

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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BOARD MEETING NOTICE

Meeting No. 257

- DATE:** Thursday, May 9, 2013
- TIME:** **6:30 P.M.**
- 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
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
 - 4.1 Certificate of Appreciation to Bob Grassilli, past Chair of C/CAG Board, for his service as C/CAG Chair for two years. INFORMATION p. 1
 - 4.2 Presentation from the Peninsula Traffic Congestion Relief Alliance (Alliance)
 - 4.3 Update from PG&E.

5.0 CONSENT AGENDA

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

- 5.1 Approval of the minutes of regular business meeting No. 255 dated April 11, 2013. ACTION p. 5
- 5.2 Review and approve the Appointments of Brad Underwood from Foster City and Paul Willis from Hillsborough to fill seats on the Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 9
- 5.3 Review and approval of Transportation Development Act (TDA) Article 3 Fund Financial Statements (Audit) for the Year Ended June 30, 2012 ACTION p. 15

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

6.0 REGULAR AGENDA

- 6.1.1 Review and approval of C/CAG Legislative policies, priorities, positions, and legislative update.
(A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 21
- 6.1.2 Review and approve pursuing state legislation to enable C/CAG to sponsor a potential Countywide Funding Initiative for stormwater compliance activities. ACTION p. 27
- 6.2 Receive update on public opinion research strategy and approach for the proposed Countywide Funding Initiative for stormwater compliance activities. INFORMATION p. 29
- 6.3 Review and approval of the San Mateo County Priority Development Area (PDA) Investment and Growth Strategy. ACTION p. 31
- 6.4 Review and approval of Resolution 13-13 to adopt the Federal Cycle 2 OneBayArea Grant (OBAG) Program list of projects for submission to Metropolitan Transportation Commission (MTC). ACTION p. 61
- 6.5 Review and approval of Resolution 13-12 approving the funding contributions from cities and county for the San Mateo County Green Business Program for FY 2013/14. ACTION p. 71
- 6.6 Presentation on the San Mateo County Energy Watch and comprehensive energy recommendations program for San Mateo County cities. INFORMATION p. 79

- 6.7 Initial draft, assumptions, and input on the C/CAG 2013-14 Program Budget and Fees. ACTION p. 81
- 6.8 Review and accept the Actuarial Valuation of Other Post-Employment Benefit (OPEB) for C/CAG as of July 1, 2012. ACTION p. 117

7.0 COMMITTEE REPORTS

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

8.0 EXECUTIVE DIRECTOR’S REPORT

9.0 COMMUNICATIONS - Information Only

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

- 9.1 Letter from Sandy Wong, Executive Director C/CAG, to Ezra Rapport, Executive Director, Association of Bay Area Governments, dated 4/12/13 RE: Regional Housing Needs Allocation – San Mateo County Subregion Final Allocation. p. 127
- 9.2 Letter from Sandy Wong, Executive Director C/CAG, to Planning Directors/Managers, dated 4/11/13. RE: Invitation to a Training Workshop Regarding Implementation of the Adopted Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport (SFO). p. 129

10.0 ADJOURN

Next scheduled meeting: June 13, 2013 Regular Board Meeting.

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

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

The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

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

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

Executive Director: Sandy Wong 650 599-1409

Administrative Assistant: Nancy Blair 650 599-1406

FUTURE MEETINGS

May 9, 2013	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
May 9, 2013	C/CAG Board - SamTrans 2 nd Floor Auditorium - 6:30 p.m.
May 15, 2013	Resource Management and Climate Protection Committee (RMCP)
May 16, 2013	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15 p.m.
May 20, 2013	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
May 23, 2013	Airport Land Use Committee (ALUC) - Burlingame City Hall - Council Chambers - 4:00 p.m.
May 23, 2013	Bicycle and Pedestrian Advisory Committee (BPAC) - San Mateo City Hall - Conference Room C - 7:00 p.m.
May 28, 2013	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City – Noon

C/CAG AGENDA REPORT

Date: May 9, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Presentation to Bob Grassilli, Mayor of the City of San Carlos, for his service as C/CAG Chair from April 2011 to March 2013.

(For further information or questions contact Sandy Wong, 650 599-1409)

RECOMMENDATION

That the C/CAG Board honor Bob Grassilli, Mayor, City of San Carlos, for his service as C/CAG Chair from April 2011 to March 2013.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Bob Grassilli served as C/CAG Chair from April 2011 to March 2013.

ATTACHMENTS

Certificate of appreciation

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
BOB GRASSILLI
FOR HIS DEDICATED SERVICE TO C/CAG
AS THE CHAIRMAN OF THE BOARD**

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

Whereas, Bob Grassilli has been serving on the C/CAG Board of Directors, representing the City of San Carlos, as a Member since 2006; and

Whereas, Bob Grassilli has dedicated his services to the people of San Mateo County as Chair to the C/CAG Board of Directors from April 2011 to March 2013; and,

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Bob Grassilli for his services as the Chairman of the Board, and appreciates his continued service on the C/CAG Board.

PASSED, APPROVED, AND ADOPTED THIS 9th DAY OF May 2013.

Brandt Grotte, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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BOARD MEETING MINUTES

Meeting No. 255

April 11, 2013

1.0 CALL TO ORDER/ROLL CALL

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

Jerry Carlson - Atherton
Christine Wozniak – Belmont
Clarke Conway– Brisbane
Terry Nagel – Burlingame, San Mateo County Transportation Authority
Joseph Silva – Colma
David Canepa - Daly City
Ruben Abrica - East Palo Alto
Rick Kowalczyk - Half Moon Bay
Jay Benton - Hillsborough
Kirsten Keith - Menlo Park (6:32)
Mary Ann Nihart - Pacifica
Maryann Moise Derwin – Portola Valley (6:35)
Alicia Aguirre - Redwood City
Irene O’Connell - San Bruno
Brandt Grotte - San Mateo
Don Horsley - San Mateo County
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent,
Foster City
Millbrae
San Carlos

Others:
Sandy Wong, Executive Director C/CAG
Nancy Blair, C/CAG
Lee Thompson, C/CAG Legal Counsel
Parviz Mokhtari - C/CAG
Tom Madalena, C/CAG Staff
Matt Fabry, C/CAG Staff
Kim Springer, San Mateo County
Jim Porter, San Mateo County

ITEM 5.1

Susan Wright, San Mateo County
Rich Newman, ALUC
Robert Ross, City of San Mateo
Duane Bay, San Mateo County
Scott Hart and Jennifer Stuart, PG&E
Onnolee Trapp, CMEQ, Committee, League of Women Voters of San Mateo County
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Scott Hart, PG&E, provided an update on PG&E's activities in the area.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

None.

5.0 CONSENT AGENDA

Board Member Aguirre MOVED approval of Items 5.1, and 5.2. Board Member Carlson SECONDED. **MOTION CARRIED** 17-0-1. Board Member Wozniak Abstained from the March 2013 minutes.

5.1 Approval of the minutes of regular business meeting No. 254 dated March 14, 2013.

APPROVED

5.2 Review and approval of Resolution 13-11 authorizing the C/CAG Chair to execute an agreement with Iteris, Inc. to provide System Integration Support to C/CAG, Caltrans District 4, and the Smart Corridor Project stakeholders for an amount not to exceed \$580,977.00.

APPROVED

6.0 REGULAR AGENDA

6.1 Presentation on the Draft San Mateo County Priority Development Area (PDA) Investment and Growth Strategy.

ACTION

C/CAG staff provided a presentation and answered questions.

No action was taken, staff was asked to bring the report to the May C/CAG Board meeting.

