advisory role and help communicate countywide needs regarding bicycle and pedestrian improvement opportunities. I would also like to communicate back to the unincorporated Coastside regarding bicycle and pedestrian improvement opportunities.

3.) My professional experience includes managing complex global projects, meeting budget requirements, and managing a diverse group of people. I have strong verbal and written communication skills and a passion for public service.

4.) BPAC advises C/CAG on planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance.

5.) I arrived at San Mateo City Hall for the Oct. 27th BPAC meeting and it was canceled. This year I attended a C/CAG meeting regarding the Draft San Mateo County Comprehensive Bicycle and Pedestrian Plan. I worked with members of the Midcoast Community Council to comment on the Draft SMC Comprehensive Bicycle and Pedestrian Plan.

A.) I do not have any commitments that would prevent me from attending the BPAC meetings.

B.) Yes. I'm a member of the Midcoast Community Council Bicycle/Pedestrian Committee, San Mateo County Harbor District Coastal Trail Committee and a board member of Midcoast Park Lands.

C.) Moss Beach, CA

Please let me know if you need any additional information.

Thank you,
Sabrina Brennan
415.816.6111
www.dfm.com

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Bicycle and Pedestrian Advisory Committee Public Membership Application

Please give brief answers to the following questions to be considered for appointment to the City/County Association of Governments (C/CAG) of San Mateo County Bicycle and Pedestrian Advisory Committee (BPAC).

FOR INCUMBENTS:

1. Why do you want to be reappointed to the BPAC?

I bring years of experience as an everyday cyclist and an elected official who has worked successfully with colleagues and the staff of the County and cities. My presence on the BPAC makes it stronger and more credible. I enjoy working with my colleagues including the BPAC staff and Rich Napier.

2. Do you have any suggestions for making the BPAC more effective?

There should be a closer relationship between BPAC and the County. For example, the Countywide Bicycle Plan recently approved by CCAG should also be made a part of the County's General Plan. The expertise of the BPAC should also be applied to all bicycle and pedestrian project funding requests in the County, including those currently evaluated by the Transportation Authority.

3. How long have you served on the BPAC?

Currently two years, and I was on an advisory committee that became the BPAC and the new BPAC from 1991 until 2002.

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee?

2. Why do you want to serve on this committee?

3. What special strengths would you bring to the committee?

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

5. Have you ever attended a meeting of this committee? If so, when?

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FOR ALL APPLICANTS:

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

B. Are you a member of any other committees/organizations? Yes, Peninsula Committee of the Silicon Valley Bicycle Coalition,

C. Please mention the city in which you reside. I've lived in Menlo Park since 1976.

Applications will be reviewed and presented to the C/CAG Board for appointment to the BPAC. Please email, fax, or mail your application to Tom Madalena.

tnadalena@co.sanmateo.ca.us

650-361-8227 fax

555 County Center

5th Floor

Redwood City , CA 94063



WILLIAM L HUBER

146 Crescnet Ave, PO Box 82
Moss BEach, CA, 94038

T 650-922-3544
wllhuber@gmail.com

www.audiblesight.com

November 10,2011
Tom Madalena
Bicycle and Pedestrian Advisory Committee
555 County Center
Redwood City, CA 94063
tmadalena@co.sanmateo.ca.us

Dear Tom,

I am applying to be a member of the Bicycle and Pedestrian Advisory Committee.

1. I have over 30 years experience as an executive of a food service company and am well versed in management and budgeting issues. Working cooperatively with an understanding of the need to build a consensus is also something I strive for.
2. Participating in our representative government and contributing to the public good is a responsibility of us all. Being a member of this committee is one of my ways to make a contribution.
3. I ride a bicycle for for both pleasure and exercise and have competed a number of 300 mile plus bike tours. I understand the importance of bicycle etiquette and have seen the benefits great trail systems.
4. Working within regulatory and economic constraints do everything possible to make sure that bicycle and pedestrian trail systems and facilities are well though out, properly maintained, and accessible to all the citizens of San Mateo County.
5. I have not attended a meeting of the committee.
 - a. I have no commitments that will prevent me from attending meetings and to fully participate.
 - b. I am on the board of directors of the Coastside Democrats and am Co-President of the Bay Area chapter of the Foundation Fighting Blindness. I also provide iPhone VoiceOver training for blind individuals and operate a website: www.audiblesight.com.
 - c. I reside in Moss Beach an unincorporated area.

Sincerely yours,

William Huber

Tom Madalena - BPAC Application

From: "Shandon Lloyd" <shandonl@gmail.com>
To: <tmadalena@co.sanmateo.ca.us>
Date: 11/14/2011 11:08 AM
Subject: BPAC Application

Dear Mr. Madalena -

Please see below my application to the Bicycle and Pedestrian Advisory Committee. I believe that I would be a good addition to the committee. Thank you for your consideration.

Best,
 Shandon LLoyd
 490 La Mesa Drive
 Portola Valley, CA 94028
 650-233-8110

FOR NEW MEMBERS:

1. What expertise / experience do you have pertaining to serving on this committee?

I have been an avid cyclist in San Mateo County for twenty years - amateur racing, recreational riding, and leading group rides for kids. I became interested in advocacy in November 2010 in response to the cycling fatality on Alpine Road at 280. I worked with community members and San Mateo County engineers on plans to redesign that intersection.

