

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*

BOARD MEETING NOTICE

Meeting No. 184

- DATE:** Thursday, November 9, 2006
- TIME:** 7:00 P.M. Board Meeting
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans Bus: Lincs 261, 295, 297, 390, 391, 397, PX, KX.
CalTrain: San Carlos Station

1.0 CALL TO ORDER/ ROLL CALL

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.

3.0 ANNOUNCEMENTS/ PRESENTATIONS

None.

4.0 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.

- 4.1 Review and approval of the Minutes of Regular Business Meeting No. 183 dated September 14, 2006. ACTION p. 1
- 4.2 Review and approval of Resolution 06-34 authorizing the C/CAG Chair to execute a contract with the San Mateo County Transportation Authority to receive up to a maximum amount of \$950,000 for joint and/ or co-sponsored programs. C/CAG will also be providing up to a maximum of \$900,000 in funding to support these programs. ACTION p. 7
- 4.3 Review and approval of Resolution 06-35 authorizing the C/CAG Chair to execute an amendment to the funding agreement with Kimley Horn & Associates for additional services for the Peninsula Gateway 2020 Study for an additional amount not to exceed \$49,000. ACTION p. 15

- 4.4 Review and approval of Resolution 06-36 authorizing the C/CAG Chair to execute an amendment to the agreement with Clark Aganon to increase the funding \$10,000 to \$45,000 for Hydrogen Station/Vehicle Technical Consulting Services. ACTION p. 25
- 4.5 Review and approval of the FY 2007/08 Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program application and evaluation process. ACTION p. 33
- 4.6 Review and approval of the 2007 C/CAG Board Calendar. ACTION p. 45
- 4.7 Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) *2006 Facilities Master Plan Update* to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport. ACTION p. 49
- 4.8 Review and approval of Resolution 06-37 recognizing the 14 years of dedicated service of Walter Martone to C/CAG. ACTION p. 65
- 4.9 Review and approval of Resolution 06-39 authorizing C/CAG to provide a match of \$15,297 for the CALTRANS Grant of \$113,200 to the City of East Palo Alto for the Dumbarton Dialogue-Phase 2 in support of outreach for the 2020 Peninsula Gateway Study. ACTION p. 69
- 4.10 Review and approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Fourth Quarter FY 05-06 ending June 30, 2006. ACTION p. 75
- 4.11 Review and approval of a letter of support for the San Mateo County Mirada Surf Coastal Trail Project. ACTION p. 87

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.

5.0 REGULAR AGENDA

- 5.1 Review and approval of C/CAG Legislative positions and Legislative update. ACTION p. 93
(A position may be taken on any legislation, including legislation not previously identified.)
- 5.2 Review and approval of Candidate Projects and Authorize the C/CAG Executive Director to work with the Metropolitan Transportation Commission (MTC) and CALTRANS to make final selection from the Candidate Project List to be submitted for funding consideration in the Corridor Mobility Improvement Account (CMIA) of the Transportation Infrastructure Bond (Proposition 1B, subject to voter approval on November 7, 2006). ACTION p. 111
- 5.3 Review and approval of the process to make an appointment to fill the vacant seat for a public member for a two-year term to the C/CAG Bicycle and Pedestrian Advisory Committee. ACTION p. 117
- 5.4 Update on the Sub-regional Housing Needs Allocation Process (RHNA) within San Mateo County. INFORMATION p. 139
- 5.5 Review and approval of a draft Program for the reauthorization of the Congestion Relief Program and authorize distribution of the Draft Congestion Relief Program for comments. ACTION p. 149
- 5.6 Review and approval of Phase One US 101 (south of Route 92) Ramp-Metering Public Outreach Schedule. ACTION p. 183

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

6.2 Chairperson's Report.

7.0 EXECUTIVE DIRECTOR'S REPORT

8.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 5991406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

8.1 Letter from David Carbone, ALUC Staff, to Michael Lappen, Sr. Planner, City of South San Francisco, dated 9/18/06. Re: Scheduling of Your Request for C/CAG Airport Land Use Committee (ALUC) and C/CAG Board Review of a Zoning Map Amendment to Accommodate the Proposed Expansion of the Genentech Research and Development Overlay District. p. 185

8.2 Letter from Richard Napier, C/CAG Executive Director, and Ian McAvoy, Chief Development Officer, San Mateo County Transportation Authority (SMCTA) to Bijan Sartipi, District Director, Department of Transportation - District 4, dated 9/20/06. Re: San Mateo County high priority candidate projects for Transportation Bond. p. 187

8.3 Letter from David Carbone, ALUC Staff, to Girard Beaudin, Associate Planner, City of South San Francisco, dated 10/10/06. Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the 494 Forbes Boulevard Office/R&D project. p. 189

8.4 Letter from David Carbone, ALUC Staff, to Chadrick Smalley, Associate Planner, City of South San Francisco, dated 10/13/06. Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the 250-270 East Grand Avenue Office/R&D project. p. 193

9.0 MEMBER COMMUNICATIONS

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

10.1 Public Employee Performance Evaluation
Title: Executive Director

10.2 Conference with Labor Negotiators
C/CAG Representatives: James M. Vreeland Jr.
Unrepresented Employee: Executive Director

10.3 Adjourn Closed Session.

10.4 Reconvene Open Session.

10.5 Action on Salary Adjustment for Executive Director. Consideration of Amendment to the Agreement between the City/County Association of Governments (C/CAG) and Richard Napier regarding annual salary for services as Executive Director. ACTION

10.6 Review and approval of the Performance Objectives for FY 06-07 for the City/County Association of Governments (C/CAG) Executive Director.

11.0 ADJOURN

Next scheduled meeting: December 14, 2006 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.

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

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

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

FUTURE MEETINGS

November 1, 2006	2020 Peninsula Gateway Corridor Study TAC - 2:00 P.M. - Menlo Park City Hall
November 8, 2006	2020 Peninsula Gateway Corridor Study PAC - 4:00 P.M. - Menlo Park City Hall
November 9, 2006	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:00 P.M.
November 9, 2006	C/CAG Board - SamTrans 2 nd Floor Auditorium - 7:00 P.M.
November 16, 2006	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15 P.M.
November 16, 2006	Utilities Working Group - 155 Bovet Rd., San Mateo - 2:45 P.M.
No meeting in Nov.	Airport Land Use Committee - 4:00 P.M. - Burlingame City Hall.
November 21, 2006	NPDES Technical Advisory Committee - TBD - 10:00 a.m.
November 23, 2006	Bikeways and Pedestrian Advisory Committee - San Mateo City Hall - Conference Room C - No Meeting
November 27, 2006	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 P.M.
December 4, 2006	Administrators' Advisory Committee - 555 County Center, 5 th Floor, Redwood City - 8:00 A.M.

C/CAG

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Meeting No. 183
September 14, 2006

1.0 CALL TO ORDER/ROLL CALL

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

Phil Mathewson - Belmont
Sepi Richardson - Brisbane
Rosalie O'Mahony - Burlingame
Larry Formalejo - Colma
Judith Christensen - Daly City
Patricia Foster - East Palo Alto
Linda Koelling - Foster City
Marina Fraser - Half Moon Bay
Tom Kasten - Hillsborough
Nicholas Jellins - Menlo Park
Nadia Holobar - Millbrae
Jim Vreeland - Pacifica
Diane Howard - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos (7:05)
Carole Groom - San Mateo
Rose Jacobs-Gibson - County of San Mateo
Karyl Matsumoto - South San Francisco

Absent:

Atherton
Portola Valley
Woodside

Others:

Richard Napier, Executive Director - C/CAG
Nancy Blair, Administrative Assistant - C/CAG
Miruni Soosaipillai, C/CAG - Legal Counsel
Walter Martone, C/CAG
Sandy Wong, C/CAG
Tom Madalena, C/CAG
John Hoang, C/CAG
Brian Lee, San Mateo County - Public Works
Christine Maley-Grubl, Executive Director, Peninsula Congestion Relief Alliance
Sue Lempert, MTC
Jerry Grace, Oakland

ITEM 4.1

2.0 Public Comments

MTC Representative, Sue Lempert, updated the Board on MTC's Allocation Committee's approval list for Transportation for Livable Communities (TLC). San Mateo County received two of the awards; South San Francisco's was for Linear Park, and Daly City's was for their Mission Street Improvements. Cities that applied for a grant, but did not receive it, are encouraged to resubmit their applications in two years.

4.0 CONSENT AGENDA

Board Member O'Mahony MOVED approval of Consent Items 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.9, and 4.11. Board Member Richardson SECONDED. **MOTION CARRIED 18-0.**

- 4.1 Review and approval of the Minutes of Regular Business Meeting No. 182 dated August 10, 2006. APPROVED
- 4.2 Review and approval of C/CAG Legislative update. APPROVED
- 4.3 Review and approval of Resolution 06-29 authorizing the C/CAG Chair to execute the funding agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2006-07 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of \$1,183,800. APPROVED
- 4.4 Review and approval of Resolution 06-30 authorizing the C/CAG Chair to execute an agreement with the Peninsula Traffic Congestion Relief Alliance in the amount of \$1,020,000 under the 2006-07 Transportation Fund for Clean Air (TFCA) Program, the C/CAG Countywide Congestion Relief Plan, and the Regional Rideshare Program, to provide the Countywide Transportation Demand Management (TDM) Program. APPROVED
- 4.5 Review and approval of Resolution 06-31 authorizing the C/CAG Chair to execute an agreement with the City of Menlo Park in the amount of \$45,000 under the 2006-07 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED
- 4.6 Review and approval of Resolution 06-32 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Transit District (SamTrans) in the amount of \$638,000 under the 2006-07 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED
- 4.7 Review and approval of Resolution 06-33 authorizing the C/CAG Chair to execute an agreement with Fehr and Peers Associates, Inc. in the amount not to exceed \$44,600 for the 2007 Congestion Management Program (CMP) monitoring program. APPROVED
- 4.9 Review and approval of the C/CAG Investment Program. APPROVED
- 4.9.1 Review and accept the Quarterly Investment Report as of June 30, 2006.
- 4.9.2 Review and approval of Resolution 06-34 adopting the C/CAG Investment Policy.
- 4.9.3 Policy for authorizing investment deposit and withdrawals.
- 4.11 Review and approval of salary ranges for C/CAG Administrative Secretary and Administrative Assistant positions. APPROVED

Items 4.8 and 4.10 were removed from the Consent Calendar.

- 4.8 Review and approval of the reappointments of David Alfano, Cory Roay, and Robert Cronin to the Bicycle and Pedestrian Advisory Committee (BPAC) for an additional term expiring September 2008. **APPROVED**

The Executive Committee will look into the process of appointing members to the different committees.

Board Member Groom **MOVED** to accept the three applicants in accordance with the staff recommendation. Board Member Howard **SECONDED**. **MOTIONED CARRIED** 17-0-1. Board Member Matsumoto opposed.

- 4.10 Review and approval of Deputy Director position/ classification and authorization for the Executive Director to establish an appropriate salary range. **APPROVED**

This request updates an existing position that was created at the time C/CAG was formed. It will keep the salary competitive to similar positions in local jurisdictions, and allow senior staff to receive merit increases commensurate with their performance. The personnel for this position works for the County, so the County will do a salary survey to establish an appropriate salary range.

Board Member Matsumoto **MOVED** to approve Item 4.10. Board Member O'Mahony **SECONDED**. **MOTIONED CARRIED** 18-0.

5.0 REGULAR AGENDA

5.1 El Camino Real Incentive Program.

- 5.1.1 Review and approval of the El Camino Real Incentive Program Planning Grant process. **APPROVED**

Participating in this program will enable cities to be eligible for incentive funds for transit oriented development (TOD) housing projects that are built along the El Camino Real Corridor.

Board Member O'Mahony **MOVED** to approve Item 5.1.1. Board Member O'Connell **SECONDED**. **MOTIONED CARRIED** 18-0

- 5.1.2 Report on the first of two El Camino Real planning workshops held with the business community in cooperation with the San Mateo County Economic Development Association (SAMCEDA). **INFORMATION**

C/CAG Board authorized two workshops with the business community to gain their input on the planning for improvements on the El Camino Real Corridor. The first workshop was 5/11/06, the second workshop is scheduled for Fall 2006. The C/CAG Congestion Relief Plan will provide funding to support the workshops.

- 5.2 Review and approval of a progress report on the Congestion Relief Program and establishment of a process for Board review of the program **APPROVED**

The Congestion Relief Plan, including the programs that are funded and operated under it, will expire 6/30/07. C/CAG staff proposes the following process for the Board to review the programs, look at alternatives for future programs, and consider adoption of a program for the next five years.

- Receive status report on the programs implemented to date.
- Review options for continuation of successful programs and consideration of the addition of new programs.
- Conduct meeting with individual jurisdictions to explain alternatives for continuation of the Congestion Relief Program.
- Conduct open house meetings in each of the regions of the County to explain the alternatives for continuation of the Congestion Relief Program.
- Provide recommendations to the Board for the adoption of a new Congestion Relief Program for the five-year period of July 2007 through June 2012.

Board Member Grassilli MOVED to approve Item 5.2. Board Member Jacobs-Gibson SECONDED. **MOTIONED CARRIED 18-0.**

5.3 Update on the creation of a Sub-regional Housing Needs Allocation Process (RHNA) within San Mateo County. INFORMATION

San Mateo County is the first group in the Bay Area to make use of State legislation allowing cities and counties to form a sub-region to plan how to accommodate State requirements to develop housing for population growth. C/CAG is the entity to manage the process for the San Mateo County Sub-Region. Over the next 18 months C/CAG, together with the cities and the County, will work together to ensure each jurisdiction does the most it can to address the housing crisis facing the Bay Area.

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

None.

6.2 Chairperson's Report.

None.

7.0 EXECUTIVE DIRECTOR'S REPORT

Executive Director attended the California Transportation Commission (CTC) meeting and, publicly thanked, on the Board's behalf, CALTRANS District 4's efforts on Devil's Slide.

A discussion was held with the Mike Scanlon, San Mateo Transportation Authority (TA), to extend a joint invitation from C/CAG and the TA to invite the CTC to have a future meeting in San Mateo County. Holding a CTC meeting in San Mateo County could prove to be invaluable as to the potential benefits it may have. Holding a meeting would provide 40 minutes in front of the CTC to showcase San Mateo County.

C/CAG received an additional \$11 million dollars in public transit account (PTA) money for the Tilton/Popular Grade Separations Project.

9.0 MEMBER COMMUNICATIONS

The Board thanked C/CAG staff for the attractive and informative 2005 Annual Report.

Half Moon Bay's Highway 92 groundbreaking is scheduled for 9/28/06, the Board is encouraged to attend.

10.0 ADJOURN

The meeting was adjourned at 8:40 p.m. in memory of Colma's Councilmember Frossanna "Fro" Vallerga's son, Lawrence George Vallerga, Jr.

C/CAG AGENDA REPORT

Date: November 9, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF RESOLUTION 06-34 AUTHORIZING THE C/CAG CHAIR TO EXECUTE A CONTRACT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY TO RECEIVE UP TO A MAXIMUM AMOUNT OF \$950,000 FOR JOINT AND/ OR CO-SPONSORED PROGRAMS. C/CAG WILL ALSO BE PROVIDING UP TO A MAXIMUM OF \$900,000 IN FUNDING TO SUPPORT THESE PROGRAMS

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

RECOMMENDATION

That the C/CAG Board review and approve resolution 06-34 authorizing the C/CAG Chair to execute a contract with the San Mateo County Transportation Authority to receive up to a maximum amount of \$950,000 for joint and/or cosponsored programs. C/CAG will also be providing up to a maximum of \$900,000 in funding to support these programs.

FISCAL IMPACT

The amount of funding to be received from the San Mateo County Transportation Authority represents matching funds for specific programs as identified in the "Background/Discussion" section of this report. The total amount of funding will be \$950,000 covering the period of January 1, 2006 through June 30, 2007. C/CAG will also be providing up to a maximum of \$900,000 in funding to support these programs.

SOURCE OF FUNDS

Funding from the San Mateo County Transportation Authority to support these programs will be derived from the Measure A Half-Cent Sales Tax for Transportation Programs. The C/CAG portion of the funding will come from a combination of the motor vehicle fee authorized under AB 1546, the Congestion Relief Plan adopted by C/CAG, Federal transportation planning grants provided by the Metropolitan Transportation Commission, and C/CAG Member Agency Assessments. All of these funds were included and approved as part of the 2005-06 and 2006-07 C/CAG budgets.

BACKGROUND/DISCUSSION

C/CAG and the San Mateo County Transportation Authority have collaborated and co-funded many transportation programs in the past. This partnership has enabled both agencies to

ITEM 4.2

achieve their goals, utilize each other's funding as matching funds to attract other outside grants, and to ensure that there is no duplication of effort. This cooperative effort was one of the major premises under which the Congestion Relief Plan and the Countywide Transportation Plan were adopted by C/CAG. The contributions made by the C/CAG Member Agencies to the implementation of the programs under this plan have resulted in the leveraging of substantially greater resources from the Transportation Authority and other sources.

The funding agreement being presented to the C/CAG Board for approval at this time sets forth many of the cooperative funding arrangements contemplated in the Congestion Relief Plan and other joint efforts. In summary they include:

- a) \$300,000 from the Authority and \$500,000 from C/CAG for the purpose of funding the local transportation services (residential shuttle program).
- b) \$250,000 from the Authority for traffic model services utilizing the C/CAG Travel Forecasting Model.
- c) \$100,000 from the Authority and \$100,000 from C/CAG for the purpose of funding ramp metering implementation plans and programs.
- d) \$200,000 from the Authority and \$200,000 from C/CAG for the purpose of funding intelligent transportation systems implementation plans and programs.
- e) \$100,000 from the Authority and \$100,000 from C/CAG to support the updating of the Countywide Geographic Information System (GIS).

ATTACHMENTS

- Resolution 06-34
- Agreement with the San Mateo County Transportation Authority

RESOLUTION 06-34

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE CHAIR TO EXECUTE A CONTRACT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY TO RECEIVE UP TO A MAXIMUM AMOUNT OF \$950,000 FOR JOINT AND/ OR CO-SPONSORED PROGRAMS. C/CAG WILL ALSO BE PROVIDING UP TO A MAXIMUM OF \$900,000 IN FUNDING TO SUPPORT THESE PROGRAMS

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

WHEREAS, C/CAG is the designated Congestion Management Agency for San Mateo County, and the San Mateo County Transportation Authority is the designated agency for the administration and management of the Countywide Half-Cent Transportation Sales Tax; and

WHEREAS, C/CAG and the Authority have determined that through the joint sponsorship and funding of certain programs the achievement of the goals of both agencies can be enhanced; and

WHEREAS, C/CAG and the Authority have identified specific programs and amounts of funding to be provided by each agency.

NOW, THEREFORE, BE IT RESOLVED that the Chair is hereby authorized to sign a funding agreement with the San Mateo County Transportation Authority for the joint funding of specific transportation programs, studies, and related activities. These include:

- a) \$300,000 from the Authority and \$500,000 from C/CAG for the purpose of funding the local transportation services (residential shuttle program).
- b) \$250,000 from the Authority for traffic model services utilizing the C/CAG Travel Forecasting Model.
- c) \$100,000 from the Authority and \$100,000 from C/CAG for the purpose of funding the ramp metering implementation plan.
- d) \$200,000 from the Authority and \$200,000 from C/CAG for the purpose of funding intelligent transportation systems implementation plans and programs.
- e) \$100,000 from the Authority and \$100,000 from C/CAG to support the updating of the Countywide Geographic Information System (GIS).

In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF NOVEMBER 2006.

James M. Vreeland Jr., Chair

**FUNDING AGREEMENT
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
AND CITY/COUNTY ASSOCIATION OF GOVERNMENTS
FOR SUPPORT/CONSULTING SERVICES**

THIS AGREEMENT is entered into as of the ____ day of _____, 2006, by and between the San Mateo County Transportation Authority, a public agency (Authority) and the City/County Association of Governments (C/CAG), a public joint powers agency.

RECITALS

A. The parties have agreed that the Authority will provide matching funds from the "Measure A" half-cent Transportation Sales Tax Program for certain programs included in the C/CAG adopted Congestion Relief Plan as discussed at the February 7, 2002 Authority Board meeting.

B. The parties have agreed that the Authority will pay C/CAG for services provided by C/CAG to develop traffic forecasting data from the county traffic model.

C. The Authority, by Resolution 2005-17, approved the contribution of \$100,000 to C/CAG as its share of the cost to update the Countywide GIS.

D. The Authority, by Resolution 2006-8, adopted the FY 2007 Capital Budget that includes line items for these C/CAG programs.

E. The Authority, by Resolution 2006-17, approved executing this agreement with C/CAG.

F. C/CAG, by Resolution 06-34 approved executing this agreement with the Authority.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing, the parties agree as follows:

1. **SCOPE OF SERVICES**

C/CAG agrees to oversee the implementation of services and supervise the work of consultants for the programs specified in Section 3. a., b., c., d and e. below.

2. **TIME OF PERFORMANCE**

The services funded by this agreement shall commence on or after January 1, 2006 and shall be completed by June 30, 2007, unless earlier terminated as hereinafter provided. Either

1269690.1

party may terminate the Agreement without cause by providing thirty (30) days advance written notice to the other party.

3. FUNDING AND METHOD OF PAYMENT

- a. Authority agrees to pay C/CAG up to \$300,000 from Measure "A" funds as a dollar for dollar match to C/CAG funds for the purpose of funding the local transportation services (residential shuttle program). These are shuttles that are sponsored by local jurisdictions and connect residential areas with recreational, educational, commercial, and transit locations. The local jurisdiction is required to provide 50% of the financial support for the project. Funding provided under this paragraph will be used to support the operation of these shuttles. The funding from the Authority will only be used for shuttles that make connections to one or more Caltrain stations.
- b. Authority agrees to pay C/CAG up to \$250,000 from Measure "A" funds for traffic model services. The Model was fully updated with the latest ABAG forecasts and MTC trip tables in Fiscal year 05-06. Funding provided under this paragraph will be used for additional enhancements/modifications to the model so that it will continue to provide state of the art forecasting for projects that are of joint interest to C/CAG and the Authority.
- c. Authority agrees to pay C/CAG up to \$100,000 from Measure "A" funds as a dollar for dollar match to C/CAG funds for the purpose of funding the ramp metering implementation plan. C/CAG and the Authority jointly funded the study that established the benefits of ramp metering on U.S. 101 and I 280 (north of I 380). The C/CAG Board, acting on behalf of the cities and the County along these corridors, has approved the implementation of ramp metering. Funding provided under this paragraph will be used to support data collection to determine the impacts of ramp metering, to conduct on-going monitoring and adjustments to the network of meters, and to fund the installation of meters at locations not already covered by planned interchange projects.
- d. Authority agrees to pay C/CAG up to \$200,000 from Measure "A" funds as a dollar for dollar match to C/CAG funds for the purpose of funding intelligent transportation system (ITS) implementation plans and programs. C/CAG and the Authority jointly funded the development of a Countywide Plan for the deployment of ITS. Funding provided under this paragraph will be used to begin the implementation of the high priority projects listed in the Plan. The first priority is to fully deploy ITS along the U.S. 101 Corridor.
- e. Authority agrees to pay C/CAG \$100,000 for updating the Countywide GIS as already approved by Authority Resolution 2005-17.
- f. C/CAG shall submit, on a monthly basis, invoices to the Authority, accompanied by activity reports and paid invoices issued by consultants as proof that services were rendered and paid for by C/CAG. Upon receipt of the monthly invoice and its accompanying documentation, Authority shall pay the amount claimed under each invoice, up to the maximum amount described by this agreement, within thirty (30) days of receipt of the invoice, delivered or mailed to Authority as

1269690.1

follows:

San Mateo County Transportation Authority
Joe Hurley, Director
1250 San Carlos Avenue
San Carlos, CA 94070

- g. Subject only to duly executed amendments, it is expressly understood and agreed that in no event will the total funding commitment under this agreement exceed the sum of \$950,000, unless revised in writing and approved by the Authority and C/CAG. C/CAG will also be providing up to a maximum of \$900,000 in funding to support these programs.

4. AMENDMENTS

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

5. NOTICES

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

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

To Authority: Attention: Joe Hurley
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94907-1306

6. INDEPENDENT CONTRACTOR

C/CAG and its employees, agents and consultants shall be deemed independent contractors of Authority. Nothing herein shall be deemed to create any joint venture or partnership arrangement between the Authority and C/CAG.

7. INDEMNIFICATION

C/CAG shall indemnify, keep and save harmless the AUTHORITY, and its directors, officers, agents and employees against any and all suits, claims or actions arising out of any injury or injuries to, or death or deaths of, persons or damage to property that may occur, or that may be alleged to have occurred, from any cause or causes whatsoever, while in, upon, about, or in any way connected with the projects to be funded pursuant to this Agreement except where caused by the sole negligence or willful misconduct of the AUTHORITY, its employees, contractors or agents. C/CAG further agrees to defend any and all such actions, suits or claims and pay all reasonable charges of attorneys and all other costs and expenses arising there from or incurred in connection therewith; and if any judgment be rendered against the AUTHORITY or any of the other individuals enumerated above in any such action, C/CAG shall, at its expense, satisfy and discharge the same.

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

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

James M. Vreeland Jr., C/CAG Chair

Michael Scanlon, Executive Director

Approved as to form:

C/CAG Attorney

Authority Attorney

C/CAG AGENDA REPORT

Date: November 9, 2006
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: REVIEW AND APPROVAL OF RESOLUTION 06-35 AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE FUNDING AGREEMENT WITH KIMLEY-HORN & ASSOCIATES FOR ADDITIONAL SERVICES FOR THE PENINSULA GATEWAY 2020 STUDY FOR AN ADDITIONAL AMOUNT NOT TO EXCEED \$49,000.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 06-35 authorizing the C/CAG Chair to execute an amendment to the funding agreement with Kimley-Horn & Associates for the Peninsula Gateway 2020 Study for an additional amount not to exceed \$49,000.

FISCAL IMPACT

The \$49,000 will be reimbursed in the following manner:

\$25,000 (25% will be reimbursed by SMCTA, 50% will be reimbursed by VTA)

\$16,500 (100% will be reimbursed by VTA)

\$7,500 (25% will be reimbursed by SMCTA, 50% will be reimbursed by VTA)

Total: \$49,000

Net cost to C/CAG will be \$8,125. It is included in the C/CAG Congestion Management Program budget for FY 06/07.

SOURCE OF FUNDS

Funding for the Peninsula Gateway 2020 Study comes from C/CAG Congestion Management Program, the San Mateo County Transportation Authority, and the Santa Clara Valley Transportation Authority.

BACKGROUND/DISCUSSION

In November 2003, C/CAG had adopted Resolution 03-24 to enter into an agreement with Kimley-Horn for \$500,000 to conduct a study of potential improvements to congestion relating to the Dumbarton Bridge (Peninsula Corridor 2020 Gateway Study) and its connection to Highway 101. The San Mateo County Transportation Authority agreed to reimburse C/CAG 25% of the study cost while the Santa Clara Valley Transportation Authority (VTA) agreed to reimburse C/CAG 50% of the study cost.