7.0 COMMITTEE REPORT

7.1 Committee Reports (oral reports).

The Legislative Committee followed up on a question from the March C/CAG Board meeting regarding likely sponsors for a potential Countywide Stormwater Funding Initiative. The two likely sponsors are:

1. County Flood District under the Board of Supervisors.
2. C/CAG.

Based on discussions with the State's Legislative Counsel, it appears legislation would be required for C/CAG, being a Joint Powers Agency, to sponsor an initiative. Legislative Counsel staff is drafting potential language that could be used as legislation and Advocacy is looking for potential sponsors. The Legislative Committee is concerned about timing as the Legislative Calendar is already underway. As such, the Committee recommended staff continue the process and provide additional information to the C/CAG Board in advance of the May meeting, at which time the Board could make a decision regarding whether to pursue enabling legislation.

7.2 Chairperson's Report

None.

7.3 Boardmembers Report

None.

8.0 EXECUTIVE DIRECTOR'S REPORT

There will be a retreat directly after the Board meeting. There will be two speakers:

1. Matt Franklin, President, MidPen Housing Corporation, "Housing Opportunities in San Mateo County."
2. Steve Heminger, Executive Director, Metropolitan Transportation Commission (MTC) will provide a presentation on Draft Plan Bay Area.

9.0 COMMUNICATIONS - Information Only

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9.1 Letter from Honorable Anna G. Eshoo, U.S. House of Representatives, to Mr. Bob Grassilli, C/CAG Chair, dated 3/27/13. RE: Annual appropriations process for Fiscal Year 2014

10.0 ADJOURN

The meeting adjourned at 6:48 p.m.

C/CAG AGENDA REPORT

Date: May 9, 2013

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and Approve the Appointments of Brad Underwood from Foster City and Paul Willis from Hillsborough to fill seats on the Congestion Management Program Technical Advisory Committee (CMP TAC)

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

RECOMMENDATION

That the Board review and approve the appointments of Brad Underwood from Foster City and Paul Willis from Hillsborough to fill seats on the Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None.

BACKGROUND/DISCUSSION

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

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

C/CAG received a letter of interest from the City of Foster City, which recommended Brad Underwood, Public Works Director, to serve on the CMP TAC. C/CAG also received a letter from the Town of Hillsborough requesting the appointment of Paul Willis, Public Works Director, to serve on the CMP TAC. The appointments would backfill two vacant positions. The process of filling the remaining vacant position is ongoing.

ITEM 5.2

ATTACHMENTS

- Current CMP TAC Roster - 2013
- Letter from City of Foster City
- Letter from Town of Hillsborough

Current CMP TAC Roster – 2013

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

- Note:
- 14 out of 21 jurisdictions are represented (14 Engineers, 4 Planners)
 - One representative each for Caltrans, MTC, SMCTA/JBP/Caltrain, and C/CAG
 - Not represented (Atherton, Colma, East Palo Alto, Foster City, Hillsborough, Millbrae, Portola Valley)



City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

March 22, 2013

Ms. Sandy Wong
Executive Director
City/County Association of Governments of San Mateo County
555 County Center
5th Floor
Redwood City, CA 94063

Subject: APPOINTMENT OF REPRESENTATIVE ON THE C/CAG CONGESTION
MANAGEMENT TECHNICAL ADVISORY COMMITTEE

Dear Ms. Wong:

The purpose of this letter is to inform you that I have appointed Brad Underwood, Director of Public Works, to be our agency's representative on the C/CAG Congestion Management Technical Advisory Committee.

Mr. Underwood can be contacted by phone at (650) 286-3288 or email at bunderwood@fostercity.org.

We appreciate your assistance on this.

Sincerely,

James C. Hardy
City Manager

cc: Brad Underwood, Director of Public Works

Subject

Des: Chron

TOWN OF HILLSBOROUGH
SAN MATEO COUNTY

Tel 650-375-7400
Fax 650-375-7475



1600 Floribunda Avenue
Hillsborough, California 94010

Ms. Sandy Wong, Executive Director
County Office Building, 555 County Center
Fifth Floor
Redwood City, CA 94063

Dear Sandy,

This letter is to appoint Paul Willis, Hillsborough's Public Works Director, as Hillsborough's representative to C/CAG's Congestion Management Program – Technical Advisory Committee.

If you have any questions regarding this request, please contact me at rschwartz@hillsborough.net or 650-375-7404.

Thank you.

Randy Schwartz
City Manager

C/CAG AGENDA REPORT

Date: May 9, 2013
TO: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of Transportation Development Act (TDA) Article 3 Fund Financial Statements (Audit) for the Year Ended June 30, 2012

(For further information or response to questions, contact John Hoang at 650 363-4105)

Recommendation:

Review and approval of Transportation Development Act (TDA) Article 3 Fund Financial Statements (Audit) for the Year Ended June 30, 2012 in accordance with the staff recommendation.

Fiscal Impact:

None.

Revenue Source:

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

Background/ Discussion:

A separate independent audit was performed on the TDA Article 3 Fund for the year ended June 30, 2012. No issues were identified that required correction.

Attachments:

TDA Article 3 Statement of Net Assets and Governmental Fund Balance Sheet.

TDA Article 3 Fund Statement of Activities and Governmental Fund Revenues, Expenditures, and Changes in Fund Balance.

TDA Article 3 Fund Financial Statements (Audit) for the Year Ended June 30, 2012 - Provided to board members and alternate members separately, also available: www.ccag.ca.gov/ccag.html

ITEM 5.3

Transportation Development Act (TDA) Article 3 Fund Financial Statements (Audit)
For the Year Ended June 30, 2012 - Provided separately

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF NET ASSETS AND GOVERNMENTAL FUND BALANCE SHEET
JUNE 30, 2012

	TDA Funds	Adjustments	Statement of Net Assets
Assets:			
Cash and investments	\$ -	\$ -	\$ -
Total Assets	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Liabilities and Fund Balance:			
Liabilities:			
Accrued Expenses	\$ -	\$ -	\$ -
Total Liabilities	<u>-</u>	<u>-</u>	<u>-</u>
Fund Balance:			
Restricted for Transportation	<u>-</u>	<u>-</u>	<u>-</u>
Total Fund Balance	<u>-</u>	<u>-</u>	<u>-</u>
Total Liabilities and Fund Balance	<u>\$ -</u>		
Net Assets:			
Restricted for Transportation		<u>-</u>	<u>-</u>
Total Net Assets		<u>\$ -</u>	<u>\$ -</u>

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

TRANSPORTATION DEVELOPMENT ACT FUNDS
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
YEAR ENDED JUNE 30, 2012

	<u>TDA Funds</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
Revenues:			
From other agencies	\$ 100,000	\$ -	\$ 100,000
Total Revenues	100,000	-	100,000
Expenditures:			
Professional services	9,600	-	9,600
Total Expenditures	9,600	-	9,600
Excess (Deficiency) of Revenues Over (under) Expenditures	90,400	-	90,400
Other Financing Sources (Uses):			
Transfers in from other Funds	100,000	-	100,000
Total Other Financing Sources (Uses)	100,000	-	100,000
Net Change in Fund Balance/Net Assets	190,400	-	190,400
Fund Balance/Net Assets at Beginning of Year	(190,400)	-	(190,400)
Fund Balance/Net Assets at End of Year	\$ -	\$ -	\$ -

See Independent Auditors' Report and Notes to Financial Statements

C/CAG AGENDA REPORT

Date: May 9, 2013
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

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

RECOMMENDATION

Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). Also recommend that the C/CAG Board consider sending a letter in support of AB 1229.

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

At the April 11, 2013 Legislative committee meeting, it was recommended to track legislation without taking positions at this time. It was also recommended to add AB 162, SB 553, and SB7 to the list of legislation to monitor.

C/CAG was recently requested to provide support to AB 1229. AB 1229 clarifies that inclusionary zoning ordinances adopted by local jurisdictions do not violate the Costa Hawkins Rental Housing Act. The bill returns to the status quo ante prior to the Palmer Decision and is an issue of local control. The League of California Cities and the City of San Jose support this legislation. Non-Profit Housing Association of Northern California is a co-sponsor of the legislation and the two principal co-authors are from our region: Senator Mark Leno and Assembly member Kevin Mullin. A draft letter of support was presented at the May 9, 2013 Legislative Committee for a recommendation.