2. Why do you want to serve on this committee?

Development needs more input from the bicycling and pedestrian community. Often their interests are not considered. For example, last year's proposals for traffic calming on Sand Hill Road in Menlo Park did not consider cycling safety at all. Another example is Portola Valley's new trail along Alpine Road, which is difficult to access due to Alpine's heavy traffic and unsafe crossings. I want to represent the cyclists and pedestrians in this community and help create a safer place for all of us. I believe that as a member of BPAC I can accomplish more towards safety than I could as just an individual resident of unincorporated San Mateo County.

3. What special strengths would you bring to the committee?

I would bring my insight and long time experience as a cyclist and resident, as well my passion for change to the committee.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

I believe that BPAC's primary role is to work with the County to promote the safety of bicyclists and pedestrians. I know that much of their responsibility deals within the realm of making recommendations on which bicycle and pedestrian projects to fund in the County.

5. Have you ever attended a meeting of this committee?

No. I planned on attending the October meeting, but it was cancelled.

FOR ALL APPLICANTS:

A. The C/CAAG BPAC meets on the fourth Thursday of the month from 7:00 - 9:00 pm, do you have other commitments that will keep you from attending meetings?

No.

B. Are you a member of any other committees / organizations?

I am a member of the Silicon Valley Bike Coalition and I am currently applying for Portola Valley's new Bicycle and Traffic Committee.

C. Please mention the city in which you reside.

I reside in Ladera, which is in unincorporated San Mateo County.

Bicycle and Pedestrian Advisory Committee Public Membership Application

Applicant: Joel Slavit

1. What expertise/experience do you have pertaining to serving on this committee?

I previously served on the BPAC from 2009 through 2010, participating in the Committee's evaluation of bicycle and pedestrian projects proposed for grant funding and providing input to the update of the San Mateo County Comprehensive Bicycle and Pedestrian Plan. I have a professional planning credential from the American Institute of Certified Planners (AICP) and a B.S. degree in City and Regional Planning. I also have over 13 years of professional planning experience with the City of San Jose and over 11 years of professional experience as a grant manager for the San Mateo County Transit District.

My professional planning experience has included the development of policies to promote and improve walking and bicycling as a mode of alternative transportation and the planning for the implementation of specific projects, with a focus on multi-use bicycle/pedestrian trails. As a grant manager, I have an extensive working knowledge of grant funding programs and a successful track record of effectively applying for and managing grants from inception through project close-out. In addition to serving on the BPAC, I have also served on other pedestrian and bicycle related grant scoring committees helping to develop program criteria and evaluate proposals for the initial call for projects for the Transportation and Land Use Coalition's (TALC's) Safe Routes to Transit (SR2T) program and to disperse federally earmarked funds programmed to SamTrans for the Grand Boulevard in San Mateo County. Last year, I participated in the inaugural joint call for projects for the San Mateo County Transportation Authority's (SMCTA's) Measure A and C/CAG's TDA Article 3 funds as a member of the SMCTA staff scoring review committee. I have also served on two grant review committees for the Metropolitan Transportation Commission's (MTC's) Transportation for Livable Communities (TLC) program.

2. Why do you want to serve on this committee?

During my prior term on the BPAC, I found it personally rewarding helping to contribute to the improvement of the County's bicycle and pedestrian network and staying current with community issues and concerns. I was grateful to have been part of a dedicated group of individuals who worked cooperatively to help enhance the quality of the built environment for bicyclists and pedestrians in San Mateo County.

I believe that well planned and implemented bicycle and pedestrian facilities are an essential component of smart growth. If appointed to serve for another term, I believe I can continue to make a positive contribution in making recommendations to further strengthen the connection between transportation and land use. In addition to my interest from a work perspective, I have a personal interest as I frequently bicycle as my mode of transportation between home and work.

3. What special strengths would you bring to the committee?

I have an extensive amount of experience planning for the implementation of bicycle and pedestrian facilities, both as a planner and as a grant manager. I have a solid understanding of good design practices and funding programs for bicycle and pedestrian facilities. As a planner, I recognize the need to consider and weigh all potential impacts that could occur from a proposal and the importance of developing positive working relationships from my interaction with stakeholders, especially when there are competing interests or potential conflicts. I can bring additional insight to the committee as a user of bicycle facilities as well as pedestrian issues from my recent appointment serving on the Caltrans District 4 Pedestrian Advisory Committee.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

The role of the BPAC is to provide recommendations on all matters pertaining to bicycle and pedestrian facilities in the County, which may include the development of plans and policies and input on proposals that are presented to the committee. The BPAC is responsible for providing recommendations on the award of various bicycle and pedestrian grant funding programs and serves in an advisory role to the C/CAG Board.

5. Have you ever attended a meeting of this committee? If so, when?

I attended all of the BPAC meetings while serving as a member from 2009-2010. In addition, I also participated in the March 2011 meeting, representing SMCTA staff during the special presentation session that was part of the joint call for projects for the combined TDA Article 3 and Measure A bicycle and pedestrian programs.

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

There are no other obligations that would prevent me from attending the regularly scheduled BPAC meetings.