ITEM 4.3

The Gateway 2020 Study, still underway, has thus far identified some potential feasible solutions. The scope of work authorized by the original funding agreement for this study was for planning level study only. It did not include the provision of preparing Project Study Report that Caltrans requires for programming state funds.

The Transportation Infrastructure Bond before California voters on November 7, 2006 will include \$4.5 billion in the Corridor Mobility Improvement Account (CMIA). The \$4.5 billion CMIA is for congestion relief on the state highway system. Funding allocation for the CMIA will primarily be at the California Transportation Commission's (CTC) discretion. A project must have a Project Study Report or Equivalent document ready to be eligible for nomination to compete for CMIA funding.

The Policy Advisory Committee (PAC) of the Peninsula Gateway 2020 Study has consensus on submitting candidate projects from the Gateway 2020 study to seek funding from the CMIA. The additional \$49,000 requested is for preparation of Project Study Report Equivalent documentations for candidate projects to compete for CMIA funding.

ATTACHMENT

- Resolution 06-35
- Amendment (No. 1) to the Agreement Between The City/County Association of Governments of San Mateo County And Kimley-Horn And Associates, Inc

RESOLUTION 06-35

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH KIMLEY-HORN & ASSOCIATES FOR THE PENINSULA GATEWAY 2020 STUDY FOR AN ADDITIONAL AMOUNT NOT TO EXCEED \$49,000.

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

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

WHEREAS, C/CAG has entered into a joint funding agreement with the San Mateo County Transportation Authority and the Santa Clara Valley Transportation Authority to study alternative transportation solutions to traffic congestion between the Dumbarton Bridge and US 101; and

WHEREAS, C/CAG together with the two aforementioned funding partners have determined that additional services are needed to prepare Project Study Report Equivalent documentation for candidate projects to compete for State funding; and

WHEREAS, C/CAG and the funding partners have selected Kimley-Horn and Associates, Inc. to provide these additional services.

NOW, THEREFORE, BE IT RESOLVED that the Chair the Board of Directors of C/CAG is hereby authorized to execute an amendment to the agreement with Kimley-Horn and Associates for an additional amount not to exceed \$49,000, to an additive amount of \$549,000. In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF NOVEMBER 2006.

James M. Vreeland Jr., Chair

**AMENDMENT (No. 1) TO THE AGREEMENT BETWEEN THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND KIMLEY-HORN AND ASSOCIATES, INC.**

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG), at its November 13, 2003 meeting, approved an agreement with Kimley-Horn and Associates, Inc. (hereinafter referred to as Consultant) to conduct a study of potential improvements to congestion relating to the Dumbarton Bridge (Peninsula Corridor 2020 Gateway Study) and its connection to Highway 101; and

WHEREAS, C/CAG has determined that additional consulting services are needed as defined in the attached Scope of Work (Exhibit A); and

WHEREAS, up to an additional forty-nine thousand dollars (\$49,000.00) may be required to complete said work; and

WHEREAS, Consultant has reviewed and accepted this amendment;

IT IS HEREBY AGREED by the C/CAG Chair and Consultant that:

1. The added funding provided to Consultant by C/CAG under this amendment will be no more than forty-nine thousand dollars (\$49,000.00) for the completion of the additional work, thereby making the new maximum total contract amount five hundred and forty-nine thousand dollars (\$549,000.00), and the ending date for the agreement is hereby extended to June 30, 2007; and
2. All other provisions of the original agreement between C/CAG and Consultant dated November 13, 2003 shall remain in full force and effect; and
3. Payment for services under this amendment shall be on a time and materials basis, based upon the receipt of invoices for the actual costs, and with services to be performed only upon the request of C/CAG staff after review of specific work plans for individual tasks; and
4. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG Chair:

For Consultant:

James M. Vreeland Jr., Chair

Signature

By: _____

Date: November 9, 2006

Date: _____

Approved as to form:

Miruni Soosaipillai, C/CAG Legal Counsel

EXHIBIT A

SCOPE OF WORK, SCHEDULE AND BUDGET PROJECT STUDY REPORT (PSR) EQUIVALENT DOCUMENTS FOR BAYFRONT/WILLOW FLYOVER AND 101 AUXILIARY LANES

Kimley-Horn and Associates, Inc.

October 31, 2006

The Client has identified two projects for consideration for potential funding under the Corridor Mobility Improvement Account (CMIA) bond measure. The Client asked Kimley-Horn and Associates, Inc. (KHA) to prepare a Project Study Report (PSR) Equivalent document for each project to support the nomination documents being prepared by the Client. The Client expects KHA to develop the PSR Equivalent documents using data and analysis results from the 2020 Peninsula Gateway Corridor Study, which KHA is conducting for the Client, and augment these findings with previous reports where appropriate and limited original analysis. The intent of this work is to develop documentation that *resembles* a formal PSR, using available information and limited original analysis, to support submittal of project nominations only, *not to develop* a formal PSR according to the appropriate policies and procedures established by Caltrans.

The Scope of Work, Schedule and Budget for this work are summarized herein.

The two projects are described generally below.

- Bayfront/Willow Flyover: This alternative would construct grade separations at the Bayfront Expressway/Willow Road intersection, to eliminate traffic control for Bayfront Expressway traffic, create a high-speed flyover for the westbound Bayfront to westbound Willow left turn movement, and create a high-speed direct connect ramp for the eastbound Willow to eastbound Bayfront movement. This is a part of Alternative 3.1 defined in the 2020 Peninsula Gateway Corridor Study.
- US 101 Auxiliary Lanes: This alternative would construct new auxiliary lanes from Marsh Road to the north end of the US 101/SR85 North Interchange Project. The segment from Marsh Road to Embarcadero Road was defined in a Project Study Report. The segment from Oregon Expressway to the US 101/SR 85 Project is part of Alternative 1.1 defined in the 2020 Peninsula Gateway Corridor Study. This project does not include interchange improvements at San Antonio Road (that are included in Alternative 1.1 defined in the 2020 Study). A variation will be defined that simply adds lanes – not necessarily auxiliary lanes – between Willow Road and the south limit.

Scope of Work

PSR Equivalent Documents PSR Equivalent Documents will be prepared for the two projects based on information available to KHA based on its work on the 2020 Peninsula

SCOPE OF WORK, SCHEDULE AND BUDGET (Cont'd)
October 31, 2006

Gateway Corridor Study and from the PSR for the Marsh to Embarcadero Auxiliary Lanes Project, with limited original analysis required regarding traffic delays and travel times. The elements of each PSR Equivalent document are summarized below.

- **Introduction:** Description of the project and why it is needed.
- **Background:** Project history and context.
- **Need and Purpose:** Discussion of need and purpose with respect to a) traffic conditions, capacity, and safety; b) potential constraints; and c) special elements.
- **Alternatives:** Discussion of project alternatives, including no-build for the Bayfront/Willow Project and no-build and the “added lanes” variation for the US 101 Auxiliary Lanes Project. Drawings showing conceptual layout and typical cross-sections, in the format used in the 2020 Peninsula Gateway Corridor Study. Presentation of preliminary opinions of probable construction cost in the format used in the 2020 Peninsula Gateway Corridor Study. Analysis of projects, including traffic forecasts (volumes and volume/capacity ratios), and operational impacts (daily delay and travel time, peak hour travel times). For the US 101 “added lanes” alternative, create sketches showing plan view and cross-section without and with added lanes, and prepare preliminary opinions of marginal cost increases to construct the necessary improvements at interchanges. Discuss engineering and construction matters affecting the project, including potential presence of hazardous materials.
- **System and Regional Planning:** Discussion of coordination and consistency of the proposed project with statewide, regional and local planning efforts.
- **Environmental Clearance:** Description of environmental issues based on the findings of the 2020 Peninsula Gateway Corridor Study and the PSR for the Marsh to Embarcadero Auxiliary Lanes Project. Describe the kind of environmental clearance anticipated.
- **Right of Way:** Describe and compare proposed project right of way impacts at a planning, order-of-magnitude level.
- **Funding/Scheduling:** Provide simple tables to summarize funding and schedule for proposed project.

It is assumed that one draft and one final version of each document will be prepared. The final version will reflect editorial revisions required to address comments from the Client, which will be a collection of cross-checked comments from Caltrans, the San Mateo County Transportation Authority (SMCTA), and the Santa Clara Valley Transportation Authority (VTA).

Project Nomination Documents – Supporting documentation will be prepared for each project according to the draft Corridor Mobility Improvement Account Guidelines (“Draft Guidelines”), and will include the following items.

- A cover letter with signature authorizing and approving the nomination.

SCOPE OF WORK, SCHEDULE AND BUDGET (Cont'd)
October 31, 2006

- A project fact sheet (Appendix A in the Draft Guidelines) that describes the project scope, cost, funding plan, project delivery milestones, and major benefits.
- A brief narrative (1-3 pages) that provides:
 - A description of the travel corridor and its function, and how the project would improve mobility, reliability, safety, and connectivity within the corridor.
 - A description of project benefits, including how the project would improve travel times or reduce the number of daily vehicle hours of delay, improve the connectivity of the state highway system between areas, or improve the safety of a highway or roadway segment. The description should also include air quality benefits and other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation, including environmental documents, in support of any estimates of project benefits.
 - A description of how the project would improve access to jobs, housing, markets, and commerce.
 - A description of the risks inherent in the nomination's estimates of project cost, schedule, and benefit.
 - A description of the corridor system management plan or the commitment of regional and local agencies to develop and implement a plan.
- A project benefit/cost analysis input sheet (Appendix B in the Draft Guidelines).
- Documentation of the basis for the costs, benefits and schedules cited in the project nomination.

Schedule

The estimated schedule to complete the above Scope of Work is as follows:

- November 3, 2006: Draft PSR Equivalent Documents without "added lanes" variation for US 101 Auxiliary Lanes;
- November 30, 2006: Draft PSR Equivalent Documents with "added lanes" variation for US 101 Auxiliary Lanes.

Budget

The estimated budget for this work is \$49,000 (\$25,000 for the documents without the "added lanes" variation, \$16,500 for the "added lanes" variation, and \$7,500 for project nomination documentation).

C/CAG AGENDA REPORT

DATE: November 9, 2006

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: REVIEW AND APPROVAL OF RESOLUTION 06-36 AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH CLARK AGANON TO INCREASE THE FUNDING \$10,000 TO \$45,000 FOR HYDROGEN STATION/VEHICLE TECHNICAL CONSULTING SERVICES

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

RECOMMENDATION:

That the C/CAG Board approve Resolution 06-36 authorizing the C/CAG Chair to execute an amendment to the agreement with Clark Aganon to increase the funding \$10,000 to \$45,000 for hydrogen station/vehicle technical consulting services in accordance with the staff recommendations.

FISCAL IMPACT:

This amendment will be for an additive amount of \$10,000. The new total contract amount will be \$45,000.

SOURCE OF FUNDS:

Funding to support this agreement will be derived from the proceeds of a Fee on motor vehicles registered in San Mateo County, as authorized under California Government Code Section 65089.11 et. seq.

BACKGROUND/ DISCUSSION:

AB 1546, adopted by the California Legislature and signed into law by Governor Schwarzenegger as California Government Code Section 65089.11 et. seq. authorized C/CAG to adopt a four dollar Fee on motor vehicles registered in San Mateo County. These funds are to be used to support congestion management and stormwater pollution prevention programs.

On March 10, 2005 the C/CAG Board approved Resolution 05-08 adopting the fee and the programs that can be funded with the proceeds of the Fee. One of those programs is the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related fueling infrastructure. On May 12, 2005 the C/CAG Board authorized a consulting

ITEM 4.4

agreement with Clark Aganon to assist C/CAG staff in the initial work needed to implement this program. This has included discussions with manufacturers of clean fuel vehicles, manufacturers of equipment for the production and dispensing of clean fuels (compressed natural gas, compressed hydrogen, and natural gas/hydrogen blended fuels), securing proposals for the conversion of existing shuttle and fleet vehicles to operate on compressed hydrogen fuel, and negotiating for the location of a site for the fueling station.

C/CAG staff has determined that additional consulting assistance is needed to continue to move this project forward. C/CAG and PG&E was awarded one of the grants from the State of California for \$1.2M to support hydrogen fueling infrastructure at the San Carlos facility. As part of this effort C/CAG will work with the City of Pacifica to provide the renewable energy requirement of the State Grant. This includes C/CAG providing funding for the Solar Panels on Pacifica City Hall. This additional funding will support the work with the City of Pacifica on both the Bio-diesel Sewage Treatment Plant and City Hall Solar Panel projects.

The Bay Area Air Quality Management District (BAAQMD) is also preparing to issue grants for the acquisition/conversion of vehicles to hydrogen technology and the development of fueling stations are allowable activities under this solicitation.

This amendment will be for time and materials and will be billed on a biweekly basis so that the amount of time can be monitored. The consultant also will notify C/CAG staff through e-mail of the activities he is working on and the progress.

ATTACHMENTS:

- Resolution 06-36
- Amendment to the agreement with Clark Aganon for consulting services related to the clean fuel demonstration program

RESOLUTION 06-36

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH CLARK AGANON TO INCREASE THE FUNDING \$10,000 TO \$45,000 FOR HYDROGEN STATION/VEHICLE TECHNICAL CONSULTING SERVICES

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

WHEREAS, the C/CAG Board is authorized by California Government Code Section 65089.11 et. seq. to adopt a \$4 Fee on motor vehicles registered in San Mateo County; and

WHEREAS, the C/CAG Board has decided that a clean fuel shuttle demonstration program and related fueling infrastructure will be one of the programs to be considered with the proceeds of this Fee; and

WHEREAS, Clark Aganon has been selected as having the necessary qualifications to perform this service and is currently under contract with C/CAG to provide similar services; and

WHEREAS, the C/CAG Board has determined that additional consulting assistance is required to assist with the development of this program including addressing the renewable requirements of the recently awarded State grant;

NOW, THEREFORE, BE IT RESOLVED that the Chair of the Board of Directors of C/CAG is hereby authorized and directed to execute the amendment to the agreement for professional services with Clark Aganon for an additive amount of \$10,000 and a maximum combined total of \$45,000, to facilitate the implementation of a clean fuel demonstration program, A copy of the amendment is attached hereto and is in a form approved by C/CAG Legal Counsel. In accordance with C/CAG established policy, the Chair may administratively authorize up to an additional 5% of the total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF NOVEMBER 2006.

James Vreeland Jr., Chairman

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
AMENDMENT TO AGREEMENT WITH CLARK AGANON**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), at its November 9, 2006 meeting, approved an amendment to the agreement with Clark Aganon (hereinafter referred to as Consultant) for the provision of consulting services; and

WHEREAS, Consultant has reviewed and accepted this amendment;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. This amendment shall be to provide additional consulting services in support of the establishment of a clean fuel demonstration program as set forth in Exhibit A, attached to this amendment; and
2. The added funding provided to Consultant by C/CAG under this amendment will be ten thousand dollars (\$10,000), thereby making the new total contract maximum amount thirty-five thousand dollars (\$45,000). These additional funds will be provided to Consultant on a time and materials basis for this added work and will be paid based upon the receipt of invoices for the actual costs; and
3. All other provisions of the original agreement between C/CAG and Consultant dated May 12, 2005 and the amendments to the agreement dated November 10, 2005 and May 11, 2006 shall remain in full force and effect; and
4. This amendment to the agreement shall take effect upon signature by both parties.

For C/CAG:

For Consultant:

James Vreeland Jr., Vice Chair

Clark Aganon

Date: November 9, 2006

Date: _____

Approved as to form:

Miruni Soosaipillai, C/CAG Legal Counsel

EXHIBIT A

SCOPE OF WORK

Under this amendment, the consultant will continue to assist C/CAG staff in implementing a clean fuel shuttle program as identified in the original agreement adopted on May 12, 2005 and the amendments adopted on November 10, 2005 and May 11, 2006. Additional work that is being added to this agreement includes the following:

The current scope of work will be modified to address specific tasks and activities associated with following items:

1. Work with PG&E on the initial implementation of the San Carlos Hydrogen Station.
2. Work with the City of Pacifica to provide the renewable energy requirement of the State Grant for the PG&E San Carlos Hydrogen Station. This additional funding will support the work with the City of Pacifica on both the Bio-diesel Sewage Treatment Plant and City Hall Solar Panel projects.

C/CAG AGENDA REPORT

Date: November 9, 2006
To: City/County Association of Governments (C/CAG) Board
From: C/CAG Bicycle and Pedestrian Advisory Committee
Subject: Review and approval of the FY 2007/08 Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program application and evaluation process

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

RECOMMENDATION

That the C/CAG Board review and approves the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program application and evaluation process.

FISCAL IMPACT

The Transportation Development Act (TDA) Article 3 program funds for Bicycle and Pedestrian projects are allocated to San Mateo County by the Metropolitan Transportation Commission (MTC) on an annual basis. The upcoming funding cycle for FY 2007/08 is estimated to be \$1,356,000, which includes the "roll-over" amount of \$544,100 in unused funds from the FY 2006/07 cycle.

SOURCE OF FUNDS

TDA Article 3 funds are derived from a portion of the statewide sales tax on a percentage of general sales and sales tax on gasoline and diesel fuel.

BACKGROUND/DISCUSSION

For each TDA Article 3 program funding cycle, C/CAG issues a "call for projects" requesting local San Mateo County jurisdiction to submit applications for pedestrian and bicycle related projects. As part of the project selection process, the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) perform a comprehensive process to review, evaluate and rate the projects. The process has been refined over the years and has assured that the optimal projects are selected for funding.

For the upcoming FY 2007/08 TDA Article 3 program cycle, the BPAC is recommending approval of the updated application packet and scoring sheet. The proposed program schedule is as follows.

November 9, 2006	C/CAG Board approve call for projects and application packet
November 10, 2006	Applications mailed out to jurisdictions
November 30, 2006	Workshop
January 12, 2007	Application deadline
February 10, 2007	BPAC conducts site review of projects
Feb 22 & Mar 22, 2007	BPAC evaluates and make final recommendation
April 12, 2007	C/CAG Board approves project list
May 2007	Submit final project list to MTC

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ATTACHMENTS

- TDA Article 3 FY 2007/08 Program Letter
- TDA Article 3 FY 2007/08 Application
- TDA Article 3 Scoring Sheet

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

November 10, 2006

Subject: Call for Projects - TDA Article 3 Bicycle and Pedestrian Program for FY 2007/08

To: City or County Officials:

C/CAG is pleased to issue a "call for projects" for the FY 2007/08 Transportation Development Act (TDA) Article 3 Program. Agencies are invited to submit applications for pedestrian and bicycle related projects. An agency can submit up to a maximum of three (3) applications. Available funding for this cycle is approximately \$1,356,000, which includes the rollover amount from the FY 2006/07 cycle. Funds will be available to selected projects beginning July 1, 2007 and will expire in three (3) years.

Completed application along with all the required materials must be received at the C/CAG office by **Friday, January 12, 2006, at 5:00p.m.** The application form is enclosed and an electronic version of the form is also available at the C/CAG website at <http://www.ccag.ca.gov>.

A workshop for all potential project sponsors has been scheduled for **Thursday, Nov 30, 2006 at 9:00 a.m.** at the SamTrans Auditorium located at 1250 San Carlos Avenue, San Carlos.

Attendance in this workshop will enhance the project sponsors chance of having their projects selected, as the workshop will provide complete and detail information on how to meet all the application requirements.

The Metropolitan Transportation Commission (MTC) directly administers these funds. Your application should show how the proposed project could demonstrate one or more of the 12 objectives established by MTC. These objectives are detailed on pages 6 and 7 of MTC Resolution 875. A summary of the objectives is as follows:

1. Elimination or improvement of an identified problem area.
2. A continuous interconnected route to activity centers where it did not previously exist.
3. Secure bicycle parking facilities.
4. Provisions that facilitate bicycle/transit trips.
5. Maintenance of Class I bikeways or restriping Class II bicycle lanes.
6. Projects identified in a comprehensive local bicycle or pedestrian plan.
7. Enhancing bicycle or pedestrian commuting.
8. Supporting jurisdictions that promote safety, information, and facility maintenance.
9. Local support for bicycle and pedestrian projects.
10. Regional continuity.
11. Bicycle safety education.

12. Comprehensive bicycle and pedestrian facilities plans.

The C/CAG BPAC encourages and will give priority to funding projects that establish basic services before they give consideration to the provision of amenities and project frills.

The evaluation and selection of projects for funding will be based on the numerical score (see attached scoring sheet) after careful review of the information contained in the written application, the oral presentation of the project before the C/CAG Bicycle and Pedestrian Advisory Committee, and/or information gathered from a site visit of the proposed project. The Bicycle and Pedestrian Advisory Committee will use all of these factors to create a balanced program of projects that will best meet the short and long-term needs of San Mateo County's bicycling and walking population. In developing this balanced program, consideration will be given to other factors including the size of projects, geography impacted, population served, and other relevant information. Some of the important factors that in the past have influenced whether a project received funding or not include:

- Participation of a local jurisdiction's Bicycle/Pedestrian Advisory Committee, Council, and/or other organizations in the proposed project. Committees that include actual consumers are strongly encouraged.
- Assurance that at least one staff or board member of the sponsoring jurisdiction has personally biked and/or walked the proposed project route in order to gain first hand knowledge of the potential hazards and challenges that might exist for the potential users
- Extent of local match provided.
- The extent to which the project provides access to high use activity centers.
- The extent to which the project addresses an important safety issue.
- The extent to which the project addresses a priority in C/CAG's Comprehensive Bicycle Route Plan or a comparable Pedestrian Plan.

Please clearly identify in your application whether the project can be implemented in phases or divided into smaller usable components in case the Committee does not want to recommend the full funding requested at this time.

The following information must be submitted for each project:

- MTC TDA Article 3 required information. This information will be embodied in a resolution from your governing body that includes certain findings by the local jurisdiction. In the past you were required to submit a separate "opinion of counsel." This new resolution format, once adopted by your governing body, will now meet all of these requirements. Instructions plus a sample resolution format and sample application form are available from the MTC website at <http://www.mtc.ca.gov/funding/STA-TDA/index.htm>. *(The MTC application form will not be required until your project has been selected for funding by C/CAG.)*
- Environmental clearance document.
- A detailed map showing project vicinity and location.
- A visual presentation describing the project (e.g., photographs, MS Powerpoint, etc.)

- Attach a brief description of your Bicycle and Pedestrian Advisory Committee and a copy of the minutes in which this Committee approved the submittal of the FY 2007/08 Transportation Development Act (TDA) Article 3 application.
- A completed C/CAG Bicycle and Pedestrian Advisory Committee TDA Article 3 Application for FY 2007/08.
- Evidence that the project is eligible for funding by ensuring that the items listed in MTC Resolution No. 875, pages 1 and 2, sections a. through h. are fully addressed. Some of these items may be covered through other parts of the application packet such as the resolution from your governing board.
- Attach additional sheets as needed to address all of the criteria included in the BPAC Scoring Sheet. Also provide any information that you feel would provide a compelling justification for the funding of this project.

If the above information is not included in the application, the application will not be considered.

Applicants must submit 15 (Fifteen) copies and one (1) unbound copy of the completed application packet, including all attachments. All complete applications must be received at the C/CAG office by Friday, January 12, 2006 at 5:00 p.m. Please submit applications to:

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

If you have questions, please contact me at 650-363-4105 or email at jhoang@co.sanmateo.ca.us.

Sincerely,

John Hoang

Enclosures:

1. Schedule for the FY 2007/08 TDA Article 3 Program
2. C/CAG TDA Article 3 Application For FY 2007/08
3. C/CAG TDA Article 3 Bicycle/Pedestrian Scoring Sheet

Schedule for FY 2007/08 TDA Article 3 Program

November 10, 2006	Call for projects
November 30, 2006	Workshop
January 12, 2007	Application deadline
February 10, 2007	Field trip
Feb 22 & Mar 22, 2007	BPAC evaluates and make final recommendation
April 12, 2007	C/CAG Board Approval
May 2007	Submittal to MTC
July 1, 2007	MTC Approval

**C/CAG BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
TDA ARTICLE 3 FISCAL YEAR 2007/08 PROGRAM
APPLICATION**

AGENCY:

FUNDS REQUESTED: \$

PROJECT DESCRIPTION / OBJECTIVE:

I. PROJECT SCREENING

a. CALTRANS Standards

Explain how the project meets CALTRANS Standards.

b. CEQA approval? Yes No

Date of approval

Note: CEQA document must be submitted with the application.

II. STATE OF READINESS

a. Make sure that the project proposal is complete and contains all required documentation. The more complete the application will result in a higher project score.

b. Right-of-Way certification required? Yes No N/A

If required, Right-of-way Cert. completed? Yes No

Comments:

c. Permits/Agreements approved? Yes No N/A

List all permits and/or agreements approved/obtained to date:

Document	Date approved/ obtained

Comments:

- d. Comment on the status of design of the project, and indicate the percentage of design completed.

III. COMMUNITY SUPPORT

- a. Listed as "priority project" in the C/CAG Comprehensive Bicycle Route Plan or a recommended pedestrian plan. Yes No

Plan:
Page:

- b. Local approval by bicycle/pedestrian (BPAC) organization?

Yes No

Other organized groups with demonstrated knowledge of bicycle and pedestrian needs? (examples: clubs, school committees, citizen coalition, combined citizens/public BPAC, etc)

Yes No

Comment on level of support. Attach approval documentation and show composition of relevant committee. (examples: letters, meeting minutes, etc)

c. Funds requested: \$

Local match to be provided: \$

Local match percentage = $\frac{\text{Local match provided}}{\text{Funds requested}}$

= = %

IV. MEETS PROGRAM OBJECTIVES

- a. Does the project eliminate or mitigate the effects from an identified problem?
Yes No

Explain:

- b. Bicycle and Pedestrian:

1. Does the project provide access to bicycle facilities in high use activity centers?
Yes No

2. Does the project provide access to pedestrian facilities in high use activity centers?
Yes No

Explain:

- c. Is commute use improved by the project? Yes No

Explain:

- d. What is the relationship of the project to more significant bicycle or pedestrian routes? Explain:

- e. The project is consistent with or included in the following:
(Attach copy of documentation for item Nos. 1, 2, 3, & 4 as appropriate)

1. County or City facilities plan: Yes No

2. Circulation element of general plan: Yes No

3. C/CAG Comprehensive Bicycle Route Plan: Yes No

4. Pedestrian Plan equal to "e.3" above: Yes No

Plan:

Page:

- f. Comment on the level of local support:

V. SAFETY

How is safety improved because of the project? Explain:

VI. OTHER ITEM

(These Items are for information ONLY and will not be "scored" but may be used as a tiebreaker)

a. Can the project be partially funded? Yes No

- If "Yes", how much? Explain:

b. Can the project be divided into phases? Yes No

- If "Yes", describe the different phases and cost associated with each phase.