ITEM 6.1.1

ATTACHMENTS

- State Legislative Update – April
- Draft letter in support of AB 1229



ADVOCACION



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

April 30, 2013

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

RE: STATE LEGISLATIVE UPDATE- APRIL

Given the bill introduction date of February 25, the myriad of amended bills, and the Spring Recess (March 22- March 31), the month of March proved to be fairly quiet. We have been working to identify state funding opportunities for transportation given the maturation of Proposition 1B and inability of the gas tax to keep up with demand. Please see below for a summary of potential options and prospects of success for each.

Securing New Funding

The Governor's budget had some language that acknowledged the need to continue the state's investment in transportation infrastructure given that existing resources are dwindling and will soon expire. Acting Business, Transportation and Housing Secretary Brian Kelly has stated that he intends to convene a working group beginning on April 9 to discuss the prospects of creating a pay-as-you-go funding stream for the future. Your advocacy team will be at the table to provide input and shape that conversation in order to help position C/CAG to acquire prospective funding.

As a result, your advocacy team has already spent a considerable amount of time trying to shape and figure out what will happen in transportation this year. We have met with the Speaker, Senate President pro Tempore, Committee Chairs and members, California Air Resources Board, Business Transportation & Housing Agency, and California Transportation Commission on a number of issues.

Here's a menu of options thus far and the prospect for each item this year:

1. Lowering the vote threshold:

Thanks to the 2/3 majority in both houses, many non-self-help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently, 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing.

The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets. Think realignment 2.0. Another problem is each county's taxing capacity. Would we need a Bradley-Burns waiver (10%)? How much do you tax folks in the county?

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8, respectively, for purposes of lowering threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would

allow the threshold to be lowered for all sectors. C/CAG has taken a support position on both bills.

Senate President pro Tempore Darrell Steinberg recently announced that he would like to wait until next year to entertain such proposals. He and the Governor believe that we need a "cooling off" period after the passage of Proposition 30 last November. Recent polling for local sales tax measures has not been encouraging as well.

2. Cap and Trade:

The Budget acknowledged that transportation is the single largest contributor to greenhouse gas emissions (GHGs) in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in \$55.8 million in proceeds to the state, while the second produced just over \$50 million (one more auction will occur on May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may not exceed these amounts.

Cap and Trade continues to be a high priority issue this legislative session because it is one of the few viable revenue sources that may go to transportation. The Transportation Coalition for Livable Communities (made up of the California Alliance for Jobs, California Transit Association, California State association of Counties, League of Cities, and several regional transportation planning agencies), continues to grow its membership and meet with the Administration, Air Resources Board, legislators and their staff, and other key stakeholders. We've specifically been meeting with members of the legislature to promote the plan to invest all of the fuels-related Cap and Trade auction revenue in GHG-reducing transportation projects. In the meantime, the Air Resources Board is responsible for developing an investment plan which will be submitted to the Department of Finance this Spring.

Assembly Transportation Committee Chair Bonnie Lowenthal (D-Long Beach) has agreed to author the coalition's Cap and Trade proposal and has therefore amended AB 574 for that purpose.

C/CAG

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May 9, 2013

The Honorable Toni Atkins
California State Assembly
P.O. Box 942849
Sacramento, CA 94249-0078

RE: AB 1229 (Atkins) – Inclusionary Housing – SUPPORT

Dear Assembly Member Atkins,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to express our support position of Assembly Bill 1229.

In our dual capacity as a Congestion Management Agency (CMA) and a Sub-region of regional housing needs allocation, we applaud you for introducing this bill, which clarifies and reinforces the existing Inclusionary Housing Policy. AB1229 reinstates each jurisdiction's right to adopt and enforce an inclusionary housing ordinance, or not as it deems appropriate. The language in AB 1229 will help to ensure that future development across our state and in our county includes a reasonable share of housing affordable to the service-sector workforce, which is essential to the quality of life and economic prosperity of the region. We also note that an inadequate local supply of workforce homes contributes to local and regional traffic congestion.

Thank you for authoring this bill, and for your ongoing commitment to support housing affordable to all Californians.

Sincerely,

Brandt Grotte
Board Chair
City/County Association of Governments of San Mateo County

C/CAG AGENDA REPORT

Date: May 9, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approve pursuing state legislation to enable C/CAG to sponsor a potential Countywide Funding Initiative for stormwater compliance activities

(For further information or questions contact Matthew Fabry at 599-1419)

RECOMMENDATION

That the C/CAG Board review and approve pursuing state legislation to enable C/CAG to sponsor a potential Countywide Funding Initiative for stormwater compliance activities

BACKGROUND/DISCUSSION

In March, staff provided an update on the process to evaluate a potential Countywide Funding Initiative for municipal stormwater compliance activities and indicated the likely sponsors of such a measure would be either C/CAG or the County Flood Control District. In April, staff provided a brief update to both the Board and the Legislative Committee that the State's Legislative Counsel had indicated specific legislation is needed to enable C/CAG, as a Joint Powers Agency, to sponsor a funding measure.

Since the April Board meeting, staff worked with C/CAG legal counsel, Advocation/Shaw, Yoder, Antwih, Inc., and staff from the State's Legislative Counsel to draft such proposed enabling legislation consistent with the requirements of the California Constitution (Proposition 218 approval mandates). Given that the deadline for first introducing bills during this legislative session has already passed, staff is working with Advocation/Shaw, Yoder, Antwih to identify potential authors willing to amend an existing bill to incorporate the proposed legislation.

Assuming C/CAG is successful in having legislation introduced, it would need to be signed into law by the Governor in mid-October in order for it to go into effect on January 1, 2014. Successful legislation this year will enable C/CAG if desired, to pursue a stormwater funding initiative to generate funding on the 2014-15 property tax rolls. If C/CAG is unable to secure enabling legislation this year, an initiative may have to be postponed or conducted late enough that revenue could not start to be generated until the 2015-16 tax period. Given that the Municipal Regional Permit is slated for reissuance in December of 2014 and compliance costs are expected to increase, staff recommends the Board approve pursuing legislation now in anticipation of a spring 2014 initiative.

ATTACHMENTS

Draft Enabling Legislation

ITEM 6.1.2

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The heading of Article 1 (commencing with Section 65089.11) is added to Chapter 2.65 of Division 1 of Title 7 of the Government Code to read:

Article 1. Traffic Congestion and Stormwater Pollution

SEC. 2. Article 2 (commencing with Section 65089.50) is added to Chapter 2.66 of Division 1 of Title 7 of the Government Code, to read:

Article 2. Stormwater Pollution

65089.50. For the purpose of managing stormwater pollution consistent with an approved National Pollutant Discharge Elimination System permit issued pursuant to the Federal Water Pollution Control Act (33 U.S.C. Sec. 1251 et seq.), in accordance with the California Constitution, by a resolution of the board, the City/County Association of Governments of San Mateo County may do any of the following:

(a) Subject to Section 4 of Article XIII A and Article XIII C of the California Constitution, impose a parcel tax in accordance with Article 3.5 (commencing with Section 50075) of Chapter 1 of Part 1 of Division 1 of Title 5 of the Government Code.

(b) Subject to Section 4 of Article XIII D of the California Constitution, levy an assessment.

(c) Subject to Section 6 of Article XIII D of the California Constitution, impose a property related fee.

C/CAG AGENDA REPORT

Date: May 9, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive update on public opinion research strategy and approach for the proposed Countywide Funding Initiative for stormwater compliance activities

(For further information or questions contact Matthew Fabry at 599-1419)

RECOMMENDATION

Receive update on public opinion research strategy and approach for the proposed Countywide Funding Initiative for stormwater compliance activities and provide feedback to staff, as appropriate.

BACKGROUND/DISCUSSION

In March, C/CAG and SCI Consulting Group staffs presented to the C/CAG Board a status update on the proposed Countywide Funding Initiative for municipal stormwater compliance activities, including details on the consultant team, overall phases of work, and anticipated project timeline. Now, C/CAG staff and representatives from SCI Consulting Group and True North Research will present on the general approach and strategy for the planned public opinion research that will take place this summer.