B. Are you a member of any other committees/organizations?

I am a member of the Caltrans District 4 Pedestrian Advisory Committee, the American Planning Association, the American Institute of Certified Planners and am serving on a Transit Cooperative Research Program (TCRP) panel for evaluating state of good repair implications for transit.

C. Please mention the city in which you reside.

San Carlos

Bicycle and Pedestrian Advisory Committee

New Public Membership Application

My name is Robert (Bob) Bear and I am applying as a new member to serve on the San Mateo Bicycle and Advisory Committee. I am a fifteen year resident of Burlingame and feel I would be an excellent addition to the committee. The following are answers to the questions formatted per your application. If you need additional information please contact me by email bobbear9@hotmail.com or cell phone 650.218.5998

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee?

I am an avid cyclist, active pedestrian, user of public transportation and driver. I feel you must understand and have experience in all four of these points of view to bring a common sense voice to this advisory committee. Having been a successful technology executive for over thirty years, with both start ups and large companies, I bring a broad range of experience across a variety of disciplines. My strengths include leadership, creative problem solving, adaptability, team motivation and financial analysis.

2. Why do you want to serve on this committee?

I would like to serve on this committee because I have recently semi-retired, to become a stay at home dad to my two young daughters, and have the time to serve. While my primary role will be caregiver to my daughters, one of my goals is to be able to give back to my community and this committee is a perfect area for me to offer my experience, expertise and time.

3. What special strengths would you bring to the committee?

I have an extensive background in manufacturing and industrial engineering, where I have done design and layout of very large facilities / factories. These facilities have incorporated many types of transportation systems to move people, materials and information both indoors and out, which I feel will be very applicable to this committee. I have strong project management skills and understand how to gather differing points of view and develop a concise plan to achieve agreed upon goals, while understanding the constraints of time, resources and money. I am also well versed in data analysis and blueprint and map reading, which will help in interpreting and improving the San Mateo County Comprehensive Bicycle Route Plan.

Bicycle and Pedestrian Advisory Committee

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

Per your website; the committee makes recommendations to C/CAG on bicycle and pedestrian projects to be funded with Transportation Development Act (TDA) funds. It also serves as a County-wide forum for information on bicycling issues for local bikeways committees.

5. Have you ever attended a meeting of this committee? If so, when?

I have just learned of this committee and look forward to attending the next meeting in January.

FOR ALL APPLICANTS:

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

I have no other commitments that will keep me from attending the normally scheduled meetings and have the flexibility to participate at other times if required.

B. Are you a member of any other committees/organizations?

I volunteer extensively at my daughters Elementary school (Lincoln, in Burlingame) and am a member of the Dad's club.

C. Please mention the city in which you reside.

I am a fifteen year resident of Burlingame. My wife is an executive at Oracle and we are currently raising our two young daughters, who attend Lincoln Elementary school. Our intention is to live in Burlingame the rest of our lives.

Additional personal information

My company website: <http://www.rhbear.com/>

My LinkedIn profile: <http://www.linkedin.com/in/bobbear>

Dear Tom Madalena and C/CAG Board Members,

I'm excited about the opportunity to apply for a position on the City/County Association of Governments of San Mateo County (C/CAG) Bicycle and Pedestrian Advisory Committee (BPAC).

1. What expertise/experience do you have pertaining to serving on this committee?

I've attended the C/CAG BPAC since February 2011 and have usually made public comments to give feedback to the committee members on issues on their agenda. I first got involved because the initial draft of the *2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan* excluded Middlefield Rd through North Fair Oaks as a Priority North-South route. As a cyclist who frequently uses this route, I believed it should be included since it's safer and more convenient than other routes in that area, and is already heavily used by cyclists. With the help of other bicycle advocates and the Silicon Valley Bicycle Coalition (SVBC), I was able to convince the Department of Public Works to recommend that it be included. They had legitimate concerns with installing bicycle paths or lanes there, due to space constraints, but we were able to reach a compromise that everyone was satisfied with.

Since then, I've given input on other bicycle and pedestrian plans, including the *2011 East Palo Alto Bicycle and Pedestrian Plan*, the *2011 Palo Alto Bicycle + Pedestrian Transportation Plan*, and the *Menlo Park Downtown/El Camino Real Downtown Specific Plan*. I've used my personal experience with bicycling in these cities and knowledge of the *California Highway Design Manual (HDM)* and *California Manual on Uniform Traffic Control Devices (MUTCD)* to make recommendations that are both effective and practical.

Over the past year, I've also taken courses at Stanford University and San Mateo County to become familiar with how local governments make decisions. These courses included *Managing Local Government*, taught by San Mateo County Manager David Boesch, *Sustainable Transportation*, taught by C/CAG Transportation Planner Joseph Kott, and *San Mateo County Civics 101*, moderated by San Mateo County Communications Director Marshall Wilson.

Because I don't own a vehicle, I rely on bicycling, walking, and transit for all of my daily transportation needs. I've bicycled all over San Mateo County from Daly City and Brisbane to Menlo Park and East Palo Alto, and from Pacifica to Half Moon Bay. I regularly bicycle between San Francisco and East Palo Alto, where I live, crossing much of the urbanized area of San Mateo County. I participate in group bicycle rides that include riders of various skill levels – including beginner cyclists, college students, racers, and parents with children. This familiarity with the county's bicycle routes and practical experience with cyclists of varying skill levels has given me a unique perspective on what specific bicycle improvements would be the most beneficial to the most people.