VII. PROJECT CONTACT INFORMATION

Primary Contact Person:

Telephone Number:

Email address:

Secondary Contact Person:

Telephone Number:

Email address:

**C/CAG Bicycle and Pedestrian Advisory Committee
TDA Article 3 Scoring Sheet**

AGENCY:	RATER:
PROJECT:	

I. PROJECT SCREENING	
a. Meets applicable CALTRANS standards	Yes <input type="checkbox"/> No <input type="checkbox"/> (No disqualifies project)
b. CEQA approval	Yes <input type="checkbox"/> No <input type="checkbox"/> (No disqualifies project)

	Scale	Max Points	Points Assigned
II. STATE OF READINESS			
a. Clear and complete proposal	0 or 3 (A zero score disqualifies project.)	3	
b. Right-of-Way Certification	0 – No 4 – Yes (Completed or Not Needed)	4	
c. Permits/Agreements obtained	0 – No 4 – Yes	4	
d. Project design completed	0 – No 4 – Yes	4	
Subtotal		15	
III. COMMUNITY SUPPORT			
a. Is a “priority project” on the C/CAG adopted Comprehensive bicycle Route Plan or an equal Pedestrian Plan.	0 – None 5 – Local Project 10 – C/CAG Project	10	
b. Local BPAC approval AND/OR Support from other organizations	0 – No Support 3 5 – General Support 7 10 – Strong Support	10	
c. Cost Sharing (Local Match as % of total requested funds)	0 – 0% match 2 – 10% match 4 – 20% match 6 – 30% match 8 – 40% match 10 – 50% match	10	
Subtotal		30	

C/CAG AGENDA REPORT

Date: November 9, 2006
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of the 2007 C/CAG Board Calendar

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

Recommendation:

Review and approve the 2007 schedule for the monthly Board meetings.

Fiscal Impact:

None.

Background/Discussion:

The following schedule for the 2007 Board meetings is proposed:

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

This calendar will enable the commitments to be met while recognizing that it is difficult to get a quorum in July. A calendar will be established for all the C/CAG committees.

Alternatives:

1. Approve the calendar as presented.
2. Modify the calendar as desired by the Board.

ITEM 4.6

* Rosh Hashanah.

2007 Calendar
City/ County Association of Governments
of San Mateo County (C/CAG)

Time: 7:00 p. m. to 9:00 p.m.

Location: 2nd Floor Auditorium
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos

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

*Rosh Hashanah.

CCAG AGENDA REPORT

Date: November 9, 2006

To: C/CAG Board of Directors

From: Dave Carbone, C/CAG Airport Land Use Committee (ALUC) Staff
TEL: 650/363-4417; FAX: 650/363-4849; email: dcarbone@co.sanmateo.ca.us

Subject: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) *2006 Facilities Master Plan Update* to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the following proposed actions by the City of South San Francisco: (1) a proposed zoning map amendment, (2) a zoning text change, and (3) *2006 Facilities Master Plan Update* to accommodate a proposed expansion of the Genentech Research & Development Overlay District (ten parcels, 36 acres) in the East of 101 Area of South San Francisco, are consistent with the relevant airport/land use compatibility criteria for San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, based on the following condition:

That the actions taken by the City of South San Francisco, to approve (1) a proposed zoning map amendment, (2) a zoning text change, and (3) *2006 Facilities Master Plan Update*, to accommodate a proposed expansion of the Genentech Research & Development Overlay District (ten parcels, 36 acres) in the East of 101 Area, include appropriate language that indicates the proposed actions are consistent with California Government Code Section 65302.3 (general plan consistency with the comprehensive airport land use plan (CLUP)) for San Francisco International Airport, based on the consistency of the city's zoning ordinance with the city's general plan, as required by California Government Code Section 65860 (zoning consistent with general plan).

FISCAL IMPACT

None.

ITEM 4.7

C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) a 2006 Facilities Master Plan Update to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport

November 9, 2006

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BACKGROUND

The City of South San Francisco has submitted a package of proposed land use policy actions to the Airport Land Use Commission (C/CAG) for a determination of the consistency of those actions with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Francisco International Airport (see Attachment No. 1). The referral (project) consists of (1) a proposed zoning map amendment, (2) a zoning text change, and (3) *2006 Facilities Master Plan Update* to accommodate a proposed expansion of the Genentech Research & Development Overlay District, in the East of 101 Area, near San Francisco International Airport. The expansion of the Genentech Research & Overlay District would include 10 parcels, totaling 36 acres.

The Genentech campus is located within the Airport Influence Area (AIA) boundary for San Francisco International Airport in the East of 101 Area of the City of South San Francisco. The project site is located approximately two and one-half miles north of the threshold of Runway 10 Left at San Francisco International Airport. The proposed zoning map amendment and text change are subject to ALUC/CCAG review, pursuant to PUC Section 21676(b) and are within the Commission's adopted review authority. The 60-day state-mandated review period will expire on November 14, 2006.

The proposed land use policy actions related to the Genentech campus are located entirely within the environs of San Francisco International Airport. For clarification, the Board's previous action that adopted a revised Airport Influence Area (AIA) boundary for San Carlos Airport (2004) does not affect the Genentech site.

The C/CAG Airport Land Use Committee (ALUC) was not able to meet in October 2006 to review this proposal and submit a recommendation to the C/CAG Board, acting as the Airport Land Use Commission. Therefore, an ALUC recommendation is not contained herein. That is also why this referral has been scheduled directly for Airport Land Use Commission (C/CAG) review and action. This procedure is not the norm but is used occasionally, when the ALUC is not able to meet and review proposed local agency land use policy actions before they must be referred to the C/CAG Board for final action.

DISCUSSION

The *2006 Facilities Master Plan Update* portion of the proposed project specifies criteria and parameters to guide future development of the Genentech campus. It is subject to internal review and implementation by the City of South San Francisco, in accordance with the relevant

C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) a 2006 Facilities Master Plan Update to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport

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provisions on the South San Francisco Municipal Code, Chapters 20.39, “Research & Development Overlay District Regulations” and Chapter 20.40, “Genentech Research & Development Overlay District”. Since the *2006 Facilities Master Plan Update* is incorporated into the above-referenced zoning regulations and is part of the proposed zoning changes, it is not necessary to evaluate it separately in this report.

Compliance with California Government Code Section 65302.3 (General Plan Consistency with the Airport Land Use Plan (CLUP))

California Government Code Section 65860 requires a city or county zoning ordinance to be consistent with the general plan of the city or county. California Government Code Section 65302.3 specifies that a local agency general plan must be consistent with the relevant adopted airport land use plan (CLUP).

The Government Code, however, does not specify that a zoning ordinance or amendment, zoning map, or zoning map amendment must be consistent with the relevant adopted airport land use plan (CLUP). Therefore, to provide a nexus between the proposed zoning map amendment and a determination of consistency of the proposed actions with the airport/land use compatibility criteria contained in the CLUP for San Francisco International Airport, the actions by the City of South San Francisco, to approve the proposed project, should include appropriate language that indicates the proposed zoning map amendment and related zoning text change are consistent with Government Code Section 65302.3 (consistency of a general plan with an airport land use plan), based on the consistency of the city’s zoning ordinance with the city’s general plan, as required by Government Code Section 65860.

Airport/Land Use Compatibility Issues

There are three airport/land use compatibility issues addressed in the *San Mateo County Comprehensive Airport Land Use Plan* (CLUP), as amended, for San Francisco International Airport. These include (a) height of structures, use of airspace, and airspace compatibility, (b) aircraft noise impacts, and (c) safety criteria. The following sections address each issue.

(a) Height of Structures, Use of Airspace, and Airspace Protection

The Airport Land Use Commission (C/CAG Board) has adopted the provisions of Federal Aviation Regulations FAR Part 77, “Objects Affecting Navigable Airspace”, as amended, to establish height restrictions, airspace protection, and federal notification requirements for project sponsors, related to proposed development within the FAR Part 77 airspace boundaries for San

C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) a 2006 Facilities Master Plan Update to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport

November 9, 2006

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Francisco International Airport. The subject site is located within the FAR Part 77 Conical Surface for San Francisco International Airport. However, the ten affected parcels are currently developed with buildings, on-site surface parking, and landscaping and no new structures are proposed as part of this project. Therefore, there are no potential airspace impact issues associated with this proposal and no formal FAA notice is required. Any future structural development on this site or on any other portion of the Genentech campus will require formal FAA notice and review to evaluate potential airspace impacts.

(b) Aircraft Noise Impacts

The project site is located beneath the Shoreline Departure route for aircraft departing to the north and east on Runways 28 at San Francisco International Airport. The Genentech campus location is subject to potentially high single-event noise levels from aircraft overflight when this procedure is in use. The campus may also be impacted to a lesser degree by single-event aircraft noise levels from aircraft departing San Francisco International Airport on Runways 1 on the Porte Departure route for destinations to southern California. The aircraft on this route pass east of the Genentech campus near the Bay shoreline.

As noted earlier in this Agenda Report, the project site is fully developed and no new construction is proposed as part of the zoning map amendment or zoning text change. Therefore, there are no aircraft noise issues associated with this project.

(c) Safety Criteria

The project site is located approximately two and one half miles north of the threshold of Runway 10 Left at San Francisco International Airport and does not include any proposed construction. Therefore, there are no safety zone issues and no safety-related land use issues associated with this project.

Real Estate Disclosure of Potential Airport/Aircraft Impacts

The proposed project consists of (1) a zoning map amendment to change one industrial zone classification to another on ten fully developed parcels, (2) a related zoning text change, and (3) an update of the Genentech Facilities Master Plan. It does not include construction of any buildings nor any real estate transaction. Therefore, real estate disclosure of potential airport/aircraft impacts is not relevant to this project.

**C/CAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: (1) a Proposed Zoning Map Amendment, (2) a Zoning Text Change, and (3) a 2006 Facilities Master Plan Update to Accommodate a Proposed Expansion of the Genentech Research & Development Overlay District in the East of 101 Area Near San Francisco International Airport
November 9, 2006
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Guidance From the *California Airport Land Use Planning Handbook*

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this report. The staff analysis and recommendation presented herein are consistent with and guided by the guidelines and information contained in the *Handbook*.

ATTACHMENTS

Attachment No. 1: Letter to David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff, from Michael Lappen, Senior Planner, City of South San Francisco, dated September 1, 2006; re: request for Airport Land Use Commission (C/CAG Board) review of (1) a proposed zoning map amendment, (2) zoning text change, and (3) a *2006 Facilities Master Plan Update* to accommodate a proposed expansion of the Genentech Research & Development Overlay District

Attachment No. 2: Graphic: Regional Location
Source: Figure 3.1 *Master Plan EIR for Genentech Corporate Facilities August 23, 2006*

Attachment No. 3: Graphic: Local Vicinity Map
Source: Figure 3-3 *Master Plan EIR for Genentech Corporate Facilities August 23, 2006*

Attachment No. 4: Graphic: Genentech Project Area Existing and Proposed Zoning
Source: Figure 4.8-3 *Master Plan EIR for Genentech Corporate Facilities August 23, 2006*



DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
(650) 877-8535
FAX (650) 829-6639

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2006 SEP -8 A 11: 14
SAN MATEO COUNTY
PLANNING DIVISION

September 1, 2006

David F. Carbone
City/County Association of Governments
Of San Mateo County
Airport Land Use Committee
555 County Center, 5th Floor
Redwood City, California 94063

Subject: Amendment to the Zoning Map to Accommodate the Proposed Expansion of the Genentech Research and Development Overlay District in the City of South San Francisco

The Planning Division of the City of South San Francisco considered the following proposed amendment to the City of South San Francisco Zoning Map. The City is requesting that the Airport Land Use Commission and Committee review the proposed action described below.

Proposed Project

Genentech is proposing to expand the Genentech Research & Development Overlay District from 124 acres to approximately 160 acres. The existing campus comprises approximately 2.8 million square feet of research and development, office, employee amenities, and manufacturing space on 124 acres. The proposed project includes a proposed update of the 1995 Master Plan, text amendments to Chapters 20.06, 20.39 and 20.40 in the South San Francisco Municipal Code, and the reclassification of ten parcels, owned by Genentech, located in the Planned Industrial (P-I) zone district to Genentech Research & Development Overlay District. Genentech does not propose to reclassify any property that is currently leased to Genentech (Gateway and Britannia East Grand) and the Bay West Cove property.

Purpose of the Genentech Facilities Master Plan and the Genentech Research and Development Overlay District

In 1995, The City Council adopted the Genentech Corporate Facilities Master Plan to guide the continued expansion of the research and development, manufacturing, and office functions on campus, supported by the necessary service and administrative staff. At that time, Genentech's growth was expected to occur incrementally as required, emphasizing the need for a flexible Master Plan that would accommodate new employment efficiently. The 1995 Master Plan established a campus-wide

design and site plan standard for a 72-acre campus, assuming a Floor Area Ratio (FAR) of 1.0 and 4,500 employees.

The Genentech R&D Overlay District is established as Chapters 20.39 and 20.40 of the South San Francisco Municipal Code and was adopted concurrently with the 1995 Master Plan. The Zoning Ordinance specifies floor area ratio (FAR), parking ratio, building height, architectural design standards, and approval procedures for development within the district. The campus-wide parking standard, permitting a 1.6 spaces to 1000 square feet building area parking ratio, was established in 1999. Most importantly, the 1995 Master Plan created an "Implementation Plan" that linked development with other on-site improvements.

Genentech amended the Overlay District boundaries twice since 1995. In 1999, The City Council approved the expansion of the Overlay District from 72 acres to 98 acres. In 2005, The City Council approved the expansion of the Overlay District from 98 acres to 124 acres.

Summary of Land Uses and Neighborhoods Functions Within the Genentech Campus

The current Genentech campus consists of 3.5 million square feet of building area, of which 2.8 million square feet are within the existing 124-acre Genentech Research & Development Overlay District. The existing Overlay District comprises three sub-campus, or neighborhood, areas, which are the "Lower Campus" facing Forbes Boulevard, the "Middle Campus" located adjacent to the San Francisco Bay, and the "Upper Campus" facing Grandview Drive. Genentech proposes to expand the Overlay District to the west, along Allerton Avenue, and create a new neighborhood called the "West Neighborhood." The campus population is anticipated to grow from approximately 7,000 employees in 2006 to nearly 15,000 employees in 2016. The following table shows the existing size, proposed expansion, and the buildout, by use.

Existing and Proposed Genentech Land Uses

	Existing Genentech R&D Overlay District (sf)	Proposed Genentech R&D Overlay District (sf)	Net Increase (sf)
Land Area (acres)	124	160	36
Office	1,008,801	2,629,395	1,620,594
Laboratory	970,173	2,002,482	1,032,309
Manufacturing	779,892	1,041,668	261,776
Amcnity	69,500	322,000	252,000
Total Building Area	2,828,366	5,995,545	3,167,179

Genentech also proposes to maintain a diverse range of functions on campus from initial product development to marketing and production. The range of uses or functions include:

- **Office.** Administrative and business support services.
- **Lab.** Research and development laboratories and supporting offices.
- **Manufacturing/Warehouse.** Manufacturing, fill/finish, warehousing, and distribution.

- **Amenities.** Genentech provides amenities for employees to support overall campus functions, including parking, cafeteria and food service, fitness facility, childcare, event facilities, and vendor services. Vendor services include prescription drug deliveries, laundry service, and other concierge services. Recently, Genentech expanded vendor services to include oil changes and car wash service in the parking lots.

Campus-wide Design Guidelines

The purpose of the design standards is to create a comprehensive set of regulations through which development will follow. Genentech has identified specific set of design concepts consistent with the East Of 101 Area Plan, that permeates the design standards and that reinforces its campus identity. The design standards will incorporate a sign program (including a proposal for corporate banners), materials, building colors, open spaces, and pedestrian corridors.

Summary of Required Entitlements

The South San Francisco Municipal Code established the process to reclassify ten parcels into an R&D overlay district. Chapters 20.39 "Research and Development Overlay District Regulations" establishes the process to reclassify parcels into an R&D overlay district. Chapter 20.40 "Genentech Research and Development Overlay District" in the South San Francisco Municipal Code contain specific development standards that govern all project approvals on the Genentech campus. The 1995 Genentech Corporate Facilities Master Plan, which is required in Chapters 20.39 and 20.40, illustrates the continued expansion of the process science, research and development laboratories, administrative offices, and manufacturing uses on the campus.

The proposed project includes the following actions:

- *Zoning Map Change:* Reclassify ten parcels that are located in the Planned Industrial Zoning District to the Genentech Research & Development Overlay District.
- *Zoning Text Change:* The application will include changes in Chapter 20.39 and Chapter 20.40 in the South San Francisco Municipal Code.
- *Approval of a Transportation Demand Management Plan.*
- *Approval of the Genentech Facilities Ten Year Master Plan.*
- *Certification of the Master Environmental Impact Report.*

Master Environmental Impact Report (MEIR)

As required under the California Environmental Quality Act (CEQA), the City of South San Francisco has prepared the Master Environmental Impact Report to analyze to potential impacts from the Genentech Research & Development Overlay District expansion and the Master Plan Update. Between October 2005 and August 2006, City staff and EIP Associates have reviewed the original Master Plan data (Genentech Master Plan dated October 2005) and have asked Genentech to provide additional information related to total buildout, neighborhood buildout, traffic projections, and water/sewer projections. The California State Clearing House received the Draft MEIR on August 25, 2006.

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Additionally, interested individuals and adjacent property owners/residents were notified that the Draft MEIR was available for public review and comment on August 28, 2006. The 45-day public review period began on August 28 and will end on October 11, 2006.

Thank you for your consideration. If you have any questions, feel free to call me at 650-877-8535.

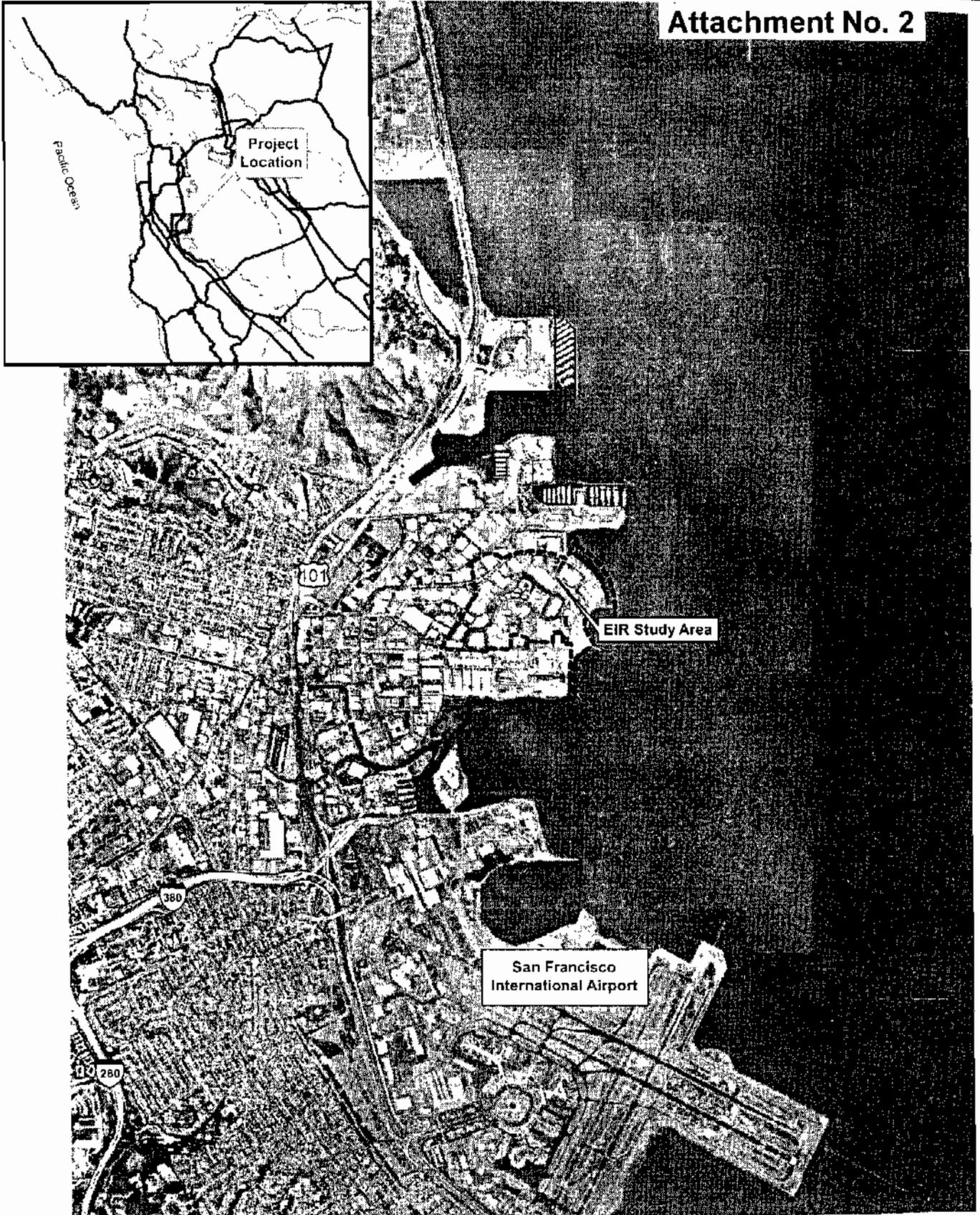
Sincerely,



Michael Lappen
Senior Planner

Attachments:

1. Master EIR for the Genentech Corporate Facilities Research & Development Overlay District and Master Plan Update, August 23, 2006



11117-00

FIGURE 3-1
Regional Location

Source: USGS, 1993

Not to Scale

EIP

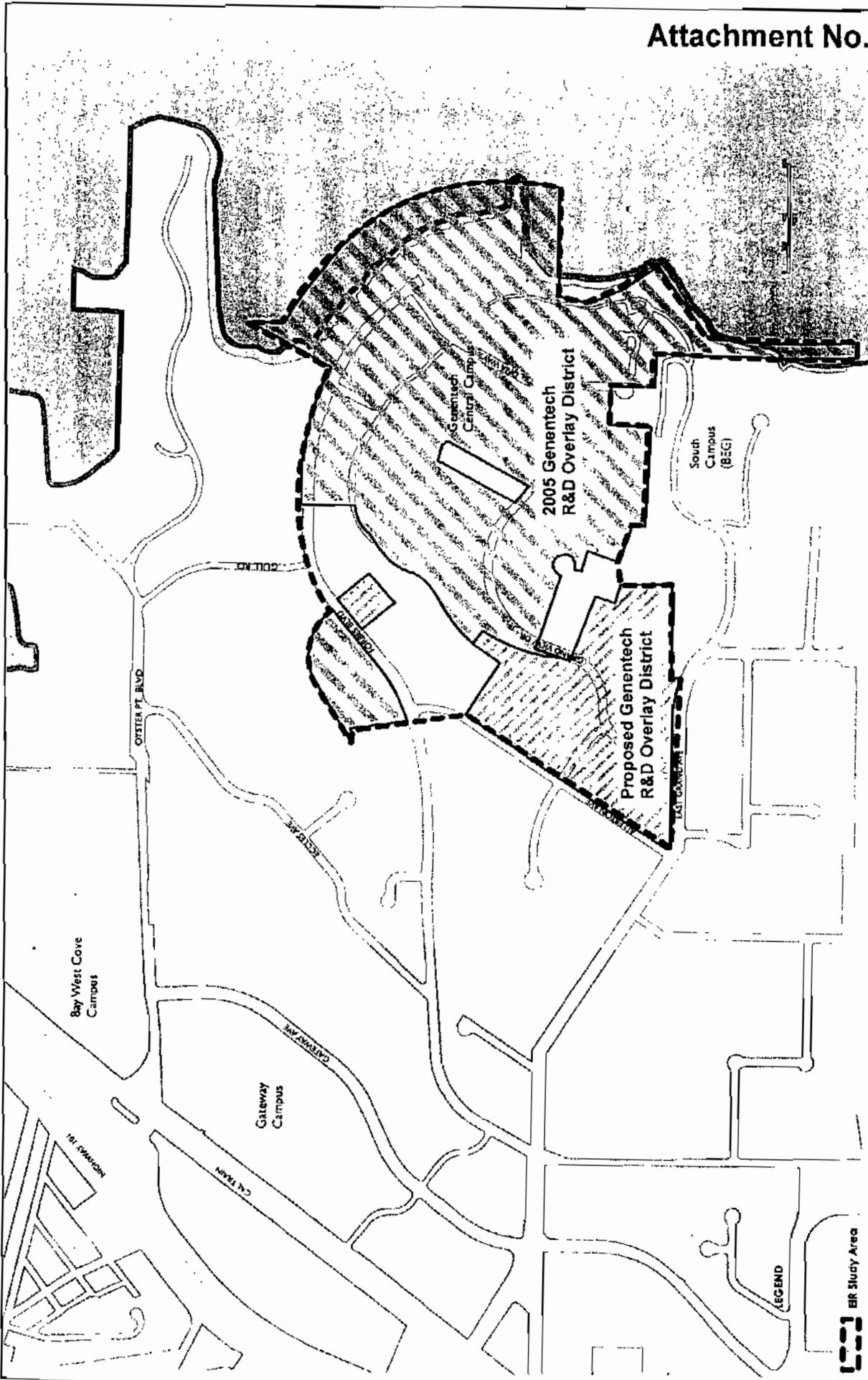


LEGEND
[Dashed Line Symbol] EIR Study Area

Not to Scale
EIP



FIGURE 3-3
Local Vicinity Map
Source: USGS, 1993



Not to Scale



FIGURE 4.8-3
Genentech Project Area Existing and Proposed Zoning

Source: Genentech Central Campus Master Plan



11117-00

C/CAG AGENDA REPORT

Date: November 9, 2006
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and approval of Resolution 06-37 recognizing the 14 years of dedicated service of Walter Martone to C/CAG

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

Recommendation:

Review and approval of Resolution 06-37 recognizing the 14 years of dedicated service of Walter Martone to C/CAG in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

None.

Background/Discussion:

Walter Martone has accepted the position of Deputy Director of Administrative Services in San Mateo County Public Works. Walter has served the C/CAG Board for 14 years in a professional and cooperative manner. It is requested that the Board adopt Resolution 06-37 recognizing Walter Martone's significant contributions to C/CAG.

Attachment

Resolution 06-37

Alternatives:

- 1- Review and approval of Resolution 06-37 recognizing the 14 years of dedicated service of Walter Martone to C/CAG in accordance with the staff recommendation.
- 2- No action.