The intent of the planned opinion research is to determine if a funding measure is feasible, how best to align a measure with community priorities, and what information is needed to better inform the public. The opinion research will occur in two phases, the first of which is a brief phone survey to hundreds of residents representing people likely to participate in a general election and the second being a mailed survey to thousands of property owners representing a variety of demographic groups. The phone survey is expected to occur in June and the mailed survey, which will be informed by results of the phone survey, in September.

After receiving feedback from the C/CAG Board on the general approach and strategy, staff and the consultant team will work with the C/CAG Stormwater Committee and the ad hoc steering committee from its membership to finalize the details of both the phone and mail surveys.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: May 9, 2013
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of the San Mateo County Priority Development Area (PDA) Investment and Growth Strategy

(For further information or questions contact Tom Madalena at 599-1460 or Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Board review and approve the San Mateo County Priority Development Area (PDA) Investment and Growth Strategy.

FISCAL IMPACT

The fiscal impact will be the cost associated with staff time.

SOURCE OF FUNDS

Funding for additional staff time to implement the San Mateo County Priority Development Area Investment and Growth Strategy comes from the Metropolitan Transportation Commission.

BACKGROUND/DISCUSSION

On May 17, 2012 the Metropolitan Transportation Commission (MTC) adopted Resolution 4035 which requires the Bay Area Congestion Management Agencies to develop and submit to MTC an Investment and Growth Strategy for the Priority Development Areas (PDAs). The requirement for this investment and growth strategy is spelled out in Appendix A-6 of MTC Resolution 4035. The PDA Investment and Growth Strategy is due to MTC by May 1, 2013. C/CAG staff intends to submit a Draft PDA Investment and Growth Strategy (IGS) to MTC by the May 1st deadline. Once adopted by the Board, the final Priority Development Area Investment and Growth Strategy will then be submitted to MTC.

C/CAG is required to develop a strategy that will help inform how future transportation investments are made in San Mateo County. The objective of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments is to make sure that CMAs keep apprised of on-going transportation and land-use planning efforts and to encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes. This work also includes encouraging and supporting local jurisdictions in meeting their housing objectives established through their adopted housing elements and the Regional Housing Needs Allocation (RHNA). These objectives and resulting strategies are aimed at developing and encouraging policies for transportation investments which

incentivize and support housing development, specifically affordable housing.

The San Mateo County Priority Development Area Investment and Growth Strategy includes a narrative report describing the setting in San Mateo County and that spells out the process that C/CAG will undertake over the next 4 years in order to track progress towards PDA growth. As a new policy direction from MTC, this PDA Investment and Growth Strategy is just beginning and may be refined over time.

C/CAG plans to monitor the progress of local jurisdictions in implementing their housing element objectives and to identify current local housing policies that encourage affordable housing production and/or community stabilization. The current production for the 2007-2014 Regional Housing Needs Allocation (RHNA) cycle and current housing policies in place are presented in the attached Appendix A. Appendix A data was originally compiled by Association of Bay Area Governments (ABAG) staff and ABAG staff gave cities an opportunity to comment on the table. Appendix B provides a summary of the PDA activities jurisdictions have undertaken in San Mateo County. These two spreadsheets will be updated annually around April of each year. C/CAG staff intends to utilize already completed data tracking efforts such as the Housing and Community Development (HCD) report that cities turn into HCD each April. C/CAG staff intends to minimize the amount of data reporting and staff time for cities as much as possible while still meeting the requirements placed on Congestion Management Agencies by MTC.

During the development of this PDA IGS, staff presented an initial outline to the Planning Directors/staff at the 21 Elements meeting on March 7th, and presented a draft at a special Planning Directors/staff meeting on March 28th. The Draft PDA IGS was also presented to the Congestion Management Program Technical Advisory Committee (TAC) on March 21st and on April 18th. It was then presented to the Congestion Management and Environmental Quality Committee (CMEQ) on March 25th.

At the April 18, 2013 CMP TAC meeting, the TAC recommended approval of the San Mateo County PDA Investment and Growth Strategy with the following requests/comments:

1. Staff was directed to correct the housing numbers as necessary in Appendix A.
2. Continue to raise concerns with MTC regarding the adverse funding impacts to local streets and roads maintenance as a result of this PDA IGS strategy.
3. The ability to achieve the housing growth projections (2010-2040 Growth) for each of the PDAs as shown in the "Jobs-Housing Connection Strategy" as provided by ABAG are questionable.

Note: The "San Mateo County Priority Development Area" table has been moved to Appendix C as a reference only.

ATTACHMENTS

- San Mateo County Priority Development Area Investment and Growth Strategy
- Appendix A – San Mateo County Housing Policies and Production
- Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County
- Appendix C – San Mateo County Priority Development Areas

San Mateo County

Priority Development Area Investment and Growth Strategy

- I. Objectives
- II. Background
 - a. Setting
 - b. Challenges
- III. San Mateo County Priority Development Areas (PDA)
 - a. Existing PDA Information from ABAG
 - b. Confirming PDA Information with Cities and the County
 - c. Future PDA Progress Updates
- IV. Housing
 - a. Housing Production Progress
- V. On-going Countywide Efforts towards PDA Growth
 - a. Grand Boulevard Initiative
 - b. Grand Boulevard Multimodal Transportation Corridor Plan
 - c. C/CAG TOD Incentive Program
 - d. San Mateo County Sub-RHNA process
 - e. Other Efforts
- VI. Transportation Investments
 - a. Plan Bay Area
 - b. OneBayArea Grant (OBAG) Program
 - c. Identifying On-going and Future Transportation Projects within PDAs
 - d. Linking Transportation Investments to PDAs
- VII. Project Partners
 - a. San Mateo County Planning Directors/Staff
 - b. C/CAG Standing Committees (CMP TAC, CMEQ)
 - c. San Mateo County Department of Housing
 - d. Transportation Agencies

I. Objectives

The San Mateo County Priority Development Area (PDA) Investment and Growth Strategy (IGS) is being developed in accordance with requirements specified in MTC's Resolution 4035, Appendix A-6. Resolution 4035 requires each County Congestion Management Agency to develop a PDA Investment and Growth Strategy to inform future transportation investments. This strategy aims to inform the distribution of federal transportation funds in San Mateo County. MTC requires that an investment and growth strategy be designed to encourage and support the growth of the Priority Development Areas. This PDA Investment and Growth Strategy is intended to maximize federal transportation funding to support and encourage development in the San Mateo County PDAs. MTC requires that this PDA Investment and Growth strategy focuses on housing production and future transportation investments are intended to support PDA growth.

Under MTC's Resolution 4035 CMAs must develop a Growth Strategy for the County. The objective is to keep CMAs apprised of ongoing transportation and land-use planning efforts and to encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes. The objective also includes encouraging and supporting local jurisdictions in meeting their housing objectives established through their adopted housing elements and Regional Housing Needs Allocation (RHNA). These objectives and resulting strategies are aimed at developing and encouraging policies for transportation investments which reward and support housing development, specifically affordable housing.

San Mateo County as with the entire Bay Area is expected to experience significant population and job growth and as a result more planning is needed in order to effectively accommodate this growth in manner that protects the environment, people and resources while maximizing transportation investments at the local level. There has been recent legislation (SB375) which now requires that metropolitan transportation agencies (MPOs) develop a Sustainable Communities Strategy (SCS) – a new element of the Regional Transportation Plan (RTP) – to strive to reach the greenhouse gas (GHG) target established for each region by the California Air Resources Board (CARB).

The goal of this PDA Investment and Growth Strategy is to funnel and focus transportation investments into communities that are planning for and accommodating growth. This will be a long term process in which C/CAG will monitor the success of jurisdictions in approving housing projects and adopting supportive housing policies that achieve the production of more housing and the production and preservation of affordable housing. The goal is to reward jurisdictions that have adopted supportive housing policies and that produce housing through the next two RHNA cycles with discretionary transportation dollars that flow into San Mateo County from MTC. The goal is to encourage jurisdictions to plan for and enable housing to be produced,

especially affordable housing. This transportation–land use connection is further cemented through the adoption of Resolution 4035 by MTC.