For some trips, bicycling isn't practical so I use public transit (usually Caltrain) and then walk to my destination. I often walk one or two miles from my apartment in East Palo Alto to the Ravenswood 101 Shopping Center in East Palo Alto, or to downtown Palo Alto or Menlo Park. These routes range from very pedestrian friendly to very pedestrian un-friendly, so I'm familiar with improvements that can be made to make walking safer.

2. Why do you want to serve on this committee?

I'd like to serve on the C/CAG BPAC to share my knowledge and experience with walking and bicycling in San Mateo County so that our leaders can make more informed decisions on how to spend the limited funds available. I believe that bicycle and pedestrian improvements are wise investments that greatly improve our residents' health and safety, and our environment.

3. What special strengths would you bring to the committee?

I've worked as a professional engineer (in the wind energy industry) for six years and have developed practical organizational and teamwork skills and high level of attention to detail as a result. I'm familiar with technical writing and able to understand complex technical documents. Due to my experience assisting with the development of the East Palo Alto, Palo Alto, and Menlo Park bicycle and pedestrian plans, I'm familiar with a wide variety of modern bicycle and pedestrian improvements and their associated costs and benefits.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

The Bicycle and Pedestrian Advisory Committee (BPAC) makes recommendations to the C/CAG Board on bicycle and pedestrian projects that are funded by the Transportation Development Act (TDA). BPAC members should be experts on bicycle and pedestrian issues and attend local bicycle/pedestrian committees to report on decisions made by the C/CAG Board and work conducted by C/CAG staff related to bicycle and pedestrian projects.

5. Have you ever attended a meeting of this committee? If so, when?

Yes, I've attended most of the C/CAG BPAC meetings since February 2011.

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

No, I don't have any commitments on fourth Thursdays from 7:00 – 9:00 pm.

B. Are you a member of any other committees/organizations?

Yes, I'm a member of the Silicon Valley Bicycle Coalition (SVBC) Peninsula Committee, which advises that bicycle advocacy organization on San Maeto County bicycle issues, the San Francisco Bicycle Coalition (SFBC), and the Loma Prieta Chapter of the Sierra Club. Monthly I attend the Palo Alto Bicycle Advisory Committee (PABAC) and the Menlo Park Bicycle Commission. I've applied for a position on the East Palo Alto Public Works and Transportation Commission, which will be filled at either the Nov 29 or Dec 6 East Palo Alto City Council meetings.

C. Please mention the city in which you reside.

East Palo Alto.

Thank you very much for considering my application.

Sincerely,



Andrew Boone

November 15, 2011

C/CAG

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Bicycle and Pedestrian Advisory Committee Public Membership Application

Please give brief answers to the following questions to be considered for appointment to the City/County Association of Governments (C/CAG) of San Mateo County Bicycle and Pedestrian Advisory Committee (BPAC).

FOR INCUMBENTS:

1. Why do you want to be reappointed to the BPAC?
2. Do you have any suggestions for making the BPAC more effective?
3. How long have you served on the BPAC?

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee?

I have been a commute and recreational cyclist for over 15 years. I used to commute to college mostly on bike, and then commuted to work every day, 15 miles each way. As such, I am aware of the needs of commute cyclists, from road conditions to parking availability.

I was also trained as an LCI (League Cycling Instructor) by the League of American Bicyclists, and co-taught two courses many years ago.

2. Why do you want to serve on this committee?

I would like to see cycling as a viable mainstream choice for transportation and recreation, and see bike facilities as a key way to make this happen. I would also like to see people walking more for daily activities, instead of needing to drive. I see the following main constituencies for bike and pedestrian use:

- people who bike/walk because they see it as a better lifestyle choice than driving
- people who bike/walk recreationally for exercise
- people who bike/walk to public transit
- people who bike/walk because they are too poor to own a car, and public transit is often slower than those options.

I see this committee as being able to assist all of these constituencies.

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*

3. What special strengths would you bring to the committee?

Trained as a physicist and a computer engineer, I can objectively study various options and come to a conclusion as to the tradeoffs of different plans.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

The BPAC provides recommendations as to the allocation of funding for Bike and Pedestrian activities throughout the county.

5. Have you ever attended a meeting of this committee? If so, when?

Unfortunately, no. I would have attended the previous meeting, but it was cancelled at the last minute.

FOR ALL APPLICANTS:

A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

No, I should be able to attend all meetings.

B. Are you a member of any other committees/organizations?

I am a lifetime member of the League of American Bicyclists, as well as the Silicon Valley Bike Coalition.

C. Please mention the city in which you reside.

Menlo Park

Applications will be reviewed and presented to the C/CAG Board for appointment to the BPAC. Please email, fax, or mail your application to Tom Madalena.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax

555 County Center
5th Floor
Redwood City, CA 94063

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Bicycle and Pedestrian Advisory Committee Public Membership Application

Please give brief answers to the following questions to be considered for appointment to the City/County Association of Governments (C/CAG) of San Mateo County Bicycle and Pedestrian Advisory Committee (BPAC).