ITEM 4.8

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Foster City • 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*

RESOLUTION 06-37

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO

WALTER MARTONE

FOR HIS DEDICATED SERVICE TO THE C/CAG BOARD OF DIRECTORS

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

Whereas, Walter Martone has served as C/CAG staff from 1992 through 2006; and,

Whereas, Walter Martone provided exemplary staff support to the Congestion Management and Environmental Quality (CMEQ) Committee, the Legislative Committee, and the Bicycle and Pedestrian Advisory Committee (BPAC) of C/CAG; and,

Whereas, Walter Martone was instrumental in the definition and passage of AB1546, manager of the Congestion Relief Program and other programs of C/CAG; and,

Whereas, Walter Martone has tirelessly served the C/CAG Board, Committee members, and Executive Director with skills, speed, and accuracy in a very cooperative manner; and,

Whereas, during those years, Walter Martone dedicated his services to the people of San Mateo County by providing his technical expertise and management skills to C/CAG.

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Walter Martone for his fourteen years of dedicated public service, and wishes him the best in his new position as Public Works Deputy Director of Administration and Airports for the County of San Mateo.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF November 2006.

James M. Vreeland, Jr., Chair

C/CAG AGENDA REPORT

Date: November 9, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier

Subject: REVIEW AND APPROVAL OF RESOLUTION 06-39 AUTHORIZING C/CAG TO PROVIDE A MATCH OF \$15,297 FOR THE CALTRANS GRANT OF \$113,200 TO THE CITY OF EAST PALO ALTO FOR THE DUMBARTON DIALOGUE-PHASE 2 IN SUPPORT OF OUTREACH FOR THE 2020 PENINSULA GATEWAY STUDY

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

RECOMMENDATION

That the C/CAG Board review and approves Resolution 06-39 authorizing C/CAG to provide a match of \$15,297 for the Caltrans grant of \$113,200 to the City of East Palo Alto for the Dumbarton Dialogue Project – Phase 2 in support of outreach for the 2020 Peninsula Gateway Study.

FISCAL IMPACT

Funds are within the C/CAG budget for consultant services therefore no additional appropriations are needed.

SOURCE OF FUNDS

Funding source will come from the Congestion Management Program Fund included in the FY 06/07 Budget.

BACKGROUND/DISCUSSION

In support of the community-planning component of the C/CAG's Peninsula Gateway 2020 Study, the City of East Palo Alto initiated a community training and awareness program in 2004 referred to as the Dumbarton Dialogue Project. Phase 1 of the project included outreach processes that enabled the East Palo Alto community an opportunity to be involved with the project planning phases and identifying various transportation alternative and solutions to the traffic impacts related to the Dumbarton Bridge and associated routes.

The City of East Palo Alto applied for a Caltrans Environmental Justice Planning Grant to fund Phase 2 of the Dumbarton Dialogue Project. The project includes implementing community outreach programs for the 2020 Peninsula Gateway Study to the Cities of Mountain View, Palo

ITEM 4.9

Alto, East Palo Alto, Menlo Park, Redwood City, and the Town of Atherton. The project focuses on sharing the analysis done on potential transportation solutions, determining if additional study is needed, and involving the communities in the decision-making process for the selection of transportation improvements that potentially can be funded and implemented.

The C/CAG Board along with the above-mentioned cities, the Santa Clara Valley Transportation Authority, and the San Mateo County Transportation Authority supported the project and co-sponsored the application (Resolution 04-21). In February 2006, Caltrans approved the application and the City of East Palo Alto was awarded the grant in the amount of \$113,200. The local match requirement is \$28,300. The City originally planned to fund to the local match portion completely but now can only provide \$13,003 in City in-kind services and is requesting C/CAG to provide the remaining matching funds of \$15,297.

ATTACHMENTS

- Resolution 06-39
- Letter from City of East Palo Alto

RESOLUTION 06-39

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR TO PROVIDE FUNDS TO THE CITY OF EAST PALO ALTO AS MATCH FOR A CALTRANS TRANSPORTATION PLANNING GRANT IN THE AMOUNT OF \$15,297.

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 entered into a joint funding agreement with the San Mateo County Transportation Authority and the Santa Clara Valley Transportation Authority to study alternative transportation solutions to traffic congestion in and around the entrance and exit from the western side of the Dumbarton Bridge; and

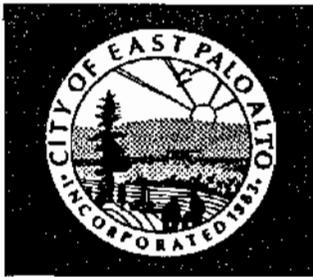
WHEREAS, C/CAG, its funding partners, and all of the jurisdictions and organizations involved with the Peninsula Gateway 2020 Study and the Dumbarton Dialogue Project have recognized that an extensive community involvement process is the only way that the politically sensitive and charged multi-jurisdictional issues associated with roadway improvements in this study area can be addressed so that there will be broad support for the final recommended solutions; and

WHEREAS, the City of East Palo Alto was awarded a Transportation Planning Grant by Caltrans in the amount of \$113,200 for community-based programs designed to involve the community in planning and development of local transportation projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to approve a payment to the City of East Palo Alto in the amount of \$15,297.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF NOVEMBER 2006.

James M. Vreeland, Jr., Chair



City of East Palo Alto

October 6, 2006

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

Subject: Request for Funding for Dumbarton Dialogue, Phase 2

Dear Rich,

The City of East Palo Alto is requesting \$15,297 in funding from C/CAG to support the Dumbarton Dialogue Project, Phase 2. As you know, the City and its consultant team successfully completed the first phase of the Dumbarton Dialogue project in 2004. This initial phase prepared East Palo Alto residents to fully participate in the public hearings that were held regarding the Peninsula 2020 Gateway Corridor Study. This program was extremely successful and East Palo Alto residents contributed more than 300 transportation improvement alternatives and recommendations at the public hearings.

In late 2004, the City, in coordination with C/CAG, submitted a grant application to Caltrans for an Environmental Justice Planning Grant to fund Phase 2 of the Dumbarton Dialogue Project. Grant funds were requested to expand participation in the community input process for the 2020 Peninsula Gateway Study to include residents of all six cities impacted by the potential solutions to congestion on the approaches to the Dumbarton Bridge (Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto, and Mountain View). The grant was approved by Caltrans and the City entered into a grant agreement with Caltrans in February, 2006 for \$113,200 in funding.

The total project cost for Phase 2 is \$141,500. This includes the Caltrans grant plus \$28,300 in local match that the grant requires. The City had intended to meet this match requirement with the following two funding sources:

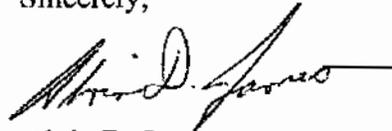
- \$13,003 in City in-kind services (staff time, copying and materials); and
- \$15,297 in funding from IKEA that remained in the contract with consultants for the first phase of the Dumbarton Dialogue.

Recently, the City received an invoice from the consultant team billing us for the completion of Phase 1 of the Dumbarton Dialogue. This bill is for the entire remaining balance in the contract of \$15,297. Therefore, the City needs to come up with additional matching funds for Phase 2 of the project.

Phase 2 of the Dumbarton Dialogue has already gotten off the ground, with initial community meetings held in East Palo Alto and Redwood City in September. These two meetings went very well and generated valuable initial input from residents on criteria for evaluating alternative transportation projects. The project promises to educate and involve residents of the six affected cities in the 2020 Peninsula Gateway Study and provide critical community input into the process. The project is timed so as to be completed just prior to the public hearings that are planned for late winter/early spring 2007. As such, we believe C/CAG would benefit by contributing to Phase 2 of our project.

We would greatly appreciate C/CAG's prompt consideration of our request for funding for the project. If you have any questions, please feel free to contact me at 853-3100 or Debbie Schechter of my staff at 853-3122. Thank you very much for your continued support for and assistance with the Dumbarton Dialogue Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Alvin D. James", with a long horizontal flourish extending to the right.

Alvin D. James
City Manager

C/CAG AGENDA REPORT

Date: November 9, 2006
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Fourth Quarter FY 05-06 ending June 30, 2006

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

Recommendation:

Review and Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Fourth Quarter FY 05-06 ending June 30, 2006 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

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

Background/Discussion:

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

Fourth Quarter FY 05-06:

During the Fourth Quarter - 6,746 vehicles were abated for a year to date total of 26,905 vehicles. All revenues received less administration costs were disbursed to the participating agencies. In accordance with the C/CAG Board-approved program, major purchases of \$0.00 were made which came from the established reserves. Total agency disbursements were Fourth Quarter - \$181,310.40 and year to date \$677,800.91. Administrative cost for the Fourth Quarter FY 05-06 was \$3,557.37 for a rate of 1.92%. The FY 05-06 Administrative rate is 2.27%. A summary report for the year is provided for the Board.

ITEM 4.10

Attachment

AVA Program Summary FY 2005-06

Abandoned Vehicle Abatement (AVA) Program Quarterly Status Report ending June 30, 2006
(FY 05-06) for San Mateo County

Alternatives:

- 1- Review and Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Fourth Quarter FY 05-06 ending June 30, 2006 in accordance with the staff recommendation.
- 2- Review and Approval of the Abandoned Vehicle Abatement (AVA) Program Report for the Fourth Quarter FY 05-06 ending June 30, 2006 in accordance with the staff recommendation with modifications.
- 3- No action.

	First Quarter	Second Quarter	Third Quarter	Fourth Quarter	Fiscal Year Total
Revenues					
Registration Fees	\$173,824.32	\$156,469.61	\$178,412.79	\$184,867.77	\$693,574.49
Interest				\$6,332.00	\$6,332.00
Total	\$173,824.32	\$156,469.61	\$178,412.79	\$191,199.77	\$699,906.49
Costs					
Administration					
C/CAG					\$0.00
Personnel					\$0.00
Service&Supplies	\$3,564.40	\$3,817.48	\$4,834.33	\$3,557.37	\$15,773.58
Total Administration	\$3,564.40	\$3,817.48	\$4,834.33	\$3,557.37	\$15,773.58
Disbursement	\$170,259.92	\$152,652.13	\$173,578.46	\$181,310.40	\$677,800.91
Unexpended Revenues					\$0.00
Funds Returned					\$0.00
Miscellaneous					\$0.00
Major Purchases					\$0.00
Total Disbursed	\$170,259.92	\$152,652.13	\$173,578.46	\$181,310.40	\$677,800.91
Disbursed Cum YTD	\$170,259.92	\$322,912.05	\$496,490.51	\$677,800.91	
Total Admin+Disbursed	\$173,824.32	\$156,469.61	\$178,412.79	\$184,867.77	\$693,574.49
RESERVE					
Beginning	\$183,751.30	\$183,751.30	\$183,751.30	\$183,751.30	\$183,751.30
Transfer In	\$0.00	\$0.00	\$0.00	\$6,332.00	\$6,332.00
Total Reserve	\$183,751.30	\$183,751.30	\$183,751.30	\$190,083.30	\$190,083.30
Administration Rate	2.05%	2.44%	2.71%	1.92%	2.27%
Vehicles Abated					
Voluntary Abatements	6170	5458	5419	5625	22672
Tows(Abatements)	1181	904	1027	1121	4233
Total Abatements	7351	6362	6446	6746	26905
Cumulative YTD	7351	13713	20159	26905	

Abandoned Vehicle Abatement (AVA) Program Quarterly Status Report ending June 30, 2006
(FY 05-06) for San Mateo County

CITY OF SAN CARLOS

POLICE DEPARTMENT
600 ELM STREET
SAN CARLOS, CALIFORNIA 94070-3085



TELEPHONE (415) 802-4277
FAX (415) 595-3049

RECEIVED

SEP 29 2006

DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO

September 26, 2006

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

Dear Mr. Napier:

Please find enclosed a copy of the AVA report for 4th quarter ended 06/30/06, together with the Payment Authorizations which require your signature.

I would appreciate you returning the signed authorizations to Marilyn Maytum in our Finance Department for processing.

Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mary Arnold".

Mary Arnold

Enclosures

State Controller's Office
 Division Of Accounting And Reporting
 Allocation Of \$1.00 State Vehicle Registration Collections
 For Abandoned Vehicle Abatement
 2005-2006 Fiscal Year

County	Quarterly Payment				Year To Date
	1st Qtr Paid 11-07-2005	2nd Qtr Paid 2-10-2006	3rd Qtr Paid 5-03-2006	4th Qtr Paid 8-22-2006	
Alameda	\$ 313,934.26	\$ 277,217.96	\$ 306,908.81	\$ 324,299.95	\$ 1,222,360.98
Amador	12,271.36	10,787.53	12,118.26	12,803.49	47,980.64
Butte	50,757.63	44,395.72	50,548.56	52,741.28	198,443.17
Calaveras	15,743.64	13,977.13	15,451.88	16,291.71	61,464.36
Contra Costa	226,571.37	200,565.33	220,787.34	229,824.48	877,748.52
Del Norte	5,958.24	5,115.93	6,082.79	6,471.27	23,628.23
El Dorado	49,728.09	43,914.22	47,396.63	50,858.73	191,897.67
Fresno	169,577.26	152,205.02	173,850.08	179,520.10	675,152.46
Glenn	7,089.48	6,844.85	7,724.96	7,585.42	29,244.71
Humboldt	33,717.33	29,153.17	32,695.55	34,751.93	130,317.98
Imperial	33,917.32	32,534.66	36,753.37	37,058.61	140,263.96
Kings	23,933.22	21,834.38	24,235.08	24,755.68	94,758.36
Lake	19,132.71	17,000.37	18,961.43	19,800.10	74,894.61
Madera	0.00	24,084.53	26,832.83	28,848.86	79,766.22
Marin	61,104.81	53,479.06	58,152.29	60,061.54	232,797.50
Mendocino	25,037.83	23,481.65	25,299.65	26,405.38	100,224.51
Monterey	87,163.21	75,091.55	84,441.25	89,098.81	335,794.82
Napa	33,406.95	29,273.20	32,049.06	32,683.57	127,412.78
Nevada	29,572.98	25,769.92	27,497.20	29,868.20	112,708.30
Orange	656,229.47	579,836.73	640,148.19	655,768.98	2,531,983.35
Riverside	407,043.43	367,340.21	422,615.97	431,001.11	1,628,000.72
Sacramento	292,783.89	258,317.37	290,821.73	300,303.41	1,142,226.40
San Benito	13,496.25	11,711.51	13,213.88	13,789.44	52,211.08
San Diego	658,313.85	589,499.84	661,341.90	663,902.01	2,573,057.60
San Francisco	125,328.77	109,381.74	118,428.74	124,948.58	478,087.83
San Joaquin	137,571.31	124,415.58	140,695.77	142,122.83	544,805.49
San Mateo	173,824.32	156,469.61	178,412.79	184,867.77	693,574.49
Santa Clara	376,568.73	332,389.24	366,430.43	385,846.77	1,461,235.17
Santa Cruz	60,621.45	53,501.74	57,780.99	60,922.40	232,826.58
Shasta	47,843.11	42,238.07	49,190.07	49,833.58	189,104.83
Solano	93,045.64	81,450.11	92,352.72	96,869.97	363,718.44
Sonoma	119,394.40	105,334.74	116,365.39	121,002.14	462,096.67
Stanislaus	109,260.59	97,546.12	111,333.12	114,235.15	432,374.98
Tehama	13,232.34	12,335.39	14,648.07	15,306.60	55,522.40
Trinity	4,351.50	3,750.24	4,216.87	4,661.15	16,979.76
Tulare	79,415.49	71,975.50	83,140.48	84,834.24	319,365.71
Tuolumne	16,028.17	15,147.65	16,932.27	17,912.38	66,020.47
Yuba	14,974.06	13,378.60	15,183.44	15,671.35	59,207.45
Total	\$ 4,597,944.26	\$ 4,112,746.17	\$ 4,601,039.84	\$ 4,747,528.93	\$ 18,059,259.20

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

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

Personnel Costs - Police/Admin

8 hours @ \$106.00/per hour	\$848.00
** 7 hours (@ \$36.86/hr	\$258.02

Personnel Costs - Finance

Finance Dept.** Personnel	\$1,915.49
Finance Dept. Supplies	\$400.00

Training Expenses incurred by Foster City	\$135.86
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TOTAL EXPENSES	\$3,557.37
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**All personnel costs include benefits

SAN MATEO COUNTY ABANDONED VEHICLE AUTHORITY
 QUARTER ENDING 06/30/06

CITIES	POPULATION TOTAL	% POPULATION	50% FUNDS BY POPULATION BASE (P)		TOWED		VOLUNTARY ABATED		TOTAL ABATED	% ABATED	50% FUNDS BY ABATED (A)		TOTAL REIMBURSE THIS QTR (P+A)	AVA FUNDS TO DISBURSE THIS QTR \$181,310.40			
			Public	Private	Public	Private	Public	Private			Public	Private			Public	Private	
Belmont	25,648	3.64%	\$ 3,301.32		26	0	26	0	132	0	132	0	132	158	2.34%	\$ 2,123.26	\$ 5,424.58
Brisbane	3,744	0.53%	\$ 481.91		6	0	6	0	94	0	94	0	94	100	1.48%	\$ 1,343.84	\$ 1,826.75
Burlingame	28,322	4.02%	\$ 3,645.51		33	1	34	1	228	0	228	0	228	262	3.88%	\$ 3,520.85	\$ 7,168.36
Daly City	104,820	14.88%	\$ 13,492.05		73	14	87	14	398	28	426	28	426	513	7.60%	\$ 6,893.68	\$ 20,385.93
East Palo Alto	32,083	4.56%	\$ 4,129.61		125	0	125	0	152	112	264	112	264	389	5.77%	\$ 5,227.52	\$ 9,357.13
Foster City	29,900	4.25%	\$ 3,848.62		7	0	7	0	304	0	304	0	304	311	4.61%	\$ 4,179.33	\$ 8,027.95
Half Moon Bay	12,738	1.81%	\$ 1,639.72		9	0	9	0	52	0	52	0	52	61	0.90%	\$ 819.74	\$ 2,459.46
Menlo Park	30,750	4.37%	\$ 3,988.03		63	0	63	0	26	0	26	0	26	89	1.32%	\$ 1,196.01	\$ 5,154.04
Millbrae	20,735	2.94%	\$ 2,668.93		18	0	18	0	100	0	100	0	100	118	1.75%	\$ 1,585.73	\$ 4,254.66
Pacifica	38,739	5.50%	\$ 4,986.34		75	2	77	2	414	13	427	13	427	504	7.47%	\$ 6,772.94	\$ 11,759.28
Portola Valley	4,553	0.65%	\$ 586.05		0	0	0	0	0	0	0	0	0	0	0.00%	\$ -	\$ 586.05
Redwood City	76,087	10.80%	\$ 9,793.54		200	0	200	0	597	47	644	47	644	844	12.51%	\$ 11,341.98	\$ 21,135.62
San Bruno	41,515	5.89%	\$ 5,343.56		108	0	108	0	427	25	452	25	452	560	8.30%	\$ 7,525.48	\$ 12,869.14
San Carlos	28,265	4.01%	\$ 3,638.17		9	0	9	0	269	0	269	0	269	278	4.12%	\$ 3,735.87	\$ 7,374.03
San Mateo	94,315	13.39%	\$ 12,139.68		119	0	119	0	1239	0	1239	0	1239	1358	20.13%	\$ 18,249.30	\$ 30,389.18
San Mateo County	64,756	9.19%	\$ 8,335.16		116	0	116	0	250	0	250	0	250	366	5.43%	\$ 4,918.44	\$ 13,253.60
S. San Francisco	51,824	8.78%	\$ 7,957.76		116	0	116	0	708	7	715	7	715	831	12.32%	\$ 11,167.28	\$ 19,125.04
Woodside	5,507	0.78%	\$ 708.84		1	0	1	0	3	0	3	0	3	4	0.06%	\$ 53.75	\$ 762.59
TOTAL	704,302	100%	\$ 90,655.20		1104	17	1121	17	5393	232	5625	232	5625	6746	100.00%	\$ 90,655.20	\$ 181,310.40

C/CAG AGENDA REPORT

Date: November 9, 2006
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: REVIEW AND APPROVAL OF A LETTER OF SUPPORT FOR THE SAN MATEO COUNTY MIRADA SURF COASTAL TRAIL PROJECT

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

RECOMMENDATION

That the C/CAG Board review and approve the letter of support for the Mirada Surf Coastal Trail Project in accordance with staff recommendation.

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

The San Mateo County Department of Parks approached the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for a letter of support for the Mirada Surf Coastal Trail Project to be included in a grant application for Bicycle Transportation Account (BTA) funds. This project was presented by the San Mateo County Department of Parks staff at the September 28th, 2006 BPAC meeting. The BPAC had previously considered this project for competitive funds and the review of the project included a site visit. The BPAC has recommended that C/CAG authorize a letter of support for the County for the Mirada Surf Coastal Trail Project to be included in the upcoming application for BTA funds.

ATTACHMENTS

- Letter of support for the Mirada Surf Coastal Trail Project
- Mirada Surf Coastal Trail Site Map

ITEM 4.11

ALTERNATIVES

- 1 - Review and approval of the letter of support for the Mirada Surf Coastal Trail Project in accordance with staff recommendation.
- 2 - Review and approval of the letter of support for the Mirada Surf Coastal Trail Project in accordance with staff recommendation with modifications.
- 3 - No action

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*

Muhaned Aljabiry, Chief
Office of Local Assistance, MS10B
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

RE: Mirada Surf Coastal Trail Project

Dear Mr. Aljabiry:

The City/County Association of Governments (C/CAG) is a Joint Powers Authority that includes all twenty cities and the County as members and is the Congestion Management Agency for San Mateo County. C/CAG supports this significant project for the coastside of San Mateo County.

The C/CAG Bicycle and Pedestrian Advisory Committee has reviewed the project and recommends that C/CAG submit a letter of support for the Mirada Surf Coastal Trail Project. This project is a portion of one of the priority projects listed in the San Mateo County Comprehensive Bicycle Route Plan. C/CAG staff also recommends that this project move forward as it is an important project that will augment regional connections to the coastside trail system of San Mateo County.

Some highlights of this project are:

- Closure of an existing gap in the California Coastal Trail system, providing a continuous bicycle and pedestrian facility from Half Moon Bay to Pillar Point Harbor.
- Provides safety by separating cyclists and pedestrians from automobile traffic on Highway 1 through a 1/2 mile Class I multi-use trail.
- Users will be commuters, recreational and competitive cyclists, joggers, walkers and nature enthusiasts.

The Half Moon Bay Chamber of Commerce estimates that 1.5 million visitors visit the Mid Coast area each year. This project is an important link to the bicycle trail system on the coastside not only for visitors but also for those that live locally as well.

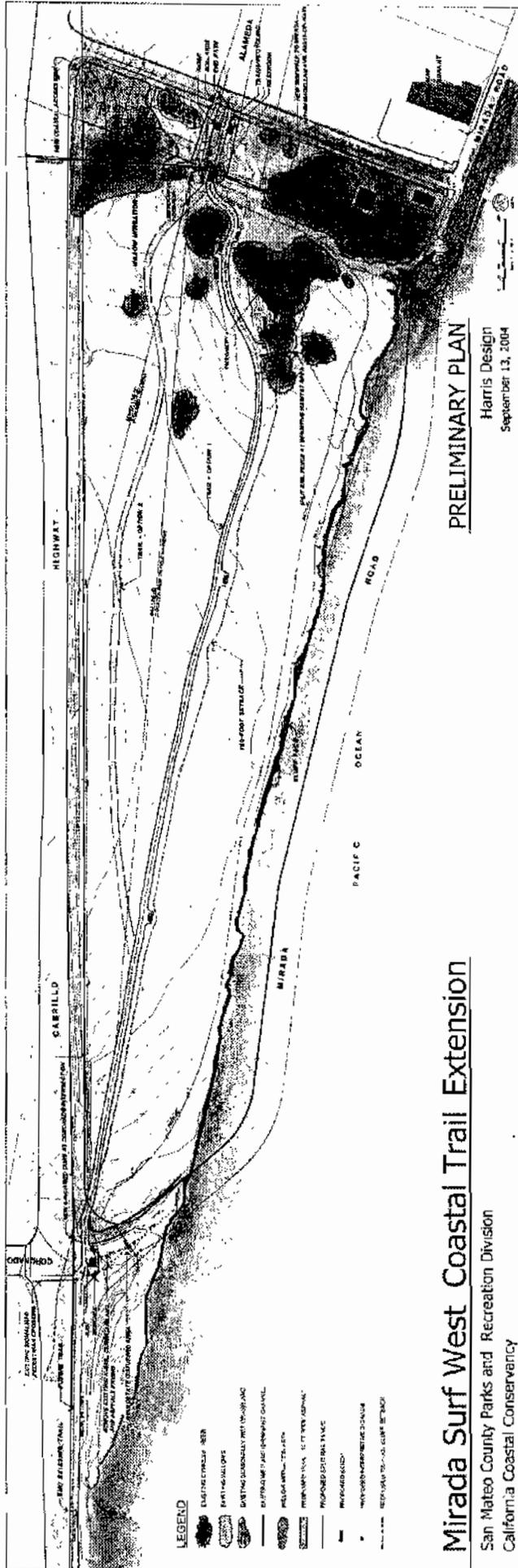
C/CAG appreciates your consideration of this important project in San Mateo County.

Regards,

James Vreeland, Jr., Chair
City/County Association of Governments

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1460 FAX: 650.361.8227

San Mateo County Parks Department
 Mirada Surf Coastal Trail



Mirada Surf West Coastal Trail Extension

San Mateo County Parks and Recreation Division
 California Coastal Conservancy

C/CAG AGENDA REPORT

Date: November 9, 2006
To: City/County Association of Governments Board of Directors
From: C/CAG Legislative Committee
Subject: REVIEW AND APPROVAL OF C/CAG LEGISLATIVE UPDATE

A position may be taken on any legislation, including legislation not previously identified.

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

RECOMMENDATION

That the C/CAG Board approve the attached monthly update report on pending legislation.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Attached is a list of the bills that appear to be most related to the legislative priorities established by the C/CAG Board. C/CAG staff is also tracking approximately 135 other bills that have subject matter consistent with C/CAG's legislative priorities. The 2005-2006 Legislature adjourned on August 31, 2006. The bills noted as "Chaptered or Vetoes" were approved by the Legislature and have been either signed into law by the Governor or vetoed by him.

The following is the status of the bills that C/CAG has taken formal positions on.

- AB 315 (Hancock) – Energy efficiency design standards for schools. C/CAG position – Support. Status – Senate 3rd Reading (Dead).
- AB 707 (Hancock) – June 2006 Primary Election voting by mail. C/CAG position – Support. Status – Dead.
- AB 1162 (Mullin) – Moratorium on eminent domain for owner-occupied residences. C/CAG position – Support. Status – Dead.
- AB 1329 (Wolk) – Design-build contracting for cities in Solano and Yolo Counties. C/CAG position – Support. Status – Chaptered.
- AB 1358 (Mullin) – ALUC review of new schoolsites for charter schools. C/CAG position – Support. Status – Chaptered.
- AB 2444 (Klehs) – Congestion management and motor vehicle environmental mitigation fees. C/CAG position – Neutral. Status – Vetoes.