II. Background

a. Setting

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. Over the years, the agency's scope has grown, and it is now three agencies in one, functioning as MTC as well as the Bay Area Toll Authority (BATA) and the Service Authority for Freeways and Expressways (SAFE).

MTC functions as both the regional transportation planning agency (a state designation) and, for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the plan. Adopted in April 2009, the most recent edition of this long-range plan, known as Transportation 2035, charts a new course for the agency, particularly with regard to reducing greenhouse gas emissions. MTC is now collaborating with ABAG on Plan Bay Area, an integrated long-range transportation and land-use/housing plan covering the time period through 2040. Set for adoption in 2013, the plan will address the requirements of a landmark bill passed by the California Legislature in 2008 (Senate Bill 365), which calls on regions to adopt a Sustainable Communities Strategy as a way of combating climate change.

The Association of Bay Area Governments (ABAG)

ABAG is part regional planning agency and part local government service provider. Within each of these two categories, ABAG performs a broad range of activities for its members. One of ABAG's main roles includes the allocation of the regional housing needs as directed down from the State of California's Department of Housing and Community Development (HCD).

ABAG prepared a short report in September of 2012 that provides a preliminary overview of San Mateo County jurisdictions' Priority Development Areas (PDAs), housing production, and affordable housing creation and preservation. This report provides an initial assessment of the state of the San Mateo County PDA's and is partially incorporated into the Priority Development Area section in this ISS.

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

C/CAG, an Association of Governments formed through a Joint Powers Agreement, is the Congestion Management Agency for San Mateo County. The C/CAG Board is made up of

representatives from every city, the County, and County transportation agencies in San Mateo County. C/CAG also serves San Mateo County as the official Airport Land Use Commission, Solid Waste Local Task Force and functions as a countywide forum for common issues. C/CAG prepares, reviews, adopts, monitors and facilitates implementation by member agencies a number of state-mandated countywide plans. These plans include the Congestion Management Plan, Integrated Solid Waste Management Plan, Airport Land Use Plan, Stormwater Management Plan and Hazardous Waste Management Plan. C/CAG is also responsible for programming state and federal transportation funds allocated to San Mateo County.

C/CAG is a Congestion Management Agency and performs and functions as the transportation planning and funding agency for San Mateo County. As the Congestion Management Agency, C/CAG has limited influence on the actual development and build out of the Investment and Growth Strategy. In its role, C/CAG distributes funds at the local level in a competitive environment. Generally speaking most of the funding that C/CAG administers is distributed based upon regulations and guidelines established by the source of the funds.

C/CAG deals with issues that affect the quality of life in general; transportation, air quality, storm water runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.

San Mateo County Transportation Agencies

San Mateo County is served by bus, rail and ferry transit service. SamTrans operates the bus service along with a robust shuttle program. There are two providers of fixed rail service, Caltrain and Bay Area Rapid Transit (BART). Additionally, new ferry service is being offered through the Water Emergency Transit Authority. The ferry service in San Mateo County is currently offered in South San Francisco with connections to both Alameda and Oakland.

SamTrans' most productive bus service lines are along the El Camino Real corridor.

BART serves the northern part of the County and was extended down into Millbrae at the Millbrae Intermodal Station where connections to Caltrain are available. BART also serves San Francisco International Airport (SFO).

Caltrain service runs for the most part parallel to the El Camino Real corridor and has seen increased ridership after the roll out of the Baby Bullet service. Caltrain continues to be a productive service and C/CAG has funded shuttles for over 10 years that provide connections from Caltrain to employment sites to enable and increase Caltrain ridership.

All of these transit providers will need to be at the table so that they can be informed and kept apprised as to outcomes that are expected to be achieved through this IGS. Focusing transportation investments into the PDAs will, over time, hopefully allow for increased housing and therefore the need for these transportation services. As a result these transportation agencies will need to be informed of these changes, even when they occur incrementally over time, so that they will be able to plan for and accommodate the need for increased transit service. Essentially

these transit providers will need to be advised as to where the development is going in the County so that they can be prepared for the increased need. For SamTrans this will be an important factor as the El Camino Real corridor is already where SamTrans experiences their highest ridership.

b. Challenges

As the county with the largest number of local jurisdictions in the nine County Bay Area region, San Mateo County has its own set of unique challenges and opportunities when it comes to working in a regional and collaborative manner. The framework that C/CAG has established and built over the last two decades has enabled C/CAG to provide a proactive process for the cities to work together on countywide issues and projects that benefit the region as a whole.

In San Mateo County housing needs and job growth are expected to be accommodated mostly through infill. Jurisdictions in San Mateo County, particularly those on the bayside, have championed a vision to develop the El Camino Real corridor, through the Grand Boulevard Initiative.

In order to achieve the priorities established by the region, discretionary Federal transportation funds will be directed to focus on communities that establish focused growth around transit stations, downtowns and transit corridors in order for the land uses and transportation investments to complement one another.

Even with communities that are development ready, San Mateo County may still experience the challenges of achieving infill and higher densities. Professional planning staff from jurisdictions have reported that due to the high land value, small parcel size and fragmentation of ownership, the ability for development to occur is challenging. Many San Mateo County communities actually experience small gains when it comes to housing production. Additionally the existing local residents are in some communities opposed to infill and increased densities. Along El Camino Real, the Grand Boulevard corridor, developers have faced opposition to projects due to congestion associated with higher densities or building heights that are considered to be too high.

For this PDA Investment and Growth strategy to be successful the development and investment community must be ready, willing and able. Without the private market the projected housing need and job growth will not be able to be achieved.

The harsh reality of affordability of housing stock or lack thereof is well known in San Mateo County. According to the "Out of Reach 2013" report by the National Low Income Housing Coalition, San Mateo County is tied at third (along with County of San Francisco and County of Marin) as the least affordable county in the United States when it comes to renting at Fair Market Value (FMV). This leaves San Mateo County, tied for first, as the least affordable county in California.

Land use is controlled at the local level and C/CAG recognizes and respects this local environment. The cities and counties are themselves, as land use agencies, limited in their

control of the development market as has been evident during the last down real estate cycle which started in 2007.

C/CAG's funding sources are transportation related. Land use decisions rest with local jurisdictions. Housing production itself is market driven. Cities in San Mateo County have embraced (please see attachment A) inclusionary zoning yet the recent Palmer Case in Los Angeles County has indicated that inclusionary ordinances are in jeopardy of being unenforceable, which may have a chilling effect upon such strategies to promote and create affordable housing. While many jurisdictions have made attempts to increase affordable housing production, it continues to be a challenging issue. With the loss of redevelopment agencies these challenges are even more evident today.

Funding Sources

C/CAG administers a number of Federal, state and local funding sources. These funding sources have specific limitations or restriction placed on them which limit the types of improvements or infrastructure treatments that can be achieved.

III. San Mateo County Priority Development Areas

Priority Development Areas are self-designated by local land use jurisdictions that are near transit service and are planned for development and housing. Cities/County have applied to ABAG for PDA approval and San Mateo County has seventeen approved PDA's throughout the County. Fourteen of San Mateo County's twenty-one jurisdictions have PDAs. The geographic land mass this represents however is a small portion of the overall geography of the county. In effect this is what is promoted through "focused growth" which is what the original Association of Bay Area Governments (ABAG) FOCUS Program, which eventually became the current Priority Development Area (PDA) Program, were designed to achieve. The OneBayArea Grant (OBAG) Program, governed by Resolution 4035, reinforces this concept by requiring that 70% of the locally available competitive funding from MTC must be spent in or in proximate access to a PDA.