FOR INCUMBENTS:

1. Why do you want to be reappointed to the BPAC?
2. Do you have any suggestions for making the BPAC more effective? – Not at this time
3. How long have you served on the BPAC?

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee? Experience (I sat on the Transportation Authority, SAMTRANS and on C-CAG during the 90's while I was on the Belmont City Council.
2. Why do you want to serve on this committee? I can be of value based on my experience and desire to make pedestrian and bicycle mobilization safer.
3. What special strengths would you bring to the committee? Project planning, evaluation and execution.
4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee? To evaluate and advise on best use of project funding.
5. Have you ever attended a meeting of this committee? If so, when? I was on C-CAG, never on this committee.

FOR ALL APPLICANTS:

- A. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings? -No.
- B. Are you a member of any other committees/organizations? – No public organizations at this time.
- C. Please mention the city in which you reside. -Belmont

Applications will be reviewed and presented to the C/CAG Board for appointment to the BPAC. Please email, fax, or mail your application to Tom Madalena.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax
555 County Center
5th Floor

C/CAG AGENDA REPORT

Date: December 8, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Conduct public hearing and adoption of the Final 2011 Congestion Management Program (CMP) for San Mateo County (Require Special Voting Procedures)

(For further information contact John Hoang 363-4105)

RECOMMENDATION

That the C/CAG Board:

- Conduct a Public Hearing and consider comments on the Final 2011 Congestion Management Program (CMP) for San Mateo County.
- Approve Resolution 11-65 adopting the Final 2011 CMP for San Mateo County

FISCAL IMPACT

Adopting the CMP in itself will not have any fiscal impact.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISSION

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP). The role of a CMP includes: identifying specific near term projects to implement the longer-range vision established in a countywide plan; addressing the transportation investment priorities in a countywide context; and establishing a link between local land use decision making and the transportation planning process.

State law establishing the CMPs include specific requirements for the content and development process, the relationship between the CMP and the metropolitan planning process, and for system monitoring. The Metropolitan Transportation Commission (MTC) is responsible for reviewing the CMP for consistency with the Regional Transportation Plan (RTP), evaluation of consistency

ITEM 6.3

and compatibility of the CMP in the region, and inclusion of CMP projects in the Regional Transportation Improvement Program (RTIP) in order to compete for state funding.

The C/CAG Board approved the Draft 2011 CMP on September 8, 2011 and authorized its release for review and comments. The Draft 2011 CMP was issued on September 23, 2011 to county and regional transportation agencies and local jurisdictions. Staff did not receive any external comments by the close of the review period on October 14, 2011, therefore proceeded to finalize the 2011 CMP. In addition to minor editorial changes, the following updates were incorporated into the Final 2011 CMP:

- Updated Chapter 5: Included additional information regarding shuttle services in San Mateo County.
- Updated Table 5-1: San Mateo County Employed Residents (Mode of Transportation to Work) to include 2010 data.
- Updated Table 8-1: Proposed 2012 State Transportation Improvement Program (STIP) to include the latest project list (Board approved at the October 2011 meeting).
- Updated Chapter 9: Data Base and Travel Model incorporating new content to describe the new C/CAG CMP Transportation Model and Database element.
- Updated Appendix F: Included the Final 2011 CMP Monitoring Report. The final report includes an updated Table 7: Transit Ridership Totals.
- Updated Appendix G: Status of Capital Improvement Projects includes project status updates since the 2009 CMP.
- Updated Appendix K: Checklist for Modeling Consistency

The updated version of the 2011 CMP was submitted to the MTC on October 14, 2011, for a consistency review. The “Checklist for Modeling Consistency” (Appendix K) was submitted separately on October 24, 2011.

The MTC, at its November 16, 2011 meeting, determined that the San Mateo County’s 2011 CMP is consistent with the current RTP (Transportation 2035 Plan) and the CMP is compatible with other Bay Area CMPs. Once the 2011 CMP is adopted by C/CAG, MTC will finalize its consistency findings.

The Final 2011 CMP and Appendices can be view and/or downloaded from the following web page: <http://ccag.ca.gov/studies-2011CongMgmtPrg.html>

ATTACHMENT

- Resolution 11-65
- Final 2011 Congestion Management Program (CMP) for San Mateo County (Report only)

(Provided for C/CAG Board and Alternate members only and submitted separately. Other interested parties may contact John Hoang at 650-363-4105 for copies)

RESOLUTION 11-65

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE FINAL 2011 CONGESTION MANAGEMENT PROGRAM (CMP) FOR SAN MATEO COUNTY

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

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

WHEREAS, C/CAG has developed a Congestion Management Program for 2011 and has circulated it for comment to local jurisdictions and other interested parties; and

WHEREAS, C/CAG has conducted a Public Hearing in compliance with the requirements for adoption of a Congestion Management Program; and

WHEREAS, C/CAG has considered the comments received in writing and at the Public Hearing; and

WHEREAS, C/CAG has voted to adopt the 2011 Congestion Management Program for San Mateo County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of C/CAG hereby adopts the 2011 Congestion Management Program for San Mateo County.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF DECEMBER 2011.