ITEM 5.1

- AB 2538 (Wolk) -- Increased Planning and Programming funds for Congestion Management Agencies. C/CAG position – Support. Status – Chaptered.
- AB 2681 (Pavley) – Increased vehicle registration fees for Abandoned Vehicle Abatement programs. C/CAG position – Support. Status – Vetoed.
- AB 2987 (Nunez) -- State regulation of cable and video service. C/CAG position – Oppose. Status – Chaptered.
- AB 3026 (Lieber) – Increased Workers’ compensation benefits for peace officers. C/CAG position – Oppose. Status – Senate Rules Committee (Dead).
- ACA 4 (Plescia) – Protection of Proposition 42 (fuel sales tax) funds. C/CAG position – Support. Status – this bill has been preempted by Proposition 1A on the November 06 ballot.
- ACA 9 (Bogh) - Protection of Proposition 42 (fuel sales tax) funds. C/CAG position – Support. Status – this bill has been preempted by Proposition 1A on the November 06 ballot.
- ACA 11 (Oropeza) - Protection of Proposition 42 (fuel sales tax) funds. C/CAG position – Support. Status – this bill has been preempted by Proposition 1A on the November 06 ballot.
- ACA 13 (Harman) – Exemption of stormwater pollution prevention programs from the voting requirements under Proposition 218. C/CAG position – Support. Status – Assembly Local Government Committee (Dead).
- SB 172 (Torlakson) – Increased toll to pay for Bay Bridge replacement. C/CAG position – Support. Status – This bill was preempted by Regional Measure 2 and a comprehensive bridge financing package that was negotiated by the President of the Senate, Senator Don Perata.
- SB 369 (Simitian) – Recycling of tires for rubberized asphalt concrete. C/CAG position Support. Status -- Chaptered.
- SB 371 (Torlakson) -- Design-build contracting for various transportation entities. C/CAG position – Support. Status – Assembly desk (Dead).
- SB 1024 (Perata) – Transportation infrastructure bond. C/CAG position – Support. Status – this bill has been preempted by Proposition 1B on the November 06 ballot.
- SB 1059 (Escutia) – Electric transmission corridors. C/CAG position – neutral. Status – Chaptered.
- SB 1206 (Kehoe) – Revisions to the definition of “blighted area” for redevelopment and eminent domain purposes. C/CAG position – Oppose. Status – Chaptered.
- SB 1210 (Torlakson) – Payment of litigation fees by local jurisdictions in eminent domain cases where the court finds that the offer for the property was unreasonable. C/CAG position – Oppose. Status – Chaptered.
- SB 1225 (Chesbro) - Increased vehicle registration fees for Abandoned Vehicle Abatement programs. C/CAG position – Support. Status – Vetoed. To Senate unfinished business.
- SB 1611 (Simitian) – Vehicle registration fees to support congestion management programs. C/CAG position – Support. Status – Assembly Appropriations Committee Suspense File (Dead).
- SB 1627 (Kehoe) – Administrative approval of wireless telecommunications facilities. C/CAG position – Oppose. Status – Chaptered.

ATTACHMENTS

- Action Report With Summary By Subject.

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****Airport Land Use****AB 1358 (Mullin) Acquisition of proposed schoolsites: notice.**

C - 09/06/2005

Status:

09/06/2005 - ASM CHAPTERED Chaptered by Secretary of State - Chapter No. 229, Statutes of 2005

Calendar:**Summary**

Existing law requires the governing board of each school district, before acquiring title to property for a new schoolsite, to provide the State Department of Education written notice of the proposed acquisition, along with any information required by the department, if the proposed site is within two miles, measured by air line, of that point on an airport runway or potential airport runway included in an airport master plan that is nearest to the site. Existing law requires the State Department of Education, upon receipt of the notice, to notify the Department of Transportation in writing of the proposed acquisition. Existing law requires the Department of Transportation to investigate the proposed site and submit a report of its findings and recommendations concerning acquisition of the site to the State Department of Education. Existing law requires the State Department of Education to forward the report to the governing board of the school district. Existing law provides that state or local funds may not be apportioned or expended for acquisition of a site if the Department of Transportation's recommendation does not favor acquisition of the site. This bill would require a school district to provide the Department of Transportation with that notice before leasing property for a new schoolsite. This bill also would make these provisions applicable to charter schools.

C/CAG

Support 1

Airport Land
Use**Budget****ACA 1 (Calderon) Two-Year Budget.**

I - 12/06/2004

Status:

04/14/2005 - ASM APPR. Referred to Coms. on BUDGET and APPR.

Calendar:**Summary**

The California Constitution requires that a budget be submitted by the Governor, and that a Budget Bill be passed by the Legislature, for each fiscal year. This measure would express the intent of the Legislature to enact the necessary statutory changes, and to propose to the people the necessary constitutional changes, to enact a budget for a two -year fiscal period.

C/CAG

1

Budget

Eminent Domain**SB 1210 (Torlakson) Eminent domain.**

C - 09/29/2006

Status:

09/29/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 594, Statutes of 2006

Calendar:**Summary**

Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would define litigation expenses to mean the party's reasonable attorney's fees and costs, including reasonable expert witness and appraiser fees. This bill contains other related provisions and other existing laws.

C/CAG

Oppose 1

Eminent
Domain

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

Environment**AB 32 (Nunez) Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006.** C - 09/27/2006**Status:**

09/27/2006 - ASM CHAPTERED Chaptered by the Secretary of State, Chapter Number 488, Statutes of 2006

Calendar:**Summary:**

Under existing law, the State Air Resources Board (state board), the State Energy Resources Conservation and Development Commission (Energy Commission), and the California Climate Action Registry all have responsibilities with respect to the control of emissions of greenhouse gases, as defined, and the Secretary for Environmental Protection is required to coordinate emission reductions of greenhouse gases and climate change activity in state government. This bill would require the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program, as specified. The bill would require the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified. The bill would require the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. The bill would authorize the state board to adopt market-based compliance mechanisms, as defined, meeting specified requirements. The bill would require the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill would authorize the state board to adopt a schedule of fees to be paid by regulated sources of greenhouse gas emissions, as specified. This bill contains other related provisions and other existing laws.

C/CAG

1

Environment

AB 315 (Hancock) School facilities: energy efficiency: design standards. A - 08/28/2006**Status:**

08/28/2006 - SEN RLS. Read third time, amended, and returned to third reading. Re-referred to Com. on RLS.

Calendar:**Summary:**

Existing law, the Leroy F. Greene School Facilities Act of 1998 (the Greene Act of 1998), establishes a program in which the State Allocation Board is required to provide state per-pupil funding, including hardship funding, for new school facilities construction and school facilities modernization for applicant school districts. This bill would require the board to adopt regulations that ensure that school facilities constructed or modernized in whole or in part with those funds are in accordance with the high performance rating criteria in the specified Collaborative for High Performance Schools Best Practices Manual. The bill would permit the board to substitute a revised version of the Best Practices Manual that is available after August 31, 2006, for the version available on or before August 31, 2006, if the board approves the contents of that later version as being in accordance with the purposes of these provisions. The bill would require the regulations to include incentive-based guidelines that increase the base allocation provided for a school facilities project that meets the requirements necessary to generate points pursuant to the Best Practices Manual, as specified. The bill would require the regulations to award a school district that achieves at least one of the specified goals at a schoolsite with not less than \$ 50,000, with individual award levels set by the board on a case-by-case basis. This bill contains other related provisions and other existing laws.

C/CAG

Support

1

Environment

Housing**SB 832 (Perata) Punitive damages.** V - 09/30/2006**Status:**

09/30/2006 - SEN VETOED Vetoes by the Governor

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

Calendar:**Summary**

Existing law provides that in an action for the breach of an obligation not arising from contract, where it is proven by clear and convincing evidence that the defendant has been guilty of oppression, fraud, or malice, the plaintiff, in addition to the actual damages, may recover damages for the sake of example and by way of punishing the defendant. This bill would provide, with respect to an action filed after August 16, 2004, that results of a final judgment or settlement that is rendered on or before June 30, 2011, and includes punitive damages, that the punitive damages shall be apportioned according to a specified formula. Pursuant to this formula, 25% would be paid to the plaintiff or plaintiffs and 75% of the award would be paid to the Director of the Department of Finance for deposit into the Public Benefit Trust Fund, which would be created by the bill. The fund would be administered by the Department of Finance. Of the amounts deposited into the fund, 25% would be continuously appropriated to pay the plaintiff's attorney, as specified, and the remainder would be available for annual appropriation in the Budget Act, to be used for purposes consistent with the nature of the award, as specified. This bill contains other related provisions.

C/CAG

1

Housing

SB 1330 (Dunn) Housing developments: attorney's fees.

A - 05/26/2006

Status:

06/28/2006 - ASM H. & C.D. Set, first hearing. Failed passage in committee. Reconsideration granted.

Calendar:**Summary**

The Planning and Zoning Law requires local agencies to make specified written findings based upon substantial evidence in the record before disapproving or conditionally approving a housing development project that renders it infeasible for the use of very low, low-, or moderate-income households, including farmworker housing. This law authorizes an applicant for a housing development project and a person who would be eligible to apply for residence in the development to bring an action for a violation of this provision. This bill would revise the attorney's fees and costs provisions in all 3 of the above provisions by requiring the court to award reasonable attorney's fees and costs, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of these provisions, in addition to any attorney fees to which the plaintiff is entitled under a specified provision of the Code of Civil Procedure. The bill would delete the January 1, 2007, repeal date for the provisions referenced in paragraph (2) above. This bill contains other existing laws.

C/CAG

1

Housing

Land Use Authority**AB 1162 (Mullin) Eminent domain.**

A - 09/02/2005

Status:

09/06/2005 - SEN RLS. Re-referred to Com. on RLS.

Calendar:**Summary**

Existing law authorizes public entities to seize private property under the power of eminent domain. This bill would prohibit, until January 1, 2008, a community redevelopment agency, or community development commission or joint powers agency, as specified, from exercising the power of eminent domain to acquire owner-occupied residential real property if ownership of the property will be transferred to a private party or private entity. This bill contains other related provisions.

C/CAG

Support

1

Land Use
Authority

CSAC-support

ACA 15 (Mullin) Eminent domain: redevelopment.

A - 08/23/2005

Status:

08/24/2005 - ASM G.O. Re-referred to Com. on G.O.

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

Calendar:

Summary:

redevelopment . This measure would set forth a constitutional provision prohibiting a redevelopment agency from acquiring property through the exercise of the power of eminent domain unless it first makes a written finding that the property contains conditions of both physical and economic blight . This bill contains other existing laws .

C/CAG

1

Land Use
Authority**SB 53 (Kehoe) Redevelopment.**

C - 09/29/2006

Status:

09/29/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 591, Statutes of 2006

Calendar:

Summary:

The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight, as defined, in those communities and requires those agencies to prepare, or cause to be prepared, and approve a redevelopment plan for each project area . Existing law requires that a redevelopment plan contain certain provisions and authorizes a plan to provide for the agency to acquire by gift, purchase, lease, or condemnation all or part of the real property in the project area . Existing law permits an agency to extend the time limitation for commencement of eminent domain proceedings to acquire property within the project area only by amending the redevelopment plan . This bill would require redevelopment plans to contain a description of the agency's program to acquire real property by eminent domain, including prohibitions, if any, on the use of eminent domain . The bill would require a redevelopment agency to find, based on substantial evidence, that significant blight remains in the project area and cannot be eliminated without the use of eminent domain before amending a redevelopment plan to extend the time limitation for the commencement of eminent domain proceedings to acquire property within the project area . This bill contains other related provisions and other existing laws.

C/CAG

1

Land Use
Authority**SB 1059 (Escutia) Electric transmission corridors.**

C - 09/29/2006

Status:

09/29/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 638, Statutes of 2006

Calendar:

Summary:

Existing law requires the State Energy Resources Conservation and Development Commission to adopt a strategic plan for the state's electric transmission grid using existing resources . Existing law requires that the plan identify and recommend actions required to implement investments needed to ensure reliability, relieve congestion, and to meet future growth in load and generation, including, but not limited to, renewable resources, energy efficiency, and other demand reduction measures . This bill would authorize the commission to designate a transmission corridor zone on its own motion or by application of a person who plans to construct a high -voltage electric transmission line within the state . The bill would provide that the designation of a transmission corridor shall serve to identify a feasible corridor where a future transmission line can be built that is consistent with the state's needs and objectives as set forth in the strategic plan adopted by the commission . The bill would prescribe procedures for the designation of a transmission corridor zone, including publication of the request for designation and request for comments, coordination with federal agencies and California Native American tribes, informational hearings, and requirements for a proposed decision . This bill contains other related provisions and other existing laws.

C/CAG

Neutral

1

Land Use
Authority**Local Govt Finance**

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****AB 3026 (Lieber) Workers' compensation: peace officers.**

A - 08/16/2006

Status:

08/17/2006 - SEN RLS. Read second time. To third reading. Re-referred to Com. on RLS.

Calendar:**Summary**

Existing law requires employers to secure the payment of workers' compensation, including medical treatment, for injuries incurred by their employees that arise out of, or in the course of, employment . This bill would require an employee who is a peace officer and who suffers an injury that arises out of, or in the course of, employment to have the right to be treated for that injury by a physician of his or her choice at a facility of his or her choice within a reasonable geographic distance .

C/CAG

Oppose 1

Local Govt
Finance**ACR 79 (Aghazarian) Fee Payers Bill of Rights.**

I - 07/13/2005

Status:

08/25/2005 - ASM APPR. SUSPENSE FILE In committee: Held under submission. In committee: Referred to APPR. suspense file.

Calendar:**Summary**

This measure would state that a bill that would impose, increase, or extend the duration of an existing fee, or authorize the imposition of a new fee should, among other things, be approved by a 2/3 vote of the entire membership of each of the 2 houses of the Legislature .

C/CAG

1

Local Govt
Finance**Other Local Govt Interest****AB 707 (Hancock) Voting by mail: June 6, 2006, primary election.**

A - 02/14/2006

Status:

02/16/2006 - SEN E., R. & C. A. Re-referred to Com. on E., R. & C.A.

Calendar:**Summary**

Existing law authorizes a local, special, or consolidated election to be conducted wholly by mail if the governing body of the local agency authorizes the use of all mailed ballots for the election, the election is held on an established mailed ballot election date, and the election meets certain other specified requirements . This bill would, until January 1, 2007, authorize any county in this state to conduct the June 6, 2006, direct primary election wholly by mailed ballots if specified conditions are met . This bill contains other related provisions and other existing laws .

C/CAG

Support 1

Other Local
Govt Interest**Redevelopment****SB 1206 (Ke hoe) Redevelopment.**

C - 09/29/2006

Status:

09/29/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 595, Statutes of 2006

Calendar:**Summary**

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight in those communities and defines a blighted area as one that is predominantly urbanized and characterized by specified conditions . This bill would revise the definition of "predominantly urbanized" and revise the conditions that characterize a blighted area . The bill would prohibit the inclusion of nonblighted parcels in a redevelopment project area for the purpose of obtaining property tax revenue from the area without substantial justification for their inclusion . This bill contains other related provisions and other existing laws.

C/CAG

Oppose

1

Redevelopment

Sales Tax**AB 1282 (Mullin) Income taxes: credits: child care.**

C - 09/29/2006

Status:

09/29/2006 - ASM CHAPTERED Chaptered by the Secretary of State, Chapter Number 712, Statutes of 2006

Calendar:**Summary**

The existing Personal Income Tax and Corporation Tax Law provide tax credits for startup expenses for child care programs or constructing a child care facility, costs for child care information and referral services, and costs paid or incurred for contributions to a qualified care plan . Under existing law these credits are only available for certain taxable years beginning before January 1, 2007. This bill would extend the credits to taxable years beginning before January 1, 2012. This bill would also require the Franchise Tax Board to report to the Legislature on the effectiveness of these credits, as specified . This bill contains other related provisions .

C/CAG

1

Sales Tax

Smart Growth**AB 1020 (Hancock) Transportation planning: improved travel models.**

V - 09/29/2006

Status:

09/29/2006 - ASM VETOED Vetoes by the Governor

Calendar:**Summary**

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan . Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation . This bill would require the commission, by December 31, 2007, to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies . The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines . The bill would specify certain policy choices that a travel demand model shall be capable of evaluating . The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements . Because the bill would impose additional duties on local agencies, it would impose a state -mandated local program . This bill contains other related provisions and other existing laws .

C/CAG

1

Smart Growth

Solid Waste & Recycling**SB 369 (Simftan) Solid waste: tire recycling: rubberized asphalt concrete.**

C - 09/18/2006

Status:

09/18/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 300, Statutes of 2006

Calendar:

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****Summary**

Existing law authorizes the California Integrated Waste Management Board to implement a program to award grants of up to \$ 50,000 to cities, counties, districts, and other local governmental agencies for the funding of public works projects that use rubberized asphalt concrete and meet specified qualifications, including that the project will use between 2,500 and 20,000 tons of rubberized asphalt concrete and 20 pounds or more of crumb rubber per ton of rubberized asphalt concrete . The grants are funded by an appropriation in the annual Budget Act from the California Tire Recycling Management Fund . Existing law became inoperative on June 30, 2006, and is repealed on January 1, 2007. This bill would revise the eligibility qualifications for those public works grants to instead require the project to use at least 1,250 tons of rubberized asphalt concrete . The bill would require the board to annually calculate the amount of a grant, based on the amount of rubberized asphalt concrete used on a project, and would increase the maximum amount of grant money that can be awarded to \$ 250,000. This bill would recommence the grant program on January 1, 2007, and would make the program inoperative on June 30, 2010. The bill would extend the repeal date to January 1, 2011. This bill contains other related provisions and other existing laws .

C/CAG

Support 1

Solid Waste &
Recycling**Stormwater (NPDES)****ACA 13 (Haman) Local government: assessments and fees or charges.**

A - 04/21/2005

Status:

05/04/2005 - ASM L. GOV. In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar:**Summary**

(1) The California Constitution conditions the imposition or increase of an assessment by a city, county, or special district for flood control purposes upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest . The California Constitution exempts the imposition of a flood control assessment existing on November 6, 1996, from these requirements . This measure would instead exempt from these requirements an assessment for the purposes of financing the capital costs or maintenance and operation expenses of flood control, whether the assessment existed on November 6, 1996, or is imposed after that date . This bill contains other related provisions and other existing laws .

C/CAG

Support with 1
amendmentsStormwater
(NPDES)**Telecommunications****AB 1547 (Levine) Alluvial Fan Task Force.**

A - 08/28/2006

Status:

08/28/2006 - SEN RLS. Re-referred to Com. on RLS.

Calendar:**Summary**

Existing law, until January 1, 2007, requires the Alluvial Fan Task Force to develop a model ordinance on alluvial fan flooding to be made available to communities subject to alluvial fan flooding, and to prepare and submit a related report to the Legislature not later than June 30, 2006. This bill would extend each of those dates by 2 years. This bill contains other related provisions .

C/CAG

1

Telecommunica
tions**AB 2987 (Nunez) Cable and video service.**

C - 09/29/2006

Status:

09/29/2006 - ASM CHAPTERED Chaptered by the Secretary of State, Chapter Number 700, Statutes of 2006

Calendar:

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****Summary**

Existing law provides that any city, county, or city and county may authorize by franchise or license the construction and operation of a community antenna television system and prescribe rules and regulations to protect the subscribers. Existing law requires that cable and video service providers comply with specified customer service standards and performance standards. This bill would enact the Digital Infrastructure and Video Competition Act of 2006 and would establish a procedure for the issuance of state franchises for the provision of video service, which would be defined to include cable service and open -video systems, that would be administered by the Public Utilities Commission. The commission would be the sole franchising authority for state franchises to provide video services. The bill would require any person or corporation that seeks to provide video service in this state to file an application with the commission for a state franchise with specified information, signed under penalty of perjury. By creating a new crime, the bill would impose a state -mandated local program. This bill contains other related provisions and other existing laws.

C/CAG

Oppose 1

Telecommunica
tions**SB 850 (Escutia) Broadband telecommunications service.**

A - 03/09/2006

Status:

03/09/2006 - ASM U. & C. From committee with author's amendments. Read second time. Amended. Re-referred to committee.

Calendar:**Summary**

Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law imposes various duties on the commission with regard to the provision of universal telephone and telecommunications service. This bill would make Legislative findings and declarations relating to telecommunication services, and would state the intent of the Legislature to enact legislation relating to encouraging fair competition in the provision of video service, encouraging the widespread build -out of state-of-the-art video service, providing for a state -issued franchise as an alternative to obtaining a local franchise, and permitting existing cable operators to transition to a new state -issued franchise, as provided. The bill would also state the Legislature's intent that legislation enacted to achieve those purposes not alter local governmental control of the local right of way with regard to the construction of telephone lines, as provided.

C/CAG

1

Telecommunica
tions**SB 909 (Bowen) Broadband services.**

C - 09/30/2006

Status:

09/30/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 870, Statutes of 2006

Calendar:**Summary**

Existing law establishes the California Teleconnect Fund Administrative Committee to advise the Public Utilities Commission regarding the implementation, development, and administration of a program to advance universal service by providing discounted rates to qualifying schools, libraries, hospitals, health clinics, and community organizations, and to carry out the program pursuant to the commission's direction, control, and approval (teleconnect program). This bill would instead authorize the commission to expend up to \$ 2,000,000 of the unencumbered amount for the nonrecurring installation costs of high -speed broadband services, as defined, for community organizations that are eligible for discounted rates pursuant to the teleconnect program. By removing the 40% limitation and expanding eligible expenses to nonrecurring installation costs, the bill would make an appropriation. This bill contains other existing laws.

C/CAG

1

Telecommunica
tions**SB 1627 (Kehoe) Wireless telecommunications facilities.**

C - 09/29/2006

Status:

09/29/2006 - SEN CHAPTERED Chaptered by the Secretary of State, Chapter Number 676, Statutes of 2006

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****Calendar:****Summary:**

The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, and open space. This bill would require a city, including a charter city, or county to administratively approve an application for a collocation facility on or immediately adjacent to a wireless telecommunications collocation facility, as defined, through the issuance of a building permit or a nondiscretionary permit, as specified. This bill contains other related provisions and other existing laws.

C/CAG

Oppose 1

Telecommunications

Transportation - Other**AB 2538 (Wolk) Transportation funds: planning and programming: regional agencies.**

C - 09/30/2006

Status:

09/30/2006 - ASM CHAPTERED Chaptered by the Secretary of State, Chapter Number 821, Statutes of 2006

Calendar:**Summary:**

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds. This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. The bill would change the references to "regional improvement funds" to instead refer to "county share." The bill would make other conforming changes.

C/CAG

Support 1

Transportation-Other

Transportation - Roads**AB 1329 (Wolk) Design-build contracting: cities.**

C - 09/06/2005

Status:

09/06/2005 - ASM CHAPTERED Chaptered by Secretary of State - Chapter No. 228, Statutes of 2005

Calendar:**Summary:**

Existing law requires public entities to comply with certain procedures in soliciting and evaluating bids and awarding contracts for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law, until January 1, 2006, permits certain counties, with the approval of the board of supervisors, to enter into design-build contracts, as defined, in accordance with specified provisions. This bill would, until January 1, 2011, permit cities in the Counties of Solano and Yolo, with the approval of the city council, to enter into specified design-build contracts, as defined, in accordance with specified provisions. This bill would require cities that elected to use the described design-build contract procurement process to report to the Legislative Analyst's office before December 1, 2009. This bill contains other related provisions and other existing laws.

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

C/CAG

Support 1

Transportation-
Roads**SB 172 (Torlakson) Bay area state-owned toll bridges: financing.**

A - 05/27/2005

Status:

06/13/2005 - ASM TRANS. To Com. on TRANS.

Calendar:**Summary**

Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, this toll revenue, other than revenue from the \$1 seismic surcharge, is deposited into the Bay Area Toll Account and controlled by the authority. Existing law requires the department and the authority to enter into a cooperative agreement that makes the department responsible for operating the bridges and for constructing improvements to the bridges financed by toll revenues. Existing law estimates the cost to seismically retrofit the state-owned bay area toll bridges and identifies funding to be made available for this purpose from various sources, including imposition of a \$1 seismic retrofit surcharge. Under existing law, this surcharge revenue is deposited into the Toll Bridge Seismic Retrofit Account for expenditure by the department until completion of the seismic projects and payment of the bonds issued to finance those projects. This bill would state the Legislature's findings that the amount identified for the seismic retrofit of the state-owned toll bridges is insufficient and would state its intent to identify additional funding sources for those projects. The bill would require the seismic retrofit surcharge to be paid to the authority and deposited into the Bay Area Toll Account, and would require the department to transfer to the authority, for deposit into that account, all revenue from the surcharge. The bill would continuously appropriate all seismic surcharge revenues in the account to the authority for purposes specified by law. The bill would authorize on or after January 1, 2009, the authority to increase the seismic retrofit surcharge by \$1. This bill contains other related provisions and other existing laws.

C/CAG

Support 1

Transportation- MTC
Roads Staff support**SB 371 (Torlakson) Public contracts: design-build contracting: transportation entities.**

A - 01/23/2006

Status:

01/31/2006 - ASM DESK In Assembly. Read first time. Held at Desk.

Calendar:**Summary**

Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2007, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures. This bill would declare the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority, as defined, or local or regional transportation entity, as provided, and would authorize the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.

C/CAG

Support 1

Transportation- MTC-support
Roads**SB 1024 (Perata) Public works and improvements: bond measure.**

A - 01/26/2006

Status:

01/31/2006 - ASM DESK In Assembly. Read first time. Held at Desk.

Calendar:

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

Summary

Existing law provides various funding sources for transportation purposes. This bill would enact the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount of state general obligation bonds for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, trade corridors of significance, transit security projects, grade separation projects, local bridge seismic upgrade projects, state-local partnership transportation projects, emissions reduction projects, environmental enhancement projects, transit-oriented development, and housing, regional growth, and infill development purposes, subject to voter approval. This bill contains other related provisions.

C/CAG

Support 1

Transportation- MTC

Roads Staff support

Transportation - Transit**AB 1699 (Frommer) Commuter and intercity passenger trains: push-pull operation: study.**

V - 09/29/2006

Status:

09/29/2006 - ASM VETOED Vetoes by the Governor

Calendar:

Summary

Existing law provides for federal regulation of safety and equipment matters relative to rail passenger and freight service, and provides for federal and state funding of various rail passenger services throughout the state. Existing law sets forth responsibilities of the Public Utilities Commission relative to rail road safety. Existing law provides for the Director of Transportation to allocate available funds from the Public Transportation Account to the Institute of Transportation Studies at the University of California for various transportation research activities. This bill would require the Department of Transportation to contract with the Institute of Transportation Studies to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations in California, and would require the study to be submitted to the Legislature by June 1, 2008. The bill would appropriate \$475,000 from the Public Transportation Account in the State Transportation Fund to the department for these purposes.