San Mateo County is suburban in nature and the place types for the PDAs in the County range from Transit Town Center to City Center. This wide variety in geographies and place types make San Mateo County the desirable place that it is. The environment of San Mateo County is also characterized as one in which development is difficult to realize. The bayside is considered fairly built out and most of the available vacant parcels are considered to be difficult parcels to develop by planners and the development community alike.

In 2013, C/CAG will administer the San Mateo County PDA Planning Program through which planning grant funds will be made available to help PDAs become more development ready and hopefully help streamline the entitlement process. C/CAG will administer the program based on the PDA Program guidelines developed by MTC. These planning grants will be awarded to provide assistance to PDAs that are high impact and capable of early implementation. The goal

is to encourage and assist the cities with PDA's to develop and adopt planning documents that facilitate focused growth in PDAs.

a. Existing PDA Information from ABAG

In San Mateo County the Bayside downtown areas and transit-served neighborhoods will continue to be the primary focus for incremental growth in San Mateo County. Led by the Grand Boulevard Initiative, the redevelopment of El Camino Real is the clear growth vision for the County. The Jobs-Housing Connection Strategy projects 55,700 additional housing units in San Mateo County through 2040, or 8% of the total regional housing unit growth, with nearly 70% of that new housing in PDAs along El Camino Real. Additionally, significant development potential exists off the corridor in the East Palo Alto and Downtown South San Francisco PDAs.

Development along El Camino Real will take different shapes. San Mateo and Redwood City, the County's two largest City Centers, are expected to see the largest growth in jobs and housing in the County. Redwood City allows the highest densities for new development, while San Mateo has more acreage in PDAs. While the Mixed Use Corridor place type is generally lower density than other place types, the overall potential for growth in Mixed Use Corridors, combined, is higher than any other place type in San Mateo County due to the number and scale of the PDAs.

For reference, please see Appendix C – San Mateo County Priority Development Areas.

Transportation policies and investments are key to the success of housing development in many PDAs. Parking reductions in many areas, including corridors, will be critical to supporting smaller scale infill development. The redesign of Caltrain stations and station areas in Transit Neighborhoods and Transit Town Centers like San Bruno and South San Francisco are strongly tied to the potential for new transit-oriented development in those areas.

The northeastern corner of the County (Brisbane and Daly City Bayshore neighborhoods) is not currently planned for high levels of growth, but may play a significant role in future strategies. While the Town of Brisbane has chosen the Suburban Center place type, the potential for housing in this area is dependent on the outcome of the Brisbane Baylands planning process. For this reason the current SCS does not include housing in this location.

b. Confirming PDA Information with Cities and County

C/CAG will continue to update and monitor the success of the growth in the seventeen PDAs in San Mateo County. Appendix A and Appendix B to this document will be used to track the number of jobs, housing units, affordable housing units and affordable policies that are produced in the PDAs as well as the entire jurisdiction. This information in these tables was obtained from work completed by ABAG staff. C/CAG has presented these tables to planning staff in San Mateo County through the 21 Elements Technical Advisory Committee, to check for accuracy and completeness. These tables have also been vetted by the C/CAG Congestion Management

Program Technical Advisory Committee (TAC) and Congestion Management and Environmental Quality Committee (CMEQ) before submittal to MTC in May of 2013.

c. Future PDA Progress Updates

This PDA assessment will need to occur over many years in order to obtain valuable data to measure results. The anticipated growth of PDAs in San Mateo County is expected to occur over many decades. As a result, tracking the success of this incremental growth in the short term may be difficult to quantify or to have data that shows a pattern of success. C/CAG, through Appendix A, will monitor and track affordable housing supportive policies and the number of affordable housing units that are produced in each jurisdiction in April of each year. C/CAG is required to submit updates on the changes to housing policy and housing production to MTC annually by May 1st. C/CAG Staff will make every effort to obtain this housing information from existing sources in an effort to minimize the work required by city staff to provide updates. This data collection effort will be accomplished through a number of actions, programs and sources.

These efforts will include:

- 1) Participation on the Grand Boulevard Initiative (Task Force and Working Group)
- 2) Priority Development Area Planning Program for San Mateo County
- 3) Obtaining information in April of each year from the already completed State of California Department of Housing and Community Development (HCD) reports that planning staff at the cities submit to HCD.
- 4) Requesting City/County staff to confirm/provide comments on the C/CAG tracking tables each year before submission to MTC in May.

In the future C/CAG staff will update the information tables in Appendix A and Appendix B annually. These tables will include a summary of PDA job growth, PDA housing growth, housing production, affordable housing production and affordable housing preservation policies. Zoning changes within San Mateo County jurisdictions that may achieve housing strategies will also be monitored and tracked. All of this data will be tracked and presented in a format as shown in the attached Appendix A and Appendix B.

IV. Housing

For many years C/CAG has actively promoted the planning and production of high-quality housing in service-rich areas near transit in San Mateo County. In 1999 C/CAG launched the Transit Oriented Development Housing Incentive Program, which continues into the present. In 2005 C/CAG worked with ABAG and local State legislators to pass legislation giving delegated authority for jurisdictions within a county to self-administer distribution of quotas for Regional Housing Needs Allocation. In July 2007, to formally document the large and growing gap between housing need and supply, C/CAG published a Housing Needs Study developed under contract by Economic & Planning Systems. That same year C/CAG sponsored, and the County

of San Mateo Department of Housing produced and distributed, an attractive summary of the study. This partnership produced series of five policy primers on housing need, infill development, housing implications of aging population, environmental effects of housing policy and a Countywide Housing Production Strategy.

a. Housing Production Progress

21 Elements Project

Building on the success of these projects, C/CAG and Department of Housing collaborated on a series of activities that came to be known as the 21 Elements Project. 21 Elements is a multi-year, multi-phase collaboration of all twenty-one San Mateo County jurisdictions, along with partner agencies and stakeholder organizations, to adopt and implement local housing policies and programs codified in the State-mandated Housing Element of each jurisdiction's General Plan. It is a forum for sharing resources, successful strategies and best practices. Spring 2013 marks the beginning of Phase 5 of the project.

- Phase 1 (2006-2008) – Housing Needs Allocation Subregion

Jurisdictions formed a sub-region and negotiated the redistribution of the countywide total share of the Regional Housing Needs Allocation (RHNA). This was the first-ever established RHNA subregion in California. The give-and-take process enabled an allocation that fit local plans and priorities more closely than a regional formula could. The most notable example of this local customization, Town of Woodside and Redwood City actually moved their shared municipal boundary to facilitate permitting and construction of permanently affordable housing for staff at Canada Community College—and adjusted their respective allocations accordingly

- Phase 2 (2008-2009) – Housing Element Updates

21 Elements organized a peer learning group of municipal planning staff involved in the preparation of housing elements, developed a website, and prepared a Housing Element Update Kit containing materials to assist each jurisdiction in the preparation of their housing elements. Among many resources available on the website is a complete searchable database of all of the Housing Action Programs of all of the jurisdictions and a collection of policy statements and links to resource materials from advocacy organizations representing diverse interests including labor, health, environment, social justice, transportation among others.

- Phase 3 (2009-2013) – Housing Element Implementation & Preparation for Next Cycle

Phase 3 continued the multi-jurisdiction collaboration process as staff implement high-value programs contained in their adopted housing elements, for example zoning

ordinance amendments to comply with new State law enabling ministerial approval for conforming emergency shelter and supportive housing uses. In addition, the 21 Elements project staff negotiated with California State Housing & Community Development Department to enable and allow streamlined processing of certified Housing Elements conforming to certain standards, which would substantially simplify production and reduce costs for the next housing element update.

- Phase 4 (2012-2013) – Housing Needs Allocation Subregion (new cycle) & Sustainable Community Strategy

The jurisdictions again elected to form a subregion and successfully self-allocated their collective mandate to zone sites for enough housing to meet regional planning quotas. The complexity of the task increased as the RHNA process was merged into the Sustainable Community Strategy (SCS) process regionally to foster climate change mitigation through a tighter coupling of planning for land use, housing and transportation infrastructure.