Bob Grassilli, Chair

C/CAG AGENDA REPORT

Date: December 8, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and endorse the final list of projects for San Mateo County to be submitted to the Metropolitan Transportation Commission (MTC) for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

(For further information contact Sandy Wong at 599-1409 or Jean Higaki at 599-1462)

RECOMMENDATION

That the C/AG Board review and endorse of the final list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA

BACKGROUND/DISCUSSION

The Metropolitan Transportation Commission (MTC) issued a “call for projects” on February 14, 2011 for development of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC has requested that project sponsors submit projects through their respective Congestion Management Agency (CMA) for each county. The county level “call for projects” was issued on February 18, 2011.

This “call for projects” was issued to public works directors of the 21 local jurisdictions with copies sent to the respective city managers, planning directors, as well as MTC policy advisory council members (in San Mateo), C/CAG board members, C/CAG committee members, and low-income community based organization stakeholders. The “call for projects” was also posted on the C/CAG website, advertised in a press release and went through a Public Hearing process.

C/CAG staff worked with the San Mateo County Transit District (SamTrans), the San Mateo County Transportation Authority (SMCTA), Caltrain, and others, to develop project lists for Measure A, transit, and multi-county projects. Coordination meetings with MTC and California Department of Transportation (Caltrans) staff were held to discuss mutual priorities.

ITEM 6.4

On May 12, 2011, the C/CAG board approved the final RTP list of projects to be submitted to MTC, based on request received from partner agencies in the County. Since May, MTC has processed our list and released financial projections which supersede the earlier financial constraint for the RTP. A revised listing containing year of expenditure (YOE) project projections was sent back to staff, with a request to fit a new discretionary limit set by MTC. Modifications to this list, fitting the new discretionary limit, are attached and shaded in grey.

MTC has been conducting “project-level performance assessments.” The “project-level performance assessment” is designed to identify projects and programs that advance the SCS/RTP goals, support the SCS land use strategy, and are cost-effective. The assessment is similar to that performed as part of Transportation 2035.

MTC is currently conducting “detailed scenarios assessments”. The “detailed scenario assessment”, performed after the “project-level performance assessment,” will capture the interactions among transportation projects and land use.

MTC will be holding discussions regarding the “detailed scenario results” and will define the draft funding policy and investment strategies for the various modes of transportation and land use.

The overall RTP/SCS development is scheduled for adoption during November 2012 – April 2013. It is anticipated that the RTP/SCS will continue to be updated every four (4) years with no mid term amendment.

ATTACHMENTS

- Listing of San Mateo County 2040 Regional Transportation Plan (RTP) Projects

Plan Bay Area Draft List of Significant Uncommitted Projects
Version Date: October 17, 2011