C/CAG

1

Transportation-

Transit

Transportation-All**AB 2444 (Klehs) Congestion management and motor vehicle environmental mitigation fees.**

V - 09/22/2006

Status:

09/22/2006 - ASM VETOED Vetoes by the Governor

Calendar:

Summary

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles. This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a 2/3 vote of all of the members of the governing board, to impose an annual fee of up to \$ 5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The bill would require the agency to have an independent audit performed on the program within 2 years after the fee becomes operative, and each year after that date, and to submit a report to the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a 2/3 vote. This bill contains other related provisions.

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

C/CAG

Neutral 1

Transportation
All**ACA 4 (Plescia) Transportation Investment Fund.**

A - 05/09/2005

Status:

01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:**Summary**

Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation to various transportation purposes. Article XIX B authorizes this transfer to the Transportation Investment Fund to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature if the statute does not contain any unrelated provision. This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

C/CAG

Support 1

Transportation
All**ACA 9 (Bogh) Motor vehicle fuel sales tax revenue.**

I - 01/24/2005

Status:

01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:**Summary**

Existing provisions of the California Constitution require that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund and used for transportation purposes, but allow the transfer of these revenues to be suspended in whole or in part for a fiscal year under specified circumstances by a statute enacted by a 2/3 vote of the membership of each house of the Legislature. This measure would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of this particular revenue from the General Fund to the Transportation Investment Fund.

C/CAG

Support 1

Transportation
All**ACA 11 (Oropeza) Transportation funds: loans.**

I - 02/16/2005

Status:

01/10/2006 - ASM APPR. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 13. Noes 0.) (January 9).

Calendar:**Summary**

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

Article XIX of the California Constitution requires excise taxes on motor vehicle fuel and certain fees imposed on motor vehicles to be used only for specified transportation and vehicle -related purposes, but authorizes these excise tax revenues to be loaned to the General Fund under certain conditions, including a requirement that the funds be repaid within 3 years. Article XIX A of the California Constitution provides that funds in the Public Transportation Account, which are derived from certain sales taxes on motor vehicle fuels, may be loaned to the General Fund or any other state fund or account under certain conditions, including a requirement that the funds be repaid within 3 years. This measure would require interest to be paid on a loan of revenues subject to either Article XIX or XIX A if the loan is not repaid during the same fiscal year in which it was made. The measure would require a loan made pursuant to Article XIX or XIX A to be made pursuant to a statute establishing the terms for repayment and would prohibit the enactment of a statute making a new loan pursuant to Article XIX or XIX A prior to the full repayment of each previous loan under Article XIX or XIX A, respectively. The measure would also prohibit a loan from being authorized by a statute during more than 2 fiscal years within any period of 10 consecutive fiscal years. The measure would also authorize tax revenues subject to Article XIX or XIX A to be loaned to other state funds or accounts in addition to the General Fund. This bill contains other related provisions and other existing laws.

C/CAG

Support 1

Transportation

All

SB 1161 (Alarcon) State highways: design-sequencing contracts.

A - 08/21/2006

Status:

08/17/2006 - ASM APPR. SUSPENSE FILE Set, second hearing. Held in committee and under submission.

Calendar:**Summary**

Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation. This bill would instead generally authorize the department, until January 1, 2012, to award contracts for projects using the design -sequencing contract method, if certain requirements are met. The bill would require the department to continue the use of a peer review committee to assist the department in preparing an annual report to the Legislature describing and evaluating the outcome of the design-sequencing contracts until December 31, 2011.

C/CAG

1

Transportation

All

SB 1611 (Simitian) Congestion management fees.

A - 08/07/2006

Status:

08/17/2006 - ASM APPR. SUSPENSE FILE Set, second hearing. Held in committee and under submission.

Calendar:**Summary**

Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles. This bill would authorize a congestion management agency, or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to \$ 25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would define the terms "congestion management" and "pollution prevention" for purposes of the bill. The bill would require the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions.

C/CAG

Support 1

Transportation

All

ACTION REPORT WITH SUMMARY BY SUBJECT**Legislative Update****Vehicle Abatement****AB 2681 (Pavley) Vehicles: registration fees: fines.**

V - 09/22/2006

Status:

09/22/2006 - ASM VETOED Vetoed by the Governor

Calendar:**Summary**

Existing law authorizes a county to establish a service authority for the abatement of abandoned vehicles and impose a \$ 1 vehicle registration fee in a county if the board of supervisors of that county, by a 2/3 vote, and a majority of the cities having a majority of the incorporated population within the county adopt resolutions providing for the establishment of that authority and the imposition of the \$ 1 fee. Existing law imposes an additional \$ 2 fee upon all commercial motor vehicles that are subject to the permanent trailer identification program. This bill would revise the amount of vehicle registration fees for these purposes from \$ 1 to \$1 or \$2, and would revise the amount of the additional service fee imposed on a commercial motor vehicle from \$ 2 to \$2 or \$4, as established by the service authority. The bill would require the same adoption procedure set forth above for increasing the vehicle registration fee from \$ 1 to \$2. This bill contains other related provisions and other existing laws.

C/CAG

Support

1

Vehicle

Abatement

SB 1225 (Chesbro) Service authority: registration and service fees.

V - 09/22/2006

Status:

09/22/2006 - SEN VETOED Vetoed by the Governor

Calendar:**Summary**

Existing law authorizes the establishment of a service authority for the abatement of abandoned vehicles and the imposition of a \$ 1 vehicle registration fee in a county if the board of supervisors of that county, by a 2/3 vote, and a majority of the cities having a majority of the incorporated population within the county adopt resolutions providing for the establishment of that authority and the imposition of the \$ 1 fee. Existing law imposes an additional \$ 2 service fee on a commercial motor vehicle. This bill would revise the amount of the vehicle registration fee for these purposes from \$ 1 to \$1 or \$2, and would revise the amount of the additional service fee imposed on a commercial motor vehicle from \$ 2 to \$2 or \$4, as established by the service authority. The bill would require the same adoption procedure set forth above for an increase of the fee from \$ 1 to \$2.

C/CAG

Support

1

Vehicle

Abatement

Water**AB 1665 (Laird) Water resources.**

A - 08/30/2006

Status:

09/06/2006 - ASM ASSEMBLY (Corrected September 6.)

Calendar:**Summary**

ACTION REPORT WITH SUMMARY BY SUBJECT

Legislative Update

The Planning and Zoning Law requires a city or county general plan to include specified mandatory elements, including a land use element that designates the proposed general distribution and general location and extent of the uses of the land for various purposes and a conservation element that considers, among other things, the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands. The land use element is required to identify areas that are subject to flooding, and the conservation element may also cover, among other things, flood control. This bill would require the land use element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by floodplain mapping prepared by the Federal Emergency Management Agency or the Department of Water Resources (department) and would require, upon the next revision of the housing element on or after January 1, 2008, the conservation element of the general plan to identify rivers, creeks, and streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill would create a state -mandated local program. This bill contains other related provisions and other existing laws.

C/CAG

1

Water

C/CAG AGENDA REPORT

Date: November 9, 2006

To: C/CAG Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF CANDIDATE PROJECTS AND AUTHORIZE THE C/CAG EXECUTIVE DIRECTOR TO WORK WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CALTRANS TO MAKE FINAL SELECTION FROM THE CANDIDATE PROJECT LIST TO BE SUBMITTED FOR FUNDING CONSIDERATION IN THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) OF THE TRANSPORTATION INFRASTRUCTURE BOND (Proposition 1B, subject to voter approval on November 7, 2006)

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

RECOMMENDATION

That the C/CAG Board review and approve the candidate projects and authorize the C/CAG Executive Director to work with the Metropolitan Transportation Commission (MTC) and Caltrans to make final selection from the candidate project list to be submitted for funding consideration in the Corridor Mobility Improvement Account (CMIA) of the Transportation Infrastructure Bond (Proposition 1B, subject to voter approval on November 7, 2006).

FISCAL IMPACT

Funding for the Corridor Mobility Improvement Account (CMIA) will be from the Transportation Infrastructure Bond (Proposition 1B), officially titled "Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006", if approved by voters on November 7, 2006.

SOURCE OF FUNDS

The \$19.9 billion Transportation Infrastructure Bond (Prop 1B), if approved by voters on November 7, 2006, will include \$4.5 billion for the Corridor Mobility Improvement Account (CMIA).

BACKGROUND/DISCUSSION

The \$19.9 billion Transportation Infrastructure Bond will be before California voters on November 7, 2006. If approved, it will include \$4.5 billion for the Corridor Mobility Improvement Account (CMIA). The \$4.5 billion CMIA is for congestion relief on the state

ITEM 5.2

highway system. Project selection for the CMIA will primarily be at the California Transportation Commission's (CTC) discretion. There will be no county minimum or guarantee. Projects nominated for this category shall be submitted to the MTC by December 1, 2006; and to the CTC by January 15, 2007.

Competitive candidate projects for the CMIA will be those that can demonstrate measurable improvements in congestion relief, safety, connectivity, and air quality. The CTC has provided draft guidelines on the performance measures and calculation tools to quantify project benefits. In addition, candidate projects must have documentations such as a Project Study Report that include delivery schedule with construction to begin no later than year 2012.

At the August 10, 2006 meeting, C/CAG Board of Directors approved a list on potential candidate projects for the CMIA. Based on that list of projects, staff has been coordinating with the San Mateo County Transportation Authority (SMCTA), MTC, and Caltrans to identify projects that will meet the criteria set forth by the California Transportation Commission for funding in the CMIA.

ATTACHMENT

- CMIA schedule
- Candidate Projects for the Transportation Infrastructure Bond.

CMIA Schedule

November 7, 2006	Election
November 9, 2006	CTC adopts CMIA Guidelines
November 9, 2006	C/CAG adopts candidate projects for CMIA
November 10, 2006	MTC issues Call for Projects for CMIA
November 15, 2006	MTC Adopts Final CMIA Guidelines and process/criteria
December 1, 2006	Proposed projects due to MTC
January 10, 2007	MTC adopts CMIA Program
January 15, 2007	Deadline for MTC and Caltrans to submit CMIA project nomination to CTC

Candidate Projects for the Transportation Infrastructure Bond

County	GMA Projects	Draft EIR/EIS	Final EIR/EIS	Complete Design (PS&E)	ROW Certification	Est. Construction Start	Est. Completion Date	Project Total Cost Estimate
SM/SCL	U.S. 101 Additional lanes from Marsh to Rte 85 (a joint project w/ Santa Clara County)	Jan-08	Jan-09	Jan-11	Jan-11	Aug-11	Aug-14	\$ 200,000
SM	Rte 84 Bayfront Expwy/Willow Rd grade Separations, incl flyover and RR grade sep. Listed in RTP as Dumbarton Bridge Access to US 101.	Mar-08	Mar-09	Mar-11	Mar-11	Nov-11	May-14	\$ 250,000
SM	U.S. 101/Willow Rd Interchange Improvement	Feb-07	Jan-08	Dec-09	Dec-09	Jul-10	Jul-12	\$ 45,000
SM	Communications Back bone (may be submitted as part of MTC's regional projects)							\$ 15,000
SM	US 101 ramp metering from Route 92 to SF County Line (may be submitted as part of MTC's regional projects)	Dec-07	Jun-08	Mar-09	Mar-09	Aug-09	Dec-10	\$ 8,000
								\$ 518,000

C/CAG AGENDA REPORT

Date: November 9, 2006
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: REVIEW AND APPROVAL OF THE PROCESS TO MAKE AN APPOINTMENT TO FILL THE VACANT SEAT FOR A PUBLIC MEMBER FOR A TWO-YEAR TERM TO THE C/CAG BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

RECOMMENDATION

That the C/CAG Board review and approve one of the two processes listed below to appoint a new public member to the Bicycle and Pedestrian Advisory Committee (BPAC) in accordance with staff recommendation.

- a) Form a Board member subcommittee
- b) Direct staff to form a staff subcommittee

Either subcommittee would review the applications and interview the applicants in person. The top three candidates selected by the subcommittee would then be brought forward to the C/CAG Board for review and appointment of the top candidate to the BPAC.

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

At the March 9, 2006 C/CAG Board meeting, the Board adopted the following BPAC membership policy:

- For reappointment of existing members, past attendance records should be a consideration. The attendance policy should be in accordance with the adopted Board Policy which is that

ITEM 5.3

members are required to attend a minimum of 75% of all meetings (including regular meetings that did not achieve a quorum) in the past consecutive 12 months.

- No more than two (2) members, either elected or public, should reside in the same jurisdiction. This new requirement will only apply to new applicants to BPAC and not to existing members.
- Candidates will complete the BPAC Membership Application Form.
- Recruitment announcements should be sent to local Bicycle and Pedestrian groups.

Currently the BPAC has one vacancy for a public member. In the past the BPAC has had some difficulty in filling vacant seats on the committee. Therefore, an effort was put forth to cast a wide net and elicit as many applicants as possible. C/CAG staff recently released a call for applicants. Additionally, MTC staff emailed our announcement to a large audience. As a result, eight applications were received for appointment to the committee. Attached please find copies of the applications received from the following applicants.

<u>Applicant</u>	<u>City of Residence</u>
• Gene Condon	Burlingame
• David Cauchi	Burlingame
• Broderick Page	Belmont
• Al Meckler	South San Francisco
• Mark Eliot	San Mateo
• Gladwyn d'Souza	Belmont
• Nancy Schneider	San Mateo
• Judi Mosqueda	Millbrae

The current BPAC has the members listed below that reside in the following cities.

• Naomi Patridge	Half Moon Bay
• Marc Hershman	Millbrae
• Karyl Matsumoto	South San Francisco
• Julie Lancelle	Pacifica
• Matt Grocott	San Carlos
• Ken Ibarra	San Bruno
• Michael Barnes	Brisbane
• Cathy Baylock	Burlingame
• David Alfano	Menlo Park
• Cory Roay	Belmont
• Maureen Brooks	San Mateo
• Mark Meadows	Pacifica
• Robert Cronin	Menlo Park
• Mike Harding	Menlo Park

As a result of the large number of applicants, staff recommends that a subcommittee should be formed in one of two ways to review the applications. The C/CAG Board could either (a) form a

Board member subcommittee or (b) direct staff to form a staff subcommittee. Either subcommittee would review the applications and interview the applicants in person. The top three candidates selected by the subcommittee would then be brought forward to the C/CAG Board for review and appointment of the top candidate to the committee.

As outlined this process will allow for the best representation on the committee as well as establish a process that is fair to both the applicants and other stakeholders in the Bicycle and Pedestrian Advisory Committee.

ATTACHMENTS

- Bicycle and Pedestrian Advisory Committee Call for Applicants
- Bicycle and Pedestrian Advisory Committee Membership Application
- 8 BPAC membership applications received

ALTERNATIVES

- 1 - Review and approval of one of the two processes to appoint a new public member to the Bicycle and Pedestrian Advisory Committee (BPAC) in accordance with staff recommendation.
- 2 - Review and approval of one of the two processes to appoint a new public member to the Bicycle and Pedestrian Advisory Committee (BPAC) in accordance with staff recommendation with modifications.
- 3 - No action

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Bicycle and Pedestrian Advisory Committee Call for Applicants

The City/County Association of Governments (C/CAG) of San Mateo County currently has a vacant seat on the Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning and on the selection of projects for state and federal funding.

The seat that is currently vacant is for a public member. The appointment term is for two years. A BPAC public member may serve a maximum of three two-year terms, if reappointed by the C/CAG Board. The C/CAG Bicycle and Pedestrian Advisory Committee meets on the fourth Thursday of the month at 7:30 p.m. at San Mateo City Hall.

Interested parties should complete the attached BPAC Membership Application and return it to Tom Madalena by October 27, 2006.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax

Tom Madalena
555 County Center
5th Floor
Redwood City, CA 94063

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Bicycle and Pedestrian Advisory Committee 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).

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?
6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings?
7. Are you a member of any other committees/organizations?
8. Please mention the city in which you reside.

Applications will be reviewed and presented to the C/CAG Board for consideration. Applicants may be asked to present before the C/CAG Board or its selection subcommittee.

Please email, fax, or mail your application attention Tom Madalena.

tmadalena@co.sanmateo.ca.us

650-361-8227 fax

555 County Center
5th Floor
Redwood City, CA 94063

GENE CONDON
1308 MILLS AVE
BURLINGAME, CALIF. 94403
(650) 255-7832
GENECONDON@SBCGLOBAL.NET

November 1, 2006

Mr. Tom Madalena
555 County Center
5th Floor
Redwood City, Ca 94063

Re: Bicycle & Pedestrian Advisory Committee

Dear Mr. Madalena,

My Name is Gene Condon and I would like to apply for your Bicycle & Pedestrian Advisory Committee.

1. I am a born and raised in Burlingame which gives me 47 years experience with San Mateo County. I got involved with cycling in 1980 and it has been my passion ever since. I was involved with cycling competitively for over 10 years but with the start of my family I had to tone down my passion. I started the Burlingame Criterium Bike Race, which is now one of the few remaining competitive cycling events in the Bay Area. I have a complete understanding of the Bicycle routes and trails in the Bay area. I presently serve as the Chairperson of the City of Burlingame Traffic & Safety Committee. I have been on the committee for four years. The City Of Burlingame put me on the commission for my expertise in cycling to start up the City of Burlingame Bicycle Advisory Committee. Since then we have made successful changes with in the City to stimulate the needs of the Cycling Community, as well as multiple needs of the citizens/children to travel with out a vehicle with in the city and to help our commuters connect to the Bay Area Cycling system
2. Cycling is my passion and with the experience I have I would like to help in anyway I can to get the trails and routes for cyclists in the Bay Area in a state of progression. I feel that as many vehicles we can get off the streets the better, get our children able to ride to school again, and facilitate our commuters in the best way we can.
3. The strengths I would offer this committee would be my experience and knowledge of cycling combined with my government experience should provide a needed bridge from planning to reality for the community.
4. I must confess that I did not know that C/CAG had a committee of this type and our City Manager just sent me this application, to which I am expressing a very high interest with a group that shares a mutual goal. So I have not attended any meetings to date.
5. I am presently a member - Chairperson City of Burlingame Traffic & Safety Committee, City Of Burlingame Bicycle Advisory Committee, Tongan Interfaith Council (Gang Intervention), Centennial Event Chairperson for the city of Burlingame upcoming Centennial, Peninsula Velo Cycling Club, Burlingame Lions Club, Elks lodge, Boy Scouts

Thank You, if you have any further questions please feel free to contact me
Sincerely

Gene Condon

Application of David Cauchi for Bicycle and Pedestrian Advisory Committee

1. I am on the Burlingame Planning Commission as well as the bicycle subcommittee and I am an avid bike rider.
2. I want to have an impact on creating a safe user friendly bike and pedestrian system in the county.
3. I am a former attorney with good advocacy skills as well as an avid rider.
4. I believe the role is to aid in the acquisition of funds for bike and pedestrian paths in the county.
5. No.
6. I can make the meetings.
7. Yes. I am a member of the Burlingame Planning Commission, Bicycle Subcommittee as well as a Board Member of AYSO.
8. I reside in Burlingame.

I can be reached at 415-203-5726.

My email address is dcauchi@apr.com

Thank you.

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Bicycle and Pedestrian Advisory Committee 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).

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

Within my current career path I have served in partnership with the Federal Aviation Administration acting as a facilitator between aviation customers and other interested aviation organizations. I believe I can bring about recommendations and results that are within the scope of quality and acceptance within the County's district.

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

San Mateo County and the individual Cities are in desperate need of pedestrian pathways that are safe and navigable by all of the citizens of the County. As a County, and within the individual Cities, we CAN do better with the resources available.

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

A fresh outlook; reasonableness, common sense, an understanding of what the communities want and what budgeting, implementation, follow-through and follow-up can accomplish.

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

To formulate, develop and propose cost-effective solutions that assist in the attainment of developing San Mateo County and all of the in-lying communities and townships into a place where all pedestrians and bicyclists can access all parts of the Cities and County.

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

No

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6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings?

No.

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

Not civic or public.

8. Please mention the city in which you reside.

Belmont.

Applications will be reviewed and presented to the C/CAG Board for consideration. Applicants may be asked to present before the C/CAG Board or its selection subcommittee.

Please email, fax, or mail your application attention Tom Madalena.

tmadalena@co.sanmatco.ca.us

650-361-8227 fax

555 County Center
5th Floor
Redwood City, CA 94063

Bicycle and Pedestrian Advisory Committee (BPAC) 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.

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

I participated in all public input meeting on the BART Bikeway through South City's Linear Park planning, which has yet to materialize, so I have experience in patience. I am a frequent cyclist and pedestrian as well as a motorist, so I am familiar with the concerns of safety & efficiency from several perspectives.

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

I would like to represent bicyclists and pedestrians in my community of interest, from South City to Redwood City, to improve safety and the quality of these activities.

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

I have a lot of experience as a cyclist; from organized century rides and touring to commuting, which I do several times a week. So with the exception of mountain biking, I think I can represent a fair cross-section of riders and their concerns.

As a runner and jogger for years, and a hiker and walker of late, I truly would like to see more people walk short distances, instead of getting into cars to drive across (not up or down) the road, highway or intersection. And I feel strongly that public thorough-fares should be safe and convenient for pedestrians so that walking is a rational option.

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

I believe BPAC advises/ or makes recommendations to C/CAG in matters of monies for bicycle and pedestrian projects for inclusion in C/CAG's proposals to the State for grants to city and county governments.

5. Have you ever attended a meeting of this committee? If so, when? Yes, 6/22/06.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings? Presently I have no commitments which would conflict with these meetings, nor do I foresee any.

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

I am a member of The Peninsula Bicycle & Pedestrian Coalition, and before that I was a semi-active member of the San Francisco Bicycle Coalition with friends from the City. (No, I have never ridden Critical Mass on the last Friday of the month, but I am sympathetic to the cause.) As I approach retirement, I expect to have more time to contribute to this activity, which I think is very important, whether it be BPAC or PBPC. Thank you for your consideration.

8. Please mention the city in which you reside. For over twenty years I have lived in South San Francisco and worked in Burlingame (the Sprint Network Labs). And a brother lives in Redwood City.

Al Meckler, 650-878-4835, almecckler@comcast.net, 3948 Stein Ct., So San Francisco, CA 94080

Mark Eliot
4020 Bayview Ave
San Mateo, CA 94403

October 12, 2006

Tom Madalena
San Mateo C/CAG
555 County Center, Fifth Floor
Redwood City, CA 94063

Dear Mr. Madalena:

Thank you for the C/CAG Bicycle and Pedestrian Advisory Committee application. I am writing to request that the C/CAG appoint me as a member of this committee.

I have been a member of the City of San Mateo's bicycle and pedestrian committee for about four years. While on the committee, I have helped assess San Mateo's needs by regularly walking and riding through many parts of town, identifying problems and possible improvements. Each year I have also participated in the process of preparing proposals for local projects to receive TDA funding. Two summers ago, I was one of three residents who negotiated with the Bay Meadows Land Company for better bikeways through the proposed Bay Meadows development. I also helped draft the city's comments on the county's updated Comprehensive Bicycle Route Plan. San Mateo City Council member emeritus Sue Lempert has offered to be a reference for my work on the committee and my other volunteer work in the city.

I am particularly concerned about the ability of cyclists and pedestrians to cross Highway 101 safely. For this reason, I was pleased to see the proposed bridge near Hillsdale Blvd received initial funding last year. In addition, I think connecting city bikeways with the county's plan to provide good east-west and north-south bikeways and the Bay Trail is an important long-term goal.

My wife and I are 15-year residents of San Mateo. Professionally, I am a software engineer working for SRI International in Menlo Park. I am a Bay Area native with a Master's degree in mechanical engineering from U.C. Berkeley.

As a regular cyclist who commutes to work by bike as well as rides recreationally, I understand what other cyclists want in terms of access, service, and safety. As an engineer, I also appreciate the compromises and trade-offs among projects that are sometimes necessary to achieve larger goals. I feel I can make a valuable contribution to the C/CAG BPAC.

Thank you for considering my application. If you have any questions, please feel free to call me at (650) 859-4373 during the day or (650) 574-2549 in the evening.

Sincerely,

Mark Eliot

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

Answer: I have been a member of the City of San Mateo BPAC for a number of years, so I am familiar with the TDA project funding process from the a city's perspective. As part of a local BPAC, I have experience working closely with city staff, recognizing projects that are viable (or not), and balancing the needs of bicyclists and pedestrians in my city.

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

Answer: I am looking for an opportunity to volunteer in a larger community, especially in area where I have a particular interest. I am also quite interested in helping shape long-term county plans, such as last year's updated Comprehensive Bicycle Route Plan, to make riding and walking on the peninsula pleasant and safe.

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

Answer: I am both a commuting and recreational bicycle rider. I regularly ride in San Mateo (where I live), Foster City, Belmont, and Menlo Park (where I work). This gives me some insight into the issues facing bicyclists in our county. I am good at building consensus within groups to avoid unnecessary conflict and working toward mutually satisfactory results.

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

Answer: The committee is primarily responsible for recommending bike and pedestrian projects for funding to the C/CAG. The committee also generally addresses bike and pedestrian issues within the county.

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

Answer: Yes, I attended a meeting several years ago for the San Mateo staff presentation our project applications. I also receive and read the committee's agenda and meeting minutes.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings?

Answer: No.

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

Answer: I am a member of the City of San Mateo BPAC and the California Bicycle Coalition.

8. Please mention the city in which you reside.

Answer: San Mateo

To:
Tom Madalena

555 County Center
5th Floor
Redwood City, CA 94063
tmadalena@co.sanmateo.ca.us
650-361-8227 fax

From
Gladwyn d'Souza
1473 Sixth Ave, Belmont, CA 94002
650-766-1731

Bicycle and Pedestrian Advisory Committee 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).

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

Past Chair of the San Jose Bicycle Pedestrian Advisory Committee (1998-2001), Chair Los Gatos Trails and Bikeways Committee (2000-2002), member of the Los Gatos Circulation and Traffic Committee (2002-2003), member of the Pedestrian Component of the General Plan Taskforce in San Jose, CA 2002. Presently on the Coyote Valley Specific Plan Task Force as the Bicycle Pedestrian member in San Jose, CA. Past Board Member of Silicon Valley Bicycle Coalition. Present member of the board of Sustainable San Mateo County and the in house expert on sustainable transport.

2. Why do you want to serve on this committee? I am a pedestrian and a cyclist and am interested in improving mobility issues of pedestrians and cyclists.

3. What special strengths would you bring to the committee? More than ten years experience working on various committees and task forces related to bicycle and pedestrian issues before county, city and regional bodies. Good understanding of how the funding works and the limitations of the present General Plans.

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

Committee?

The BPAC should advise C/CAG and the SMC Supervisors, through the staff liasons, how to implement TDA-3 funds to fill gaps in the county bicycle and pedestrian networks. The BPAC should also implement periodic updates to the County Bicycle Master Plan and Pedestrian Elements of the County General Plan and work on disceminating information to the public how to use the facilitie and resources available in the county.