- Phase 5 (2013-2014) – Housing Element Updates (New Cycle)

Phase 5 reprises Phase 2, jurisdictions cooperating as they meet State deadlines to update local Housing Elements. The preparatory work to streamline production, along with similar changes now implemented by State HCD statewide, will pay off as 21 Elements staff can carry a substantial portion of the requisite workload at a relatively nominal shared cost.

V. On-going Countywide Efforts towards PDA Growth

Jurisdictions in San Mateo County have been active in a host of activities that are in support of focused growth which supports transportation investments. Below is a list of projects that the San Mateo County partners have been involved with that have been in support of housing, affordable housing and jobs.

a. Grand Boulevard Initiative

The Grand Boulevard Initiative is a historic inter-jurisdictional collaborative planning effort to achieve a shared vision that links transportation and land use. Nineteen cities, San Mateo and Santa Clara counties, two transit agencies and two Congestion Management Agencies, and a number of other agencies and groups have united to improve the performance, safety, and aesthetics of the El Camino Real corridor between San Francisco and San Jose, California. The Vision of the Initiative is that “El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved quality of life.” This State Highway “will become a grand

boulevard of meaningful destinations shaped by all the cities along its length and with each community realizing its full potential to become a destination full of valued places."

C/CAG has supported and been a member of both the GBI Task Force and Working Committee. C/CAG has also partnered with SamTrans, Santa Clara Valley Transportation Authority (VTA) and cities on numerous projects and planning grants that aim to enable the revitalization and growth of the El Camino Real corridor.

b. Grand Boulevard Multimodal Transportation Corridor Plan (Corridor Plan)

C/CAG partnered with SamTrans and Santa Clara Valley Transportation Authority on a Caltrans planning grant for El Camino Real. The resulting planning document is the Grand Boulevard Multimodal Transportation Corridor Plan. The goal of the Corridor Plan is to facilitate development of a better match for land use and transportation on the El Camino Real Corridor from Daly City to San Jose's Diridon Station in support of smart growth. The plan included the "Street Design Guidelines" to provide a framework for the cities and agencies along El Camino Real and Caltrans to implement roadway, frontage, and transit improvements. Also included are "Street Design Prototypes" that depict improvements consistent with basic Caltrans design standards, as well as modifications that may be considered for a "design exception" from Caltrans.

c. C/CAG Transit Oriented Development Housing Incentive Program (TOD Program)

C/CAG has a strong history in the Bay Area of promoting regional cooperation as it relates to growth in a collaborative manner. The C/CAG Board originally adopted the nationally recognized Transit Oriented Development Housing Incentive Program in 1999. This program was awarded an United States Environmental Protection Agency award for Smart Growth under Policies and Regulations. This incentive program rewards jurisdictions for approving high-density housing (greater than 40 units per acre) with transportation funding. The program provides up to \$2,000 per bedroom as a reward for jurisdictions that approve high-density housing. Additionally this program supports affordable housing by providing an addition bonus for projects that provide affordable units. For developments with a minimum of 10% of the units set aside for low or moderate-income households, an additional incentive of up to \$250 per affordable bedroom will be provided to encourage low or moderate-income housing.

d. San Mateo County Sub-RHNA Process

Jurisdictions in San Mateo County formed a local Sub-Regional Housing Needs Allocation process for the last two RHNA Cycles. As a result the local agencies have come together in San Mateo County in a meeting forum which has enabled additional collaboration at the County level for Planning and Community Development Directors.

San Mateo County was the first in the State of California to establish a sub-Regional Housing Need Allocation at the county level. This process enabled the twenty-one jurisdictions of San Mateo County to work together to establish a countywide housing needs allocation methodology that was acceptable to the local jurisdiction staff and elected officials.

e. Other Efforts

Tiger II

C/CAG partnered with the San Mateo County Transit District (SamTrans) which was awarded a U.S. Department of Transportation TIGER II Planning Grant in the amount of \$1,097,240 to fund the GBI: Removing Barriers to Sustainable Communities project. The TIGER II grant will support the development of concrete strategies for removing barriers to implementation of the GBI vision. The TIGER II grant is funding three distinct, but interrelated, projects that will effectively address key challenges facing the corridor.

- **Designing El Camino Real as a Complete Street (Complete Streets Project)** – The Complete Streets Project facilitates the design of demonstration projects on El Camino Real to integrate the roadway with sustainable development and pedestrian/transit activity to provide safe and efficient travel for all users (motorists, pedestrians, bicyclists, transit riders). Preliminary designs (up to 40%) for Complete Streets segments on El Camino Real will be developed for four case studies in Daly City, South San Francisco, San Bruno, and San Carlos; these will serve as model projects for the corridor. The case studies will apply the GBI Street Design Guidelines (from the Grand Boulevard Multimodal Transportation Corridor Plan, October 2010) and demonstrate how to address challenges common to transforming auto-dominated state highways into balanced multimodal corridors.
- **Economic & Housing Opportunities Assessment (ECHO) Phase II** – ECHO Phase I, completed in December 2010, examined market trends and demonstrated the corridor’s capacity to accommodate job/housing increases and estimated the economic benefits of infill development. ECHO Phase II will address development scenarios and potential barriers, assess urban design strategies to achieve revitalization and redevelopment, and analyze multimodal access and circulation. ECHO Phase II encompasses four case studies to create a common understanding of the effects of development patterns and streetscape enhancements and to develop guidance that addresses the “how to” of implementation.
- **Infrastructure Needs Assessment and Financing Strategy** - This project evaluates the level of readiness of infrastructure to accommodate transit-supportive development along El Camino Real and investigates strategies for providing and financing infrastructure to accommodate the desired density and intensification. A cost estimate for all corridor infrastructure improvements, including identification of funding sources for unfunded improvements, will be prepared. The financing strategy will also identify and prioritize necessary improvements to leverage other local investment programs. This project will position communities and service providers along the corridor to move forward with planning, engineering, and financing activities to achieve the GBI vision. This project is

currently underway and will serve as a resource and guide in future years to help jurisdictions plan for and accommodate growth through the financing and construction of infrastructure improvements that enable infill development along the El Camino Real corridor (PDA) to occur.

VI. Transportation Investments

The regional agencies have goals to facilitate development growth in the PDAs through transportation investments into the PDAs. Specifically the emphasis is on housing.

In anticipation of future funding cycles we expect to be required to utilize findings from activities in the PDA Investment and Growth Strategy to inform investment decisions. The PDA Planning Program work (discussed below) along with the data collection effort will help inform where and how investments will be made.

a. Plan Bay Area

Plan Bay Area, a responsibility of MTC, is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area. This plan is a guiding document for transportation investments made by the region with a 2040 horizon date. Plan Bay Area grew out of The California Sustainable Communities and Climate Protection Act of 2008 (California Senate Bill 375, Steinberg), which requires each of the state's 18 metropolitan areas – including the Bay Area – to reduce greenhouse gas emissions from cars and light trucks. SB 375 requires that the Sustainable Communities Strategy promote compact, mixed-use commercial and residential development. To meet the goals of SB 375 more of the future development is planned to be walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation and other amenities. Plan Bay Area was intended to be designed to create more housing choices for residents in livable communities, support a growing economy and reduce transportation-related pollution.

The current draft of Plan Bay Area released by MTC on March 22, 2013 outlines the investment strategies for the \$289 billion anticipated over the 28 year life of the plan. As a plan that guides transportation investments throughout the Bay Area, Plan Bay Area directs \$57 Billion of the \$289 Billion as "Discretionary" funding while the remaining \$232 Billion as "Committed" funding over the 28-year period. Hence, the amount of funding available to the nine CMAs, such as C/CAG, that can be used to directly affect the PDA Investment and Growth Strategy is relatively small. Committed revenues are restricted based on their sources such as Federal and State funds specified for transit maintenance. Ninety percent of the committed funds are being directed towards the region's existing transit and road system. Please see the table below.