County	RTPID	Project	Total Cost (2013\$)	Total Committed Funding (2013\$)	Total Discretionary Funding (2013\$)	Total Vision Funding (2013\$)	Total Cost (YOES)	Total Committed Funding (YOES)	Total Discretionary (YOES)	Total Vision Funding (YOES)	T-2035 Network	Core Capacity Network	Benefit-Cost Ratio
San Mateo	21602	US 101 / Broadway Interchange Reconstruction	\$ 75.0	\$ 45.3	\$ 29.7	\$ -	\$ 80.0	\$ 46.7	\$ 33.3	\$ -	Yes	Yes	
San Mateo	21603	US 101/Woodside Road interchange improvements	\$ 66.0	\$ 33.0	\$ 33.0	\$ -	\$ 72.5	\$ 36.3	\$ 36.3	\$ -	Yes	Yes	
San Mateo	21604	US 101 modified auxiliary lanes from Oyster Point to San Francisco County line	\$ 72.0	\$ 36.0	\$ 36.0	\$ -	\$ 76.7	\$ 33.8	\$ 42.9	\$ -	Yes	Yes	
San Mateo	21606	US 101/ Willow Road interchange reconstruction	\$ 57.0	\$ 32.1	\$ 24.9	\$ -	\$ 60.7	\$ 34.2	\$ 26.5	\$ -	Yes	Yes	
San Mateo	21607	University Overcrossing	\$ 7.0	\$ 2.4	\$ -	\$ 4.6	\$ 7.2	\$ 2.5	\$ -	\$ 4.7	Yes		
San Mateo	21609	I-280/I-380 local access improvements from Sneath Lane and San Bruno Avenue to I-380	\$ 25.8	\$ 2.2	\$ 2.3	\$ 21.3	\$ 27.5	\$ 2.3	\$ 2.4	\$ 22.7			
San Mateo	21612	Improve access to/ from west side of Dumbarton Bridge on Route 84 connecting to US 101 (Phase 1)	\$ 367.9	\$ 52.4	\$ 10.0	\$ 305.5	\$ 379.7	\$ 54.1	\$ 10.3	\$ 315.3	Yes	Yes	
San Mateo	21613	Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from US 101 to I-280 (Phase 1)	\$ 174.5	\$ 17.6	\$ 14.5	\$ 142.4	\$ 191.8	\$ 19.3	\$ 15.9	\$ 156.5	Yes	Yes	
San Mateo	21615	I-280/Route 1 interchange safety improvements	\$ 119.5	\$ 9.5	\$ 9.4	\$ 100.6	\$ 127.3	\$ 10.1	\$ 10.0	\$ 107.1	Yes		
San Mateo	21624	Transit Oriented Development (TOD)	\$ 100.0	\$ -	\$ 50.0	\$ 50.0	\$ 150.6	\$ -	\$ 75.3	\$ 75.3	Yes		
San Mateo	21892	Widen Woodside Road from 4 to 6 lanes from El Camino to Broadway	\$ 16.0	\$ 1.8	\$ 1.0	\$ 13.2	\$ 18.1	\$ 2.0	\$ 1.1	\$ 15.0			
San Mateo	21893	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	\$ 34.0	\$ 2.5	\$ 2.5	\$ 29.0	\$ 36.2	\$ 2.7	\$ 2.7	\$ 30.9	Yes		
San Mateo	22120	Ferry service from Redwood City to San Francisco	\$ 59.1	\$ 15.8	\$ 43.3	\$ -	\$ 61.0	\$ 16.3	\$ 44.7	\$ -		Yes	1
San Mateo	22226	Bayshore Intermodal Facility (cross platform transfers with 3rd Street LRT at Caltrain Bayshore station and BRT & bus connections)	\$ 48.6	\$ -	\$ -	\$ 48.6	\$ 51.8	\$ -	\$ -	\$ 51.8	Yes	Yes	
San Mateo	22227	Geneva Avenue Extension	\$ 87.0	\$ 69.6	\$ 17.4	\$ -	\$ 95.6	\$ 76.5	\$ 19.1	\$ -	Yes	Yes	2
San Mateo	22229	US 101/Sierra Point Parkway Interchange and Lagoon Way Extension	\$ 80.7	\$ 14.1	\$ -	\$ 66.6	\$ 88.7	\$ 15.5	\$ -	\$ 73.2			
San Mateo	22230	I-280 auxiliary lanes from I-380 to Hickey Boulevard	\$ 74.3	\$ 6.4	\$ 6.4	\$ 61.5	\$ 81.7	\$ 7.0	\$ 7.0	\$ 67.6	Yes	Yes	
San Mateo	22232	Construct streetscape improvements in Planned Development Areas	\$ 50.4	\$ 5.4	\$ -	\$ 45.0	\$ 75.9	\$ 8.1	\$ -	\$ 67.8			
San Mateo	22261	Highway Safety	\$ 9.5	\$ 6.5	\$ 3.0	\$ -	\$ 9.8	\$ 6.7	\$ 3.1	\$ -			
San Mateo	22268	Transit Enhancements	\$ 175.0	\$ 45.0	\$ 52.0	\$ 78.0	\$ 263.6	\$ 67.8	\$ 78.3	\$ 117.5		Yes	2
San Mateo	22271	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	\$ 21.9	\$ 1.9	\$ 1.9	\$ 18.1	\$ 25.6	\$ 2.2	\$ 2.2	\$ 21.2	Yes		
San Mateo	22274	Intelligent Transportation System (ITS) improvements and TOS in San Mateo County	\$ 73.7	\$ 43.7	\$ 30.0	\$ -	\$ 111.0	\$ 65.8	\$ 45.2	\$ -	Yes	Yes	16
San Mateo	22279	US 101/Produce Avenue interchange project	\$ 107.3	\$ 57.3	\$ 50.0	\$ -	\$ 161.6	\$ 86.3	\$ 75.3	\$ -			
San Mateo	22282	US 101 operational improvements near Route 92	\$ 200.0	\$ 26.9	\$ 173.1	\$ -	\$ 222.3	\$ 29.6	\$ 192.7	\$ -	Yes	Yes	
San Mateo	22751	SR 1 Safety and Congestion Improvements in Half Moon Bay	\$ 16.3	\$ 8.3	\$ 8.0	\$ -	\$ 16.8	\$ 8.6	\$ 8.3	\$ -	Yes		
San Mateo	22756	US 101/Candlestick Point Interchange	\$ 192.0	\$ 153.6	\$ 38.4	\$ -	\$ 211.0	\$ 168.8	\$ 42.2	\$ -	Yes	Yes	
San Mateo	94644	Route 92 westbound slow vehicle lane between Route 35 and I-280	\$ 112.2	\$ 9.8	\$ 9.8	\$ 92.6	\$ 119.5	\$ 10.4	\$ 10.4	\$ 98.6			
San Mateo	98204	Construct Route 1 (Calera Pkwy) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$ 51.6	\$ 25.8	\$ 25.8	\$ -	\$ 53.3	\$ 26.6	\$ 26.6	\$ -	Yes	Yes	
San Mateo	230430	Bicycle/Pedestrian Enhancements	\$ 146.0	\$ 5.0	\$ 75.0	\$ 66.4	\$ 220.5	\$ 7.5	\$ 113.0	\$ 100.0			
San Mateo	230434	Implement local circulation improvements and local streets traffic management program.	\$ 20.0	\$ -	\$ 20.0	\$ -	\$ 30.1	\$ -	\$ 30.1	\$ -			
San Mateo	230592	Bay Road Improvements, Phase II & III	\$ 11.9	\$ 11.9	\$ -	\$ -	\$ 12.3	\$ 12.3	\$ -	\$ -	Yes		
San Mateo	240026	SamTrans Bus Rapid Transit (BRT)	\$ 154.8	\$ 3.0	\$ 151.8	\$ -	\$ 159.8	\$ 3.1	\$ 156.7	\$ -		Yes	2
San Mateo	240027	SamTrans Rapid Bus Service (Express)	\$ 2.5	\$ 1.3	\$ -	\$ 1.2	\$ 2.6	\$ 1.3	\$ -	\$ 1.2		Yes	
San Mateo	240028	Incremental Increase in Samtrans Paratransit Service	\$ 10.8	\$ 2.2	\$ 8.6	\$ -	\$ 16.8	\$ 3.4	\$ 13.4	\$ -		Yes	
San Mateo	240060	US 101 HOV/T lanes, Whipple to County Line	\$ 100.0	\$ 10.0	\$ 70.0	\$ -	\$ 117.0	\$ 11.7	\$ 105.3	\$ -		Yes	6
San Mateo	240064	Grade Separations - Phase I: San Mateo County	\$ 300.0	\$ 206.0	\$ 30.0	\$ 64.0	\$ 460.8	\$ 310.2	\$ 45.2	\$ 96.4		Yes	