5. Have you ever attended a meeting of this committee? Yes. If so, when? The meeting on the expansion of the overcrossing at 101 by Whipple.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings? No

7. Are you a member of any other committees/organizations? Communications Director, Sustainable San Mateo County. www.sustainablesanmateo.org

8. Please mention the city in which you reside. Belmont, CA

Thanks,

Gladwyn d'Souza
1473 Sixth Ave, Belmont, CA 94002

Bicycle and Pedestrian Advisory Committee Membership Application

Applicant:

Nancy Schneider
600 Edinburgh Street
San Mateo, CA 94402
(650) 340-9839
rlwhns@rcn.com

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).

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

By training and profession, I am a transportation planner, although I am currently not in a paid position. I have worked for the San Francisco County Transportation Authority, the planning bureau at SFO, and the planning department of Santa Clara Valley Transportation Authority, and have a good working knowledge of the issues that are involved in making transportation planning and funding decisions, including for bicycle and pedestrian facilities. I'm also an eleven year resident of this county and have been using and evaluating our transportation system during that time.

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

I think bicycle and pedestrian issues are not always taken seriously enough. I would like to get involved in the planning and decision making aspects of those facilities to help our county to be able to encourage increased use of non-motorized transportation modes. I would also like to see the safety of cyclists and pedestrians increased.

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

As I mentioned in my answer to question 1, I have worked as a transportation planner in this region. I know the planning process and am a good analyst. In addition, I am an avid walker and a proponent of walking as means of transportation for shorter trips. My children walk to school, and we often walk to our local downtown. I have also worked on some bicycle planning projects in San Mateo and San Francisco counties, including the Bay Trail and know the issues involved in accommodating bicycles on our roadway and in our transportation system.

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

The countywide Bicycle and Pedestrian Advisory Committee reviews plans pertaining to bicycle and pedestrian facilities in the county and recommends

bicycle and pedestrian projects to be funded from state and federal sources. The BPAC advises the full board of the City/County Association of Governments of San Mateo County on all items pertaining to bicycle and pedestrian facilities. C/CAG is the Congestion Management Agency for San Mateo County and as such is obligated to disburse certain transportation funds.

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

No, unfortunately, I have not. However, I have received the committee agenda's for the last several years and have tried to follow their proceedings.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings?

I have no other commitments that would keep me from attending meetings at that time.

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

I am currently a member of the Edinburgh Street Traffic Calming Steering Committee in San Mateo. We are looking at ways to slow down traffic on a residential street without diverting it to other local streets. I am also a member of the Borel Middle School PTA board and serve as Historian there. Finally, I am on the Religious School Board for Peninsula Temple Beth El in San Mateo.

8. Please mention the city in which you reside.

San Mateo

Judi Mosqueda
341 Palm Avenue
Millbrae, CA 94030
650-697-6696

October 16, 2006

Tom Madalena
County of San Mateo
555 County Center, 5th Floor
Redwood City, CA 94063

RECEIVED

OCT 24 2006

DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO

Subject: Bicycle and Pedestrian Advisory Committee Membership

Dear Mr. Madalena,

Thank you for the opportunity to apply for a seat on the Bicycle and Pedestrian Advisory Committee. I have a very strong interest in enhancing bicycle and pedestrian connections to parks, schools, places of work, shopping districts and to public transportation within our cities and across San Mateo County. It is imperative that San Mateo County and its constituent cities have well developed plans for pedestrian and bicycle access as a means of connecting our citizens, protecting our health, the environment, and alleviating congestion on our roadways. Enhancing pedestrian and bicycle access can only improve the quality of life for San Mateo County citizens.

Following are answers to the application questions:

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

I am a licensed landscape architect with 20 years experience working on public sector projects - primarily parks, roadways, streetscapes and public transportation systems. I am very familiar with each project phase including planning and implementation, and have successfully obtained and administered grant funding from federal, state, and local sources. As a Millbrae resident employed in San Francisco, I rely on our county's transportation systems including BART, Sam Trans, occasionally Caltrain, and area freeways for the daily commute. Additionally, I am a parent of school age children and am aware of hindrances to pedestrian and bicycle access to schools and parks. I am familiar with large and small measures that can promote and enhance the pedestrian and bicycle access that makes great communities.

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

I have long been interested in improving Northern San Mateo County's pedestrian and bicycle networks. I believe that by making pedestrian and bicycle routes easy and pleasant, with well-developed networks, more citizens would be inclined to choose non-motorized transportation. In discussing this interest with City of Millbrae staff, they recommended BPAC as a good forum.

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

I have good communication skills, a strong understanding of public process and the planning process, a familiarity with several grant sources, and familiarity with the Americans with Disabilities Act, urban design, and landscape architecture. I have been

exposed to transportation planning and traffic engineering and have an understanding of the considerations.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?
My understanding of the role of the committee comes from the Call for Applicants and the BPAC website. I understand the role is to provide advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning.

5. Have you ever attended a meeting of this committee?
No.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:30 – 9:30 p.m., do you have other commitments that will keep you from attending meetings?
I have no other commitments for the fourth Thursday of the month.

7. Are you a member of any other committees/organizations?
I am a Millbrae Park and Recreation Commissioner, a member of the American Society of Landscape Architects, and a member of the San Francisco Planning and Urban Research Association and Millbrae Spring Valley PTA.

8. Please mention the city in which you reside.
I have resided in Millbrae for the past ten years, San Bruno and South San Francisco for ten years prior.

Thank you for your consideration of my application.

Sincerely,

Judi Mosqueda
341 Palm Avenue
Millbrae, CA 94030
650-697-6696

C/CAG AGENDA REPORT

Date: November 9, 2006
TO: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Update on the Sub-regional Housing Needs Allocation Process (RHNA) within San Mateo County

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

Update:

All twenty cities plus the County in San Mateo County are the first group in the Bay Area to make use of State legislation allowing cities and counties to form a sub-region to plan how to accommodate State requirements to develop housing for population growth. These twenty-one jurisdictions represent one-fifth of the total jurisdictions in the Bay Area Region. The City/County Association of Governments (C/CAG) has been selected as the entity to manage the process for the San Mateo County Sub-region. The Association of Bay Area Governments (ABAG) at its 9/21/06 meeting acknowledged the formation of the San Mateo RHNA sub-region. See the attached ABAG staff report.

Over the next 18 months C/CAG, together with the cities and the County, will work to find the best way to ensure that each jurisdiction does the most it can to address the housing crisis facing the Bay Area.

C/CAG hosted an organizational workshop on September 18, 2006. The City Managers, Planning/Housing Directors, and Redevelopment Agency Directors participated to define the process the Sub-Region will follow to establish housing shares that are reasonable and reflect the unique characteristics of the cities and the County. Attached is a copy of the revised San Mateo County Sub-Regional RHNA Process. The members of the RHNA Technical Advisory Committee and the RHNA Policy Advisory Committee are currently being designated. The first Technical Advisory Committee Meeting is scheduled for 11/09/06 from 11:30 to 1:30. The first milestone is to identify the methodology by 12/31/06 that will be followed by the San Mateo County RHNA Sub-Region to determine the housing shares.

Attachments:

ABAG Staff report dated 9/05/06 - RHNA Overview, Update and Subregions
San Mateo County Sub-Regional RHNA Process

ITEM 5.4

TO: EXECUTIVE BOARD
ASSOCIATION OF BAY AREA GOVERNMENTS

FR: PAUL FASSINGER
KUNNETH KIRKEY
KENNETH MOY
GILLIAN ADAMS

RE: RHNA OVERVIEW, UPDATE AND SUBREGIONS

DT: SEPTEMBER 5, 2006

SUMMARY

On May 25, 2006, the Housing Methodology Committee (HMC) kicked off a three (3) year regional program for local governments to plan for the San Francisco Bay region's share of the State's existing and projected need for housing. The program consists of a regional component – the regional housing need allocation (RHNA) -- and a local component -- local governments' revision of the Housing Element in their general plans. Staff hopes that the region can build on the previous RHNA and Housing Element revision that officially concluded in 2002.

Conceptually, the program begins with a determination of the total number of housing units that should be built in the region to accommodate existing unmet need and projected future need. The total number is divided into four (4) affordability categories at the following income levels: very low, low, moderate and above moderate. ABAG is responsible for allocating the units for which local governments should plan -- the RIINA process.

In this revision of the RHNA, local governments have the option to form a RHNA subregion and allocate a portion of the regional housing need, including units by income categories among the participants of the subregion. As of the date of this memorandum, one such subregion has formed – the County of San Mateo and the all the cities in that county. The balance of this memorandum provides further background and detail on RIINA and RHNA subregions.

Staff requests that the Executive Board adopt Resolution 08 - 06 to acknowledge the formation of the San Mateo RHNA subregion and any other subregion that forms before September 30, 2006 and to authorize negotiation and execution of a delegation agreement that details the relationship of ABAG to each RHNA subregion that forms.

BACKGROUND and ANALYSIS

A. Overview and Changes

The State substantially revised RHNA in 2004. The State based these reforms on recommendations from a Housing Element Working Group that included representatives of local jurisdictions from the Bay Area, ABAG, League of California Cities, California State Association of Counties, non-profit and for-profit developers, housing advocates and the State.¹ The goals of these changes to the RHNA process were:

¹ The report can be found at <http://www.hcd.ca.gov/hpd/hrc/plan/he/hewrkgrppt.pdf>

- 1) Establish clear State policy objectives for RHNA.
- 2) Make RHNA more transparent by specifying allocation factors and providing for local government input in the use of the factors and in the creation of the methodology for allocating the region's housing need among local governments.
- 3) Require a public process for, and documentation of, the methodology and the allocation.
- 4) Modify the Department of Housing and Community Development's (HCD) process for determining the regional housing need.
- 5) Promote coordination between RHNA and the regional transportation plan (RTP) process.

In fulfillment of the first working group goal, the State requires that the RHNA allocation be consistent with all of the following objectives:

- (1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low and very low income households.
- (2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns.
- (3) Promoting an improved intraregional relationship between jobs and housing.
- (4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent decennial United States census.²

The following features of RHNA remain unchanged:

- The regional housing need, once determined, cannot be reduced and must be fully allocated among local jurisdictions in the Bay Area.³
- Every local government must receive an allocation of housing units affordable to low and very low income households.⁴
- Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county shall not be a justification for a determination or a reduction in the share of a city or county of the regional housing need.⁵

B. Current and Future RHNA Activities

The Executive Board formed the HMC⁶ to advise staff on a range of RHNA issues. The HMC has been meeting regularly since May 2006. It is currently culling a set of factors for use in the

² Govt. C. Sec. 65584(d)(1) – (4)

³ Govt. C. Sec. 65584.05(a), (g) and (h)

⁴ Govt. C. Sec. 65584(d)(1)

⁵ Govt. C. Sec. 65584.04(f)

⁶ HMC roster is posted at <http://www.abag.ca.gov/planning/housingneeds/pdfs/roster.pdf>

methodology.⁷ The Executive Board will consider the HMC's recommendation and staff proposal for a RIINA methodology at its November meeting.

Once adopted by the Executive Board, the RHNA methodology will be circulated for a sixty (60) day public comment period. After the review period, the Executive Board will review comments, if any, and consider changes, if any, before adopting a final methodology. The current scheduled deadline for adoption of a final methodology is March 1. ABAG will use the RHNA methodology to allocate the regional housing need among local governments except those that have formed a RHNA subregion (see below).

In fulfillment of goal 4, HCD will consult with ABAG to determine the regional housing need. First, ABAG will present the *Projections 2007* population and household forecasts to HCD in the beginning of 2007. Then ABAG and HCD will confer about (1) the differences, if any, between the *Projections 2007* population and household forecasts and the comparable forecasts from the State's Department of Finance and (2) "factors contributing to housing need beyond household growth identified in the forecasts". In prior RHNA revisions, these factors included vacancy rates in regional housing stock (both owner occupied and rental) and overcrowding. If ABAG and HCD cannot agree on the forecasts or the factors, the law provides for consultation with a panel.⁸ However, HCD has the ultimate power to resolve the matter by issuing a regional need number.⁹

ABAG will apply the adopted allocation methodology to the portion of the regional housing need that has not been assigned to a subregion (see below) and issue draft RHNA allocations in June 2007 for a sixty (60) public review and comment period, which must end no later than August 31, 2007. Local governments may request revisions to the initial draft allocations any time during the review period. ABAG will respond to each local jurisdiction that submitted a request for revision no later than October 31, 2007. The decision and reasoning must be documented.

The notices about the revision request will also inform the local jurisdiction that it may appeal ABAG's decision and the timing and process for the appeal. The appeal process should occur in the January through April 2008 timeframe. The appeal process must include at least one public hearing. The decision and reasoning must be documented.

At the conclusion of all appeals, but no later than April 30, 2008, ABAG will issue the final allocations. The final allocations will include the allocations from the RHNA subregions (see below).

ABAG transmits the final allocations to HCD. Within sixty (60) days, HCD will "determine whether the final allocation plan is consistent with the existing and projected housing need for the region."¹⁰

⁷ HMC meeting summaries are posted at ABAG's website in "Regional Housing Needs" under "Planning Projects". Once there, click on "[06-14 Regional Housing Needs Allocation](#)", then click on "Housing Methodology Committee".

⁸ The panel consists of the Demographic Research Unit of the Department of Finance, the State Department of Transportation, a representative of a contiguous council of governments and "any other party deemed necessary [by HCD]".

⁹ HCD's default process for determining the regional housing need is described at Govt. C. Sec. 65584.01.

¹⁰ Govt. C. Sec. 65584.05(h)

C. RHNA Subregions

In addition to the changes suggested by the Housing Element Working Group, the State also implemented a new feature for this RHNA revision – the option for local governments in a region to form a RHNA subregion. “The purpose of establishing a subregion shall be to recognize the community of interest and mutual challenges and opportunities for providing housing within a subregion.”¹¹

A RHNA subregion may consist of (1) two or more cities and a county, or counties, (2) a single county and each of the cities in that county, or (3) any other combination of geographically contiguous local governments. The governing bodies of the local jurisdictions must adopt a resolution approving the formation of the subregion. ABAG must adopt a companion resolution acknowledging the subregion. The deadline for the formation process is September 30, 2006.

Once formed, a RHNA subregion conducts its own process to create an allocation methodology and issue draft, revised and final allocations. All substantive and procedural requirements that apply to ABAG’s conduct of RHNA also apply to the RHNA subregions. There are also four ground rules about the relationship between ABAG and any subregion.

The first ground-rule governs how the subregion’s share of the regional housing need is determined. The law specifies that the subregional share “shall be in a proportion consistent with the distribution of households assumed for the comparable time period of the applicable regional transportation plan [*Projections 2007*].” Thus, ABAG will assign to each RHNA subregion a portion of the regional housing need based on the households attributed to the subregion by *Projections 2007*. Subregions have an opportunity to request changes to the subregional share.

The second ground-rule provides for ABAG’s review of the subregion’s initial draft allocation in June 2007. ABAG reviews the subregional allocation (1) for compliance with the statutory objectives of RHNA (see above), (2) for compliance with the subregional delegation agreement (see below) and (3) whether the entire subregional share has been allocated.¹² If the initial draft subregional allocation fails any of these standards, ABAG is obligated to allocate the subregional share among the jurisdictions in the subregion. ABAG’s own allocation methodology will need to take this into account.

The third ground-rule states that if a subregion fails to successfully and fully allocate the assigned share of the regional housing need at any point after June 2007, ABAG is still obligated to complete the allocation.¹³ ABAG’s own allocation methodology will need to take this into account.

Finally, upon the formation of a subregion, ABAG and the subregion need to negotiate a delegation agreement that “sets forth the process, timing, and other terms and conditions of the delegation of responsibility by [ABAG] to the subregion.”¹⁴ Staff proposes a delegation agreement with the following characteristics:

¹¹ Govt. C. Sec. 65584.03

¹² September 29, 2005 letter from HCD granting general time extension for 4th RHNA revision.

¹³ Govt. C. Sec. 65584.03(d)

¹⁴ Govt. C. Sec. 65584.03(c)

- “memorandum of understanding” format where each party acknowledges the circumstances under which ABAG delegates to the subregion the responsibility to allocate its share of the regional housing need among the members of the subregion
- affirm or establish deadlines
- requires the parties to provide each other with notice and written documentation of its activities at each critical step of the allocation process, i.e. adoption of the methodology, issuance of initial draft allocation, ABAG’s determination after review of the initial draft allocation and issuance of final draft allocation
- no party is entitled to take legal or equitable action to enforce the agreement
- no party is responsible for any other party’s activities in the RHNA process
- declares that there are no third party beneficiaries of the agreement

On August 31, 2006, the City/County Association of Governments of San Mateo County (C/CAG) informed ABAG of the formation of a RHNA subregion consisting of the County of San Mateo and the twenty (20) cities in the county (see attached).

REQUESTED ACTION

Staff requests that the Executive Board adopt Resolution 08 - 06 that provides for the following:

- 1) Acknowledge the formation of the San Mateo RHNA subregion consisting of the county and all cities in that county.
- 2) Acknowledge any other subregion that forms before September 30
- 3) Authorize staff to negotiate and execute a delegation agreement in substantially the form described in this memorandum, and any other ancillary agreements reasonably necessary to accomplish the goals of the delegation agreement.

**SAN MATEO COUNTY
SUB-REGIONAL RHNA PROCESS**

Organization

At the September meeting the following organizational structure was established.

- 1- RHNA Technical Advisory Committee - 21 Members - One member from each city and the County. Composed of senior staff technical experts in the field of housing and land use. Flexibility will be provided to use different technical experts as a function of the subject being discussed. However, it is important that there be good communications between the different representatives such that issues do not need to be repeated or there are no conflicting positions from the representatives. Primary role is technical development of the issues and solutions.
- 2- City Managers Association - Monthly reports will be provided to the City Managers Association through the City Managers Association. This will allow ongoing input by the City Managers in the process. The final product will be presented to the City Managers for approval. Primary role of top management is practical assessment of the issues and solutions.
- 3- RHNA Policy Advisory Committee - 21 Members - One member from each city and the County. Composed of elected officials. It was suggested that the C/CAG Board be used. However, some indicated an interest in appointing a different representative. It appears that both requests can be met. Those want to use their current C/CAG representative can and those that want to appoint a different representative can also do so. Primary role is to review the RHNA TAC recommendations and provide initial policy input to the process.
- 4- City Councils/ Board of Supervisors - Primary role is the final review and approval prior to submitting to Association of Bay Area Governments (ABAG).
- 5- Association of Bay Area Governments (ABAG) - Final Approval of housing shares.

Next Steps

- 1- Cities and County make appointments to the RHNA TAC and PAC by 10/27/06. Contact Nancy Blair at 650 599-1406 or Richard Napier at 650 599-1420. A written assignment of the representative would also be helpful.
- 2- Hold initial TAC meeting by 11/10/06. Subjects will be 1- Initial definition of the RHNA Process and 2- Define the multiple planning levels for housing to request from the cities and the County.

10/20/06

C/CAG AGENDA REPORT

Date: November 9, 2006
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of a draft Program for the reauthorization of the Congestion Relief Program and authorize distribution of the Draft Congestion Relief Program for comments

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

RECOMMENDATION

Review and approval of a draft Program for the reauthorization of the Congestion Relief Program and authorize distribution of the Draft Congestion Relief Program for comments in accordance with the staff recommendation.

FISCAL IMPACT

The total annual amount available for the Congestion Relief Program has been approximately \$5.2 million from C/CAG and other matching funds for the programs under the Congestion Relief Plan in each of the fiscal years since the program began (2002-03).

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived from the following sources:

- C/CAG member assessments adopted by C/CAG on February 14, 2002 - \$1.3 million
- State Transportation Improvement Program funds to support the Transit Oriented Development program for employment centers - \$3 million
- Matching funds for specific programs from the San Mateo County Transportation Authority
 - Local service program - \$260,000
 - Ramp metering program - \$100,000
 - Intelligent transportation systems - \$200,000
- Matching funds from individual cities for the local service program - \$360,000

BACKGROUND/DISCUSSION

The Congestion Relief Plan was adopted by C/CAG on February 14, 2002. This was because a

ITEM 5.5

number of locations throughout the County had been measured through traffic counts, to have congestion that exceeded the standards that were adopted by C/CAG under the Congestion Management Program. Although the Congestion Management Program is a legal requirement and enforceable with financial penalties, the C/CAG Board recognized that it was more important to use this opportunity to create a plan that could make a real impact in congestion that has been allowed to go unchecked for many years. A key factor in developing the Plan was for C/CAG to respect and support the economic development done by local jurisdictions that was critical in order to make San Mateo County prosperous and to ensure a sound financial base to support local government. The economic prosperity however, created severe traffic problems. C/CAG decided that a plan was needed so that the congestion did not threaten that same prosperity. Therefore, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction, while not putting a halt to economic growth.

The alternative to developing a Countywide Deficiency Plan would have been for each individual jurisdiction to research, develop, fund, and implement its own Deficiency plan. The C/CAG Board determined that the Countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County.

The adopted Congestion Relief Plan also relieved all San Mateo County jurisdictions - the 20 cities and the County - from having to fix the specific congested locations that triggered the need for the Plan, and any new ones that might be detected for the subsequent five years.

Attachment A provides an Executive Summary of the adopted Congestion Relief Program. The current program returned 94% to the Cities and the County as shown in the attached Per Cent of Funds Returned to Member Agencies

PROGRAM ENHANCEMENT

In 2004 the cities and the County faced a financial crisis due to the diversion of significant local funds to the State of California to address the State's budget shortfall. In order to assist its Member Jurisdictions, the C/CAG Board decided to reimburse the cities and the County the equivalent of one year's assessment under the Congestion Relief Plan, to support local transportation programs already paid for by the jurisdictions, thereby reducing costs already incurred by the jurisdictions. The Board decided to extend the Plan for one additional year through June 30, 2007 to keep the Plan fully funded.

ACCOMPLISHMENTS

The following provides status on what the programs contained in the Congestion Relief Plan have accomplished. Further details on the accomplishments are provided in Attachment A.

- 1- Expansion of Shuttle Programs and other local transportation services
- 2- Expanded Transportation Demand Management Programs
- 3- Adopted the Countywide Intelligent Transportation System Strategic Plan
- 4- Adopted the Ramp Metering Study

- 5- Began Development of a Transit Oriented Development Incentive Program for Employment Centers

SAN MATEO CONGESTION RELIEF PROGRAM BENEFITS

Cities and County

- 1- Insurance against unknown costs due to Deficiency Plans and Implementation
- 2- Countywide Deficiency Plan with a Fixed Cost and immunity from localized deficiency plans
- 3- 52% Directly Paid Back to Cities and County
- 4- 94% Total City and County Benefit
- 5- Access to Travel Demand Management Services at no charge to cities and County

System-wide

- 1- Employer and Local Shuttle funding to increase transit Ridership
- 2- Intelligent Transportation System investments for operational improvements
- 3- Funding for Countywide Travel Demand Management Agency

PROPOSED CONGESTION RELIEF PROGRAM REAUTHORIZATION

Given the success of the Congestion Relief Program, a similar program is proposed. Attachment B provides details on the proposed Congestion Relief Program. The main differences are the addition of the El Camino Real Incentive Program planning grants and Coastside shuttle services. There are two options proposed that cost \$1,850,000 and \$1,600,000, respectively. The Congestion Relief Program costs are fixed for the term of the program. Refer to the Congestion Relief Program Assessment for the cost to the cities and the County. If the current program was adjusted 3% per year for six years it comes to \$1,534,000. Therefore, Option 2 is essentially no increase in service and Option 1 is a minor increase. Given that 94% is returned or of direct benefit to the Cities and County this does not seem unreasonable. A summary of the San Mateo Congestion Relief Plan Financial Options is attached.

REVIEW PROCESS

The Congestion Relief Plan and the programs that are funded and operated under it will expire on June 30, 2007. C/CAG staff has reviewed this with the TAC, CMEQ and City Managers Association. The feedback has been very positive on what the program has accomplished. There seems to be support for extending the program. Given this positive reaction the following process for reauthorization is recommended.

- 1- The Board approve a Draft Proposed Congestion Relief Program and authorize its distribution for comments.
- 2- The Board Members do the necessary review/ approval with their respective Cities/ County to vote on the reauthorization at the December Board Meeting.

STAFF RECOMMENDATION

The main questions that needs to be answered are:

- 1- Select Congestion Relief Program Option 1 or Option 2
- 2- Select four or six year term.

C/CAG staff recommends approval of Congestion Relief Program Option 1 with a six year term. The program will sunset if not renewed at the end of six years. It is recommended that this be distributed to the Cities and County asking for comments and stating that the C/CAG Board will take final action at the December Board Meeting. All Board Members are requested to take the necessary actions to be prepared to vote on this item at the December Board Meeting.

ATTACHMENTS

- 1- Attachment A - Current Congestion Relief Program
 - Executive Summary
 - Accomplishments
- 2- Per Cent of Funds Returned to Member Agencies
- 3- Attachment B - Congestion Relief Program Options
 - Options for Reauthorization
 - Program Option 1
 - Program Option 2
- 4- Congestion Relief Program Assessment
- 5- San Mateo Congestion Relief Plan Financial Options

ALTERNATIVES:

- 1- Review and approval of a draft Program for the reauthorization of the Congestion Relief Program and authorize distribution of the Draft Congestion Relief Program for comments in accordance with the staff recommendation.
- 2- Review and approval of a draft Program for the reauthorization of the Congestion Relief Program and authorize distribution of the Draft Congestion Relief Program for comments in accordance with the staff recommendation with modifications.
- 3- No action.

ATTACHMENT A

Current Congestion Relief Program

- Executive Summary
- Accomplishments

PROGRAMS UNDER THE CURRENT CONGESTION RELIEF PROGRAM

<p>Expanded Shuttles and other Local Transportation Services</p> <ul style="list-style-type: none"> ▪ \$1.4 million ▪ Transported over 300,000 individuals annually ▪ Programs in 9 jurisdictions 	<p>Expanded TDM Programs</p> <ul style="list-style-type: none"> ▪ \$2 million ▪ Try transit campaign ▪ Expanded shuttle management ▪ Expanded assistance to businesses ▪ Countywide services 	<p>Intelligent Transportation System Plan</p> <ul style="list-style-type: none"> ▪ \$0.3 million ▪ Completed and adopted Plan ▪ El Camino Real signal upgrade ▪ Incident management system 	<p>Ramp Metering Study</p> <ul style="list-style-type: none"> ▪ \$0.2 million ▪ Completed study ▪ Updated information with current traffic counts ▪ Identified phases for implementation ▪ Created TAC to manage implementation ▪ Developed implementation plan for Route 101 south of Route 92 	<p>TOD for Employment Centers</p> <ul style="list-style-type: none"> ▪ \$0.0 ▪ Program still under development
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CURRENT SAN MATEO COUNTY CONGESTION RELIEF PLAN (DEFICIENCY PLAN) EXECUTIVE SUMMARY

This Congestion Relief Plan is necessary because a number of locations throughout the County have been determined through traffic counts to have congestion that exceeds the standards that were adopted by C/CAG as part of the Congestion Management Program. Although the Plan is a legal requirement and enforceable with financial penalties, it is more important that the Plan be viewed as an opportunity to make a real impact in congestion that has been allowed to go unchecked for many years. A key factor in developing the Plan has been for C/CAG to respect and support the economic development done by local jurisdictions to make San Mateo County prosperous and to ensure a sound financial base to support local government. Economic prosperity however, has created severe traffic problems, which if not properly addressed, will threaten that same prosperity. Therefore this Plan aims to find ways to improve mobility Countywide and in each and every jurisdiction, while not putting a halt to this economic growth.