Plan Bay Area Draft List of Significant Uncommitted Projects
Version Date: October 17, 2011

County	RTPID	Project	Total Cost (2013\$)	Total Committed Funding (2013\$)	Total Discretionary Funding (2013\$)	Total Vision Funding (2013\$)	Total Cost (YOE\$)	Total Committed Funding (YOE\$)	Total Discretionary (YOE\$)	Total Vision Funding (YOE\$)	T-2035 Network	Core Capacity Network	Benefit-Cost Ratio
San Mateo	240067	Local Road Safety	\$ 12.3	\$ 12.3	\$ -	\$ -	\$ 18.5	\$ 18.5	\$ -	\$ -			
San Mateo	240084	Implement San Mateo County's Safe Routes to Schools Program	\$ 19.0	\$ 5.0	\$ 14.0	\$ -	\$ 25.4	\$ 7.5	\$ 17.9	\$ -			
San Mateo	240086	Local Transportation for Livable Communities (TLC)	\$ 60.0	\$ 10.0	\$ 40.0	\$ 10.0	\$ 90.4	\$ 15.1	\$ 60.2	\$ 15.1			
San Mateo	240087	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	\$ 63.0	\$ -	\$ 10.0	\$ 53.0	\$ 94.9	\$ -	\$ 15.1	\$ 79.8			
San Mateo	240114	Highway 1 Safety and Mobility Project	\$ 65.0	\$ 13.8	\$ -	\$ 51.2	\$ 97.9	\$ 20.8	\$ -	\$ 77.1			
San Mateo	240115	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	\$ 7.4	\$ 1.7	\$ -	\$ 5.7	\$ 7.9	\$ 1.8	\$ -	\$ 6.1			
San Mateo	240133	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	\$ 3.3	\$ 0.7	\$ -	\$ 2.6	\$ 3.4	\$ 0.7	\$ -	\$ 2.7			
San Mateo	240143	Bicycle/Pedestrian Expansion	\$ 10.1	\$ 3.0	\$ -	\$ 7.1	\$ 10.4	\$ 3.1	\$ -	\$ 7.3			
San Mateo	240160	US 101 Peninsula Ave. West modifications	\$ 35.0	\$ 3.0	\$ 3.0	\$ 29.0	\$ 37.3	\$ 3.2	\$ 3.2	\$ 30.9			
San Mateo	240161	I-280/John Daly Blvd Overcrossing	\$ 7.7	\$ 0.7	\$ 0.6	\$ 6.4	\$ 8.2	\$ 0.7	\$ 0.6	\$ 6.8			
San Mateo	240169	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	\$ 1.8	\$ 1.8	\$ -	\$ -	\$ 1.9	\$ 1.9	\$ -	\$ -			
San Mateo	240174	Non-Capacity Increasing Freeway/Expressway Interchange Modifications	\$ 2.3	\$ 2.3	\$ -	\$ -	\$ 2.4	\$ 2.4	\$ -	\$ -			
San Mateo	240346	Redwood City Street Car Construction and Implementation	\$ 10.0	\$ -	\$ -	\$ 10.0	\$ 15.1	\$ -	\$ -	\$ 15.1			
San Mateo	240511	Transportation Environmental Enhancements	\$ 25.0	\$ -	\$ 25.0	\$ -	\$ 37.7	\$ -	\$ 37.7	\$ -			
San Mateo	240590	Transforming El Camino Real Into a Complete Street as part of the "Grand Boulevard Initiative"	\$ 175.5	\$ 5.0	\$ 45.0	\$ 125.5	\$ 264.3	\$ 7.5	\$ 67.8	\$ 189.0			
San Mateo	230697	San Mateo County Local Streets and Roads Maintenance	???						\$ 531.1				
							Subtotal	\$ 1,273.2	\$ 2,009.2	\$ 1,852.6			
							Discretionary Financial Constraint	\$ 2,009.2					

*Transit enhancements, bike and pedestrian improvements and other non capacity increasing projects are not listed here, but included in the plan process for consideration in the financially constrained plan.
DRAFT