The Plan being proposed will relieve all San Mateo County jurisdictions - 20 cities and the County - from having to fix the specific congested locations that triggered the development of this Plan, and any new ones that may be detected for the next five years.

The following elements are intended to be a comprehensive package of policies and actions that together will make a measurable impact on current congestion and slow the pace of future congestion:

1. Expand the Countywide Employer-Based Shuttle Program.

Recommendation: Increase the permanent funding available for the Countywide Employer Shuttle program of proven effectiveness. This shuttle program focuses on connecting employment centers to transit centers (both BART and Caltrain). The cost to the 20 cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by a combination of Transportation Authority, SamTrans, Joint Powers Board, and/or employer contributions. The benefit to the cities and the County will be the creation of new employer-based shuttles for the residents and employers in the community.

2. Create a network of Local Transportation Services.

Recommendation: The intent of this recommendation is to increase the use of public transit by the residents of each local community, thereby reducing local congestion. Local jurisdictions will be encouraged to participate in experimental efforts to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. A Countywide pool of funds of approximately \$1 million dollars will be established and made available to match

local jurisdiction efforts on a dollar for dollar basis. It will be up to each jurisdiction to determine how these services will be organized, the type of service to be provided, and the amount of contribution that the jurisdiction wishes to make. The benefit to the jurisdiction will be the creation or expansion of local transportation services that focus primarily on connecting that jurisdiction's residential areas with downtown, employment centers, schools, and transit stations.

3. Expand the Provision of Countywide Transportation Demand Management Programs and 4. Creation of a Countywide "Try Transit" Campaign.

Recommendation: Increase the permanent funding available for Countywide Transportation Demand Management projects of proven effectiveness through the Peninsula Congestion Relief Alliance. Conduct a one-time Countywide media blitz to encourage individuals to "try transit." Limited time free transit passes will be secured from the major transit providers in San Mateo County and made available to first time users of transit during the promotion period. The cost to the cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. The benefit to the cities and the County will be the creation of new employer-based initiatives that encourage and support workers taking alternative transportation modes to and from work.

5. Develop a Countywide Intelligent Transportation Study and Plan.

Recommendation: New technologies and other techniques can improve the efficiency of the existing transportation infrastructure. In order to be truly effective, these systems must be implemented on a regional basis, and not only in selected locations. This recommendation is to fund a comprehensive plan and recommendations for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. The plan will include an evaluation of the current technology, estimated traffic improvements resulting from implementation of the plan, and anticipated cost of deploying and maintaining the system. The cost to the cities and the County for this component will be \$200,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through each community as a result of the more efficient use of the existing roadway and freeway network.

6. Develop a Countywide Ramp Metering Study and Plan for U.S. 101 Corridor.

Recommendation: Currently each jurisdiction in which a ramp-metering site is located must develop an agreement with Caltrans before that site is activated. This recommendation is to develop a Countywide approach. C/CAG will first commission a detailed operational analysis of the Route 101 corridor. C/CAG staff will work closely with the staffs of its member cities in creating a detailed work plan for this study and to identify a recommended list of criteria for C/CAG to consider before determining if ramp metering should be implemented. This work plan will be subject to the review and recommendation of the Technical Advisory Committee (TAC)

and the Congestion Management and Air Quality Committee (CMAQ) of C/CAG. The C/CAG Board will ultimately determine the acceptability of the work plan. The operational analysis will also include the impacts of ramp metering on local streets and roads. This analysis will be done by an independent contractor under the direction of C/CAG and will identify the congestion relieving benefits (if any) for specific locations. The staffs of local jurisdictions, the TAC, and CMAQ will continue to be involved in all aspects of the study and the formulation of recommendations for C/CAG. After consideration of this study and the recommendations of the TAC and CMAQ, C/CAG would decide whether to enter into a Countywide agreement with Caltrans for the activation of ramp metering along any parts of the Route 101 corridor. No location will be activated without conducting the analysis or without the prior authorization of the C/CAG Board. Local jurisdictions impacted by the outcomes of the study will have an opportunity to review and comment on any recommendations before they are presented to the C/CAG Board for consideration. The cost to the cities and the County for this study will be \$100,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through the community as a result of the more efficient use of the existing roadway and freeway network.

7. Expansion of the Transit-Oriented Development Program

Recommendation: Expand the Transit Oriented Development Program to include incentives for concentrated housing developments and employment centers within one-third of a mile of a fixed rail station. The incentives could be in the form of transit subsidies, flexible work hours, guaranteed ride home program, etc. There is no financial contribution required of the cities or the County to participate in this incentive program. If a city or the County approves a project(s) meeting these criteria and that are subsequently built, they will qualify for funding to make roadway and other community improvements that make it more attractive and convenient for walking and bicycle travel.

8. Local Government Transportation Initiatives

Recommendation: Extend the Congestion Relief Plan for a fifth year to generate an additional \$1.3 million to support local government transportation initiatives. For fiscal year 2003-04 and 2004-05, each local government can apply to C/CAG to receive funding for local transportation and/or roadway programs that have been determined as a priority by the local jurisdiction. The amount of the grant for each year is based on 50% of that local jurisdiction's contribution to the Congestion Relief Plan for that year. This program was put in place in recognition of the severe fiscal crisis facing local jurisdictions and the need to ensure that there is a source of funds to support local transportation projects that provide jobs and improve the movement of people and goods, thereby supporting economic recovery.

SUMMARY

Under this Plan, the cities and the County will be assessed a total of \$1.3 million on an annual basis for the five year period of the Plan. This amount represents each jurisdiction's share of the total cost of the Plan based on that jurisdiction's percent of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that the local jurisdiction's contribution will be more than quadrupled as a result of the generation of matching funds to support the Plan. Also, as a participant in this Plan the cities and the County will be exempt from any deficiency planning requirements for the next five years that are the result of a roadway segment or intersection exceeding the Level of Service Standard set forth in the Congestion Management Program.

**SAN MATEO COUNTY
CONGESTION RELIEF PLAN
ACCOMPLISHMENTS
FY 2002-03 THRU 2006-07**

The following is status report on how the programs contained in the Congestion Relief Plan have/are being implemented:

1. **Expanded of Shuttle Programs and other local transportation services** – There has been one expanded employer based shuttle service to connect major employment sites with rail transit stations. This program connects the San Francisco Glen Park BART Station with the South San Francisco East of 101 Business Park. The expansion included improving handicap accessibility, utilizing cleaner fuel vehicles, and increasing capacity. In addition to this program, C/CAG also contributed approximately \$700,000 annually of its Transportation Fund For Clean Air allocation to the Countywide network of employer based shuttles operated by SamTrans.

Local Transportation Services – In each of fiscal years 02-03, 03-04, 04-05, and 06-07, a total of nine city-sponsored shuttle programs from nine jurisdictions were funded by the C/CAG Board. These programs jointly provided transportation to over 300,000 individuals last fiscal year. These are programs designed and implemented by the local jurisdictions to meet the individual needs of their jurisdictions. The services supplement and do not duplicate the existing SamTrans fixed route bus services.

As of June 2006 a total of \$1,401,287.73 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$446,823.60 provided by the San Mateo County Transportation Authority to offset these costs.

2. **Expanded Transportation Demand Management Programs** – The C/CAG Board approved an expansion of the programs offered by the Peninsula Traffic Congestion Relief Alliance. This expansion included the development of additional opportunities for individuals and companies to use transit and other alternative methods of transportation. The Alliance continues to actively work with the cities/County and employers to set up car and vanpools, distribute transit information, provide subsidies to individuals for using alternative transportation, and manage a number of the employer based shuttle programs. Some of the increased services provided by the Alliance as a result of the Congestion Relief Program include:
 - Try Transit Campaign: The Alliance conducts an annual media blitz promoting transit use that included the distribution of free transit passes to first time transit users. This publicity campaign is generally timed to correspond with other transportation events such as the opening of the BART extension to Millbrae and the inauguration of the Caltrain Baby Bullet Train.
 - Expansion of shuttle services: The Alliance now manages a total of 15 shuttle programs. They have also been very active in facilitating the planning for new

community shuttles. Currently they are working with the Cities of Pacifica and Redwood City to design new programs. The Alliance has also recruited new businesses to financially support the employer-based shuttle program.

- Assistance to businesses has been expanded to cover the entire County: Individual staff members have been hired for each region of the County to provide commute alternative assistance in the form of training, designing programs for employers, and providing incentives for workers.
- All of the successful programs operated by the Alliance have been expanded so that they are available Countywide: These include car and vanpool formations and subsidies for the riders, guaranteed ride home programs, and various bicycle programs.

As of June 2006 a total of \$2 million has been expended of Congestion Relief Plan funds for this effort.

3. Adopted the Countywide Intelligent Transportation System Strategic Plan - In August 2005 the C/CAG Board adopted the Countywide Intelligent Transportation System (ITS) Strategic Plan and deployment strategy. Some of the elements of the Plan that are currently being implemented include traffic signal upgrading and synchronization for the entire length of El Camino Real in San Mateo County. This effort is being funded through a five million dollar Caltrans grant matched by State Transportation Improvement Program (STIP) funds, also in the amount of five million dollars.

C/CAG Staff has assembled a working committee composed of city public works staff, the California Highway Patrol, local law enforcement and emergency response staff, Caltrans, and the County's Emergency Services Office. This committee is designing a comprehensive strategy to respond to incidents along the entire length of Route 101 in San Mateo County. The strategy will include the identification and signing of detours to help motorists navigate around incidents, and the creation of protocols for the rapid deployment of incident management responses for every segment of Route 101. A segment is defined as between two adjacent interchanges. The strategy will also include a capital improvement program to construct the necessary improvements and install the technology to make the system operate effectively. It is hoped that the development of this strategy will help C/CAG and local jurisdictions in San Mateo County to qualify for funding from the State and Federal Government for further implementation.

As of June 2006 a total of \$263,248.30 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$131,624.14 provided by the San Mateo County Transportation Authority to offset these costs.

4. Adopted the Ramp Metering Study - In November 2005 the C/CAG Board approved the conclusions of the study conducted of the possible benefits of ramp metering along Route 101, and portions of Routes 380 and the Northern part of Route 280. The study

concluded that ramp metering at selected locations, during certain times of the day, and in specific directions, can have a beneficial impact on traffic flow without creating new problems on the local streets and roads. The C/CAG Board authorized the creation of a Ramp Metering Technical Advisory Committee to work with Caltrans to design a ramp metering system that would initially be deployed on Route 101 south of Route 92 to the southern County line. The system that is currently being designed will maximize the benefits to the mainline freeway while minimizing the impacts to local streets and roads. The timing of the signals and other parameters are being created by the Committee based on actual field data that was collected and modeled within the past few months. It is anticipated that this first phase of the project will be ready for activation by the end of calendar year 2006.

As of June 2006 a total of \$209,960.38 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$100,000 provided by the San Mateo County Transportation Authority to offset these costs.

5. **Began Development of a Transit Oriented Development Incentive Program for Employment Centers** - Staff has developed a concept and basic design for providing incentive funding to local jurisdictions that approve the development of concentrated employment centers within one-third of a mile of a transit station. The Congestion Management and Air Quality Committee is considering ways of implementing the incentives so that they will have measurable outcomes and result in benefits to C/CAG that would not otherwise be available.

To date, no funds have been spent to implement this program.

PERCENT OF FUNDS RETURNED TO MEMBER AGENCIES

	Direct Payments To Agencies	Benefit To Agencies	Total Agency Benefit	Countywide Benefits
Shuttles	\$1.4			
TDM		\$2.0		
ITS				\$0.3
Ramp Metering				\$0.2
GIS		\$0.1		
ECR		\$0.1		
Local Initiatives	\$1.3			
Totals	\$2.7	\$2.2	\$4.9	\$0.5
Return to Agencies (As % of \$ Collected)	52%	42%	94%	

ATTACHMENT B

Congestion Relief Program Options

- Options for Reauthorization
- Program Option 1
- Program Option 2

OPTIONS FOR REAUTHORIZATION OF THE CONGESTION RELIEF PROGRAM

1. Employer-Based Shuttle Program and Local Transportation Services.

It is recommended that the Employer-Based Program that focuses on connecting employment centers to transit centers (both BART and Caltrain) and the Local Program that provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction, be combined. Local jurisdictions need to have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, and mid day service. The combination of schedules often enables the more effective utilization of resources and an increase in service options. More use of on-demand services to serve smaller employment and population centers is also encouraged.

The annual pool of funds for the combined program is recommended to be up to \$500,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority for those services that have a direct connection to Caltrain Stations. Programs that include matching funds and in-kind services equal to 50% of the total program cost will be given a priority for these funds.

2. Provision of Countywide Transportation Demand Management Programs.

The Countywide Transportation Demand Management Program operated by the Peninsula Traffic Congestion Relief Alliance has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. The Alliance has also significantly expanded its role in managing shuttle programs for the cities and assisting with the creation of new shuttle services. C/CAG Staff is working with the Alliance and the cities/county to identify additional services that would complement the existing program. Some of these may include:

- Implementation of a subsidized transit pass program.
- Programs designed to expand transit use.

The annual pool of funds for this program is currently \$500,000. It is recommended that it be increased to \$550,000 for the implementation of additional services.

3. Countywide Intelligent Transportation System Program.

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. Individual components of that Plan are currently being implemented including signal coordination and upgrades for the entire length of El Camino Real in San Mateo County, and the development/deployment of an Incident Management Plan to provide alternative routes for drivers on Route 101 when an incident forces a partial or total closure of

the freeway. It is anticipated that funding under the Congestion Relief Program will be needed for consulting assistance to design and implement the Incident Management Program and other components of the ITS Plan. Funding will also be needed for education and public outreach efforts, and for geographic information system (GIS) support.

The annual pool of funds for this program is recommended to be up to \$200,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority.

4. Ramp Metering Program.

Under the original Congestion Relief Plan a Ramp Metering Study was done for Route 101 (county line to county line) and Route 280 from Route 380 north to the county line. The Study concluded that a carefully designed program could achieve travel time benefits on the freeway while minimizing the impacts on local streets. The C/CAG Board has created a Ramp Metering Technical Advisory Committee that is designing the implementation of the program, with the first phase that included Route 101 south of Route 92 to come on line by the end of 2006. Funding under the reauthorized Congestion Relief Plan will be needed for the following:

- Conducting a before and after study to document the effects of implementing ramp metering.
- On going monitoring of the program.
- Fine-tuning and adjusting the program to respond to changes in traffic patterns.
- Conducting an education and community outreach effort about the program.
- Designing the implementation of the remaining phases of the program.

The annual pool of funds for this program is recommended to be up to \$100,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority.

5. Incentives for Employers/Developers to Increase Alternative Methods of Commuting.

The original Congestion Relief Program included the expansion of the Transit Oriented Development (TOD) Program to include employment centers. This effort was never implemented because agreement could not be reached on an appropriate design for the program. It appears that the structure of the TOD Program for residential complexes may not be transferable to employment centers without significant modifications. However data suggests that there are important gains to be made in transit rider-ship through a program that makes commute alternatives more attractive than commuting in single occupant vehicles. Therefore staff is recommending that we work with the business community to design a program that supports the business environment, is likely to have a measurable and lasting impact on congestion relief, and that ensures that the C/CAG investment results in outcomes that would not have occurred without the program.

At this time staff is not recommending a specific allocation of funds for this effort. Depending on the design of the program, it is possible that other sources of monies may be more appropriate. Staff will report back with more specifics on this program after working with the business community, and may at that time recommend a budget allocation and source of funds.

6. El Camino Real Incentive Program.

On May 11, 2006, the C/CAG Board approved the El Camino Real Incentive Program and authorized the use of the Congestion Relief Plan as the funding source for it. Under this Program the jurisdictions along El Camino Real will be eligible to receive up to \$50,000 as matching funds to support land use and transportation planning efforts along the corridor. The jurisdictions will also be eligible for an additional \$50,000 in matching funds to support the implementation of these plans. Some of the other activities that will be funded as part of the El Camino Real Incentive Program include the development of a corridor study and design of transportation system improvements to complement the land use changes adopted by the local jurisdictions, and as matching funds to secure outside grants to support the overall El Camino Real Program.

It is recommended that the annual pool of funds for this program be established as up to \$500,000. The current authorization did not establish an annual amount.

7. Programs to Address Traffic Congestion on the Coastsid.

The Coastsid communities have not benefited from the Congestion Relief Plan programs to the same extent as the Baysid communities, in particular with the Employer-Based Shuttle Program, Transportation Demand Management assistance to employers, the ITS and Ramp Metering programs, and the El Camino Real Incentive Program. Therefore it is recommended that consideration be given to the creation of services that meet some of the unique needs of the Coastsid. Examples of programs might include:

- Locally coordinated services that target congestion created as a result of individuals transporting children to and from schools.
- Use of smaller vehicles as shuttles and/or fixed route service providers to reach areas not currently served by the existing transit services.
- Implementation of shuttles and other transportation services for limited periods of time to address severe congestion that results from various events on the Coastsid.

It is proposed that the funding to support these services be derived from the pool of funds identified in Number 1 – Employer-Based Shuttle Program and Local Transportation Services.

Total Funding

The total funding from C/CAG Member Agencies under these options for reauthorization of the Congestion Relief Program is \$1,850,000 or \$550,000 greater than the current

assessments. This does not include the matching funds that are provided for specific programs from the San Mateo County Transportation Authority. It is recommended that the Congestion Relief Program be reauthorized for an additional six years which will meet the requirements of a Countywide Deficiency Plan for the next three Congestion Management Program cycles (through June 30, 2013). The following are some of the ways that the C/CAG Member Agency contributions to the program can be addressed:

- The additional \$550,000 can be divided among the Member Agencies based on the current Congestion Relief Program formula that assesses a share of the increased amount based on the number of trips generated and attracted by each jurisdiction as a percent of the Countywide total.
- The contribution of the Member Agencies to the Congestion Relief Program can be kept at the same level as it has been for the past five years, and the new programs will be funded only to the extent that there are unexpended funds in the other programs or there are carryover funds from previous years. Staff anticipates that the majority of the new program can be funded in this manner.
- The new programs and potentially some of the existing programs can be scaled back in funding so that the total does not exceed the current total of Member Agency contributions (\$1.3 million).
- The new programs can be eliminated and existing programs can be scaled back so that the total Member Agency contributions are reduced for the reauthorized program.

PROGRAM OPTION 1 FOR REAUTHORIZED CONGESTION RELIEF PROGRAM

Shuttles / Local Transportation Services

\$0.5 million/yr

- Provide dollar for dollar matching funds to cities
- Gaps in funding for employer-based shuttles

Expanded TDM Programs

\$0.55 million/yr

- Expand try transit campaign
- Expand transit use
- Transit pass program

Intelligent Transportation System Plan

\$0.2 million/yr

- Incident management program
- Public outreach and education
- GIS support
- Other elements of ITS Plan

Ramp Metering Study

\$0.1 million/yr

- Before and after study
- On going monitoring
- Program adjustments
- Education and community outreach
- Remaining phases of the program

Incentives for Employment Centers

\$0.0

- Work with business community to design

El Camino Incentive Program

\$0.5/yr

- Planning incentive grants
- Implementation incentive grants

Coastside Congestion

Included with shuttles/ Local Transportation

- Schools
- Smaller vehicles
- Special events

PROGRAM OPTION 2 FOR REAUTHORIZED CONGESTION RELIEF PROGRAM

Shuttles / Local Transportation Services

\$0.5 million/yr

- Provide dollar for dollar matching funds to cities
- Gaps in funding for employer-based shuttles

Expanded TDM Programs

\$0.55 million/yr

- Expand try transit campaign
- Expand transit use
- Transit pass program

Intelligent Transportation System Plan

\$0.15 million/yr

- Incident management program
- Public outreach and education
- GIS support
- Other elements of ITS Plan

Ramp Metering Study

\$0.05 million/yr

- Before and after study
- On going monitoring
- Program adjustments
- Education and community outreach
- Remaining phases of the program

Develop Incentive Program for TOD Employment Centers

\$0.0 (Include in C/CAG Base Budget)

- Work with business community to design

El Camino Incentive Program

\$0.3/yr

- Planning incentive grants
- Implementation incentive grants

Coastside Congestion

\$0.05/yr

- Schools
- Smaller vehicles
- Special event

CONGESTION RELIEF PROGRAM ASSESSMENT						
Agency	Population (as of 1/01/06)	Per Cent of Total	% of Trip Generation	Original \$1,300,000	Option 1 \$1,850,000	Option 2 \$1,600,000
Atherton	7,262	1.00%	1.50%	\$19,500	\$27,750	\$24,000
Belmont	25,648	3.54%	3.30%	\$42,900	\$61,050	\$52,800
Brisbane	3,744	0.52%	1.70%	\$22,100	\$31,450	\$27,200
Burlingame	28,322	3.91%	5.00%	\$65,000	\$92,500	\$80,000
Colma	1,575	0.22%	1.30%	\$16,900	\$24,050	\$20,800
Daly City	104,820	14.48%	9.80%	\$127,400	\$181,300	\$156,800
East Palo Alto	32,083	4.43%	2.40%	\$31,200	\$44,400	\$38,400
Foster City	29,900	4.13%	4.30%	\$55,900	\$79,550	\$68,800
Half Moon Bay	12,739	1.76%	1.00%	\$13,000	\$18,500	\$16,000
Hillsborough	10,965	1.51%	1.00%	\$13,000	\$18,500	\$16,000
Menlo Park	30,750	4.25%	6.30%	\$81,900	\$116,550	\$100,800
Millbrae	20,735	2.86%	2.80%	\$36,400	\$51,800	\$44,800
Pacifica	38,739	5.35%	3.40%	\$44,200	\$62,900	\$54,400
Portola Valley	4,553	0.63%	1.10%	\$14,300	\$20,350	\$17,600
Redwood City	76,087	10.51%	13.80%	\$179,400	\$255,300	\$220,800
San Bruno	41,515	5.73%	3.70%	\$48,100	\$68,450	\$59,200
San Carlos	28,265	3.90%	4.40%	\$57,200	\$81,400	\$70,400
San Mateo	94,315	13.03%	14.50%	\$188,500	\$268,250	\$232,000
South San Francisco	61,824	8.54%	9.20%	\$119,600	\$170,200	\$147,200
Woodside	5,507	0.76%	1.00%	\$13,000	\$18,500	\$16,000
San Mateo County	64,756	8.94%	8.50%	\$110,500	\$157,250	\$136,000
TOTAL	724104	100.00%	100.00%	\$1,300,000	\$1,850,000	\$1,600,000
						\$1,534,000

2002 Adopted with
Inflation-3%/ Yr
6 Years or 18%

Please note that the assessment will be constant for the term of the Congestion Relief Program

SAN MATEO CONGESTION RELIEF PLAN

FINANCIAL OPTIONS

Program	Current	Annual Cost (\$M/ Year)	
		Option 1	Option 2
Shuttle	0.5	0.5	0.5
TDM	0.5	0.55	0.55
ITS	0.2	0.2	0.15
Ramp Metering	0.1	0.1	0.05
TOD Employment (Definition Only)	-	0 (C/CAG Budget)	0 (C/CAG Budget)
ECR Incentive	-	0.5	0.3
Coastside Service	-	In Shuttle Category	0.05
TOTAL	1.3	1.85	1.6

C/CAG AGENDA REPORT

Date: November 9, 2006
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: REVIEW AND APPROVAL OF PHASE ONE US 101 (south of Route 92)
RAMP-METERING PUBLIC OUTREACH SCHEDULE

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

RECOMMENDATION

That the C/CAG Board review and approve the Phase 1 US 101 (south of Route 92) ramp-metering public outreach schedule.

FISCAL IMPACT

Funding for the ramp-metering program has been included in the FY 2006/07 C/CAG budget.

SOURCE OF FUNDS

Funding for the ramp-metering program comes from the C/CAG Congestion Relief Plan.

BACKGROUND/DISCUSSION

In year 2005, C/CAG has completed a feasibility study for ramp-metering on the US 101 corridor and on the Interstate 280 corridor north of Interstate 380. That study showed ramp-metering will have overall positive benefit on traffic congestion management and traffic operations management. Subsequently, the C/CAG Board approved Resolution 05-58 authorizing the Executive Director, working with the C/CAG's Ramp Metering Technical Committee (RMTC), to negotiate a Memorandum of Understanding (MOU) with Caltrans to set forth the details of a ramp-metering program. Resolution 05-58 further authorized the C/CAG Chair to execute said MOU on behalf of the C/CAG Board.

The C/CAG Ramp Metering Technical Committee (RMTC) was formed in February 2005. Membership consists of one staff person from each of the 20 cities and the county, SMCTA, Caltrans, and MTC. The RMTC was tasked to develop consensus on the operational details of ramp metering, including metering rate plan (red and green cycle times), equipment status, "before" and "after" traffic monitoring on local streets, etc.

ITEM 5.6

Since its inception, the RMTTC has met on a monthly basis and has established consensus on the following:

1. A set of metering rates for phase 1 metering. Those metering rates were developed using a micro simulation model and based on the premise that total travel time saving will exceed the sum of any additional waiting time at the meters.
2. A Memorandum of Understanding (MOU) with Caltrans governing the implementation of the Ramp-Metering Program.
3. Locations on local streets for “before” and “after” traffic monitoring

Phase 1 metering covers freeway 101 between south of Route 92 and University Avenue, inclusive, in the following four directions:

- Northbound morning peak hours
- Northbound afternoon peak hours
- Southbound morning peak hours
- Southbound afternoon peak hours

RECOMMENDATION

It is proposed to begin to turn on the meters for phase, on US 101 between south of Route 92 and University Avenue, in December 2006. Before the meters are turned on, a series of public outreach events are recommended to inform the public motorists:

November 2006	Letter from C/CAG to the 20 cities and the County providing schedule and available information.
Late November or early December 2006	Press release from C/CAG
November 2006	Information on C/CAG website
December 1, 2006 – On-going	Coordinate with all local jurisdictions on web links to C/CAG website, if interested
November & December 2006	Media outlet, including local newspapers and/or cable television.
November & December 2006	Caltrans telephone information Hot Line opens
Two weeks before turn on	Announcement on Caltrans electronic freeway message signs
Two weeks before turn on	All meters will be set to “green” two week before operation

ATTACHMENT

- None.