Projected Revenues and Investment Strategy Outlined by Plan Bay Area

Committed Revenues \$232 Billion (80%)	Discretionary Revenues \$57 Billion (20%)
60% Transit: Maintain Existing System (\$139 Billion)	43% Road and Bridge: Maintain Existing System (\$25 Billion)
30% Road and Bridge: Maintain Existing System (\$69 Billion)	36% Transit: Maintain Existing System (\$20 billion)
5% Transit: Expansion (\$13 Billion)	14% Transit: Expansion (\$8 Billion)
5% Road and Bridge: Expansion (\$11 Billion)	7% Road and Bridge: Expansion (\$4 Billion)

For FY 12/13 through FY 15/16, the OneBayArea Grant (OBAG) Program funding that C/CAG administers on behalf of MTC and distributes to local jurisdictions is approximately \$26 million. This \$26 million in funding is limited in how it can be spent by both Federal guidelines and further restrictions that MTC places locally on the funding, such as through MTC Resolution 4035 for Cycle 2.

b. OneBayArea Grant (OBAG) Program

The OBAG Program is a new funding approach that better integrates the region’s federal transportation program with California’s climate law (Senate Bill 375) and the Sustainable Communities Strategy (SCS). Under this approach the funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward counties that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCAs).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant Program). The OBAG Program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

The OneBayArea Grant (OBAG) Program governed by Resolution 4035 reinforces the Priority Development Area (PDA) concept by requiring that 70% of the locally available competitive

funding from MTC must be spent in or in proximate access to a PDA. C/CAG implemented the San Mateo County OneBayArea Grant (OBAG) Call for Projects process, and supported PDA growth strategies by setting the project selection criteria to incentivize local jurisdictions to have air quality mitigation and affordable housing production policies in place.

c. Identifying On-going and Future Transportation Projects within PDAs

C/CAG will continue to support jurisdictions achieve the on-going and future transportation projects in San Mateo County throughout the life of this PDA IGS. C/CAG has supported and administered the development of five separate Community Based Transportation Plans in San Mateo County. These plans have identified community transportation needs and projects and programs to support these needs. C/CAG will continue to be involved in the support of these findings and will also assist the jurisdictions through the development of the PDA Planning Program as mentioned in the section below.

d. Linking Transportation Investments to PDAs

Priority Development Area Planning Program

MTC recently approved providing approximately \$20 million in Federal Surface Transportation Program (STP) funding to the Congestion Management Agencies (CMAs) for the implementation, at the county level, of the Priority Development Area (PDA) Planning Grant Program. San Mateo County can expect have approximately \$1.5 million available for this program during the FY 12/13 through FY 15/16 time frame. This program is intended to help local jurisdictions plan for growth in the PDAs. This funding is specifically expected to provide jurisdictions with financial support to develop Specific Plans and Environmental Impact Reports (EIRs) to plan for, enable and support the growth in the San Mateo County PDAs. CMAs are required to distribute these funds on a non-formula basis that targets assistance to PDAs that are high impact and capable of early implementation. These funds will be made available through a competitive grant funding program administered by C/CAG. C/CAG expects to have this program in place by the end of summer 2013.

VII. Project Partners

a. San Mateo County Planning Directors/Staff

Planning Directors and staff from all 21 jurisdictions in San Mateo County will be a body that will be utilized on an as needed basis to distribute information, consult, and solicit feedback from as this PDA Investment and Growth Strategy moves forward and becomes more refined. In March of 2013 C/CAG staff brought forward an outline of this PDA Investment and Growth Strategy to the 21 Elements Technical Advisory Committee to solicit comments and feedback. On March 28, 2013 C/CAG staff held a special workshop with the Planning Directors/staff to

present the Draft PDA Investment and Growth Strategy and have discussion on the intent and process.

b. C/CAG Standing Committees (CMP TAC, CMEQ)

C/CAG utilizes a Congestion Management Program Technical Advisory Committee (TAC) and Congestion Management and Environmental Quality Committee (CMEQ) to review and vet projects and programs. This PDA Investment and Growth Strategy has been presented to the Congestion Management Program Technical Advisory Committee (TAC) on March 21, 2013 and April 18, 2013. It was presented to the Congestion Management and Environmental Quality Committee (CMEQ) on March 25, 2013 and April 29, 2013 so that each of these committees would have an opportunity to review and comment on the draft.

C/CAG staff will utilize these committees as forums to review future updates to the San Mateo County PDA Investment and Growth Strategy and to engage our member agencies on the development and progress of the PDA Investment and Growth Strategy over time.

c. San Mateo County Department of Housing

C/CAG will collaborate with the San Mateo County Department of Housing throughout the life of this document on housing strategies, policies, and implementation countywide.

d. Transportation Agencies

C/CAG will continue to coordinate with transportation agencies in the county and in the region including but not limited to the San Mateo County Transit District (SamTrans), Caltrain, the San Mateo County Transportation Authority, the Metropolitan Transportation Commission, on transportation planning to support the PDA Investment and Growth Strategy.

Appendix A - San Mateo County Housing Policies and Production

Jurisdiction	Housing Production - Current RHNA Cycle (2007-2014)					Housing Policies									
	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies	Development Readiness
Atherton															
	2007	0	0	0	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	2008	1	0	0	0										
	2009	-7	0	0	-4										
	2010	0	0	0	-4										
	2011	5	0	0	-2										
	2012	7	0	0	0										
Belmont															
	2007	0	0	0	2	Yes - 15%	Yes	No	No	No		No	No		
	2008	0	0	1	5										
	2009	0	0	2	4										
	2010	0	0	2	3										
	2011	0	0	0	1										
	2012	0	0	0	0										
Brisbane															
	2007	0	0	3	11	Yes. BMC Chapter 17.31	Yes.	n/a	n/a	n/a	Ordinances to protect tenants in apartment to condominium conversions and mobile	Yes. BMC Chapter 17.30.	Yes. Through development agreement.	Brisbane has ordinances allowing for: density bonuses; transferable	
	2008	0	0	0	2										
	2009	0	0	1	3										
	2010	0	0	0	3										
	2011	0	0	0	1										
	2012	0	0	0	1										
Burlingame															
	2007	0	0	1	6	4+ units, 10-25%, very low, low, moderate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density bonus, flexible design standards, reduced parking	
	2008	0	0	1	4										
	2009	0	0	0	6										
	2010	0	0	6	49										
	2011	0	0	0	0										
	2012	0	0	0	3										
Colma															
	2007	0	0	0	2	5+ units, 20%, very low, low, moderate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Clustering of IH units	
	2008	0	0	0	0										
	2009	0	0	0	0										
	2010	0	0	0	0										
	2011	0	0	0	0										
	2012	0	0	0	0										

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Jurisdiction	Housing Production - Current RHNA Cycle (2007-2014)					Housing Policies										Development Readiness
	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies		
<i>Daly City</i>	2007	48	0	0	33	5+ units, low, moderate, above-moderate	n/a	Yes	n/a	n/a	n/a	n/a	n/a	Parking reductions for low-income family and senior housing		
	2008	0	0	0	11											
	2009		2	0	9											
	2010	18	18	10	4											
	2011			5	6											
	2012			2	1											
<i>East Palo Alto</i>	2007	0	0	7	0	Yes		Yes	Yes		Yes	Yes	Density Bonus/Second Unit Ordinance/Emergency Shelter Ordinance/			
	2008	0	0	1	2											
	2009	0	0	0	0											
	2010	0	0	0	0											
	2011	0	0	0	0											
	2012	0	0	0	0											
<i>Foster City</i>	2007	0	0	0	0	20% required on specified housing projects (negotiated through Development		Homeowner rehabilitation loan program, BMR resale controls, home sharing	Policy to work with non-profit organizations for rental mediation	Policy to work with non-profit organizations for rental			Density bonuses in accordance with State law, design flexibility, permit			
	2008	0	0	0	0											
	2009	0	0	0	1											
	2010	0	0	0	0											
	2011	15	40	5	240											
	2012	0	0	0	0											
<i>Half Moon Bay</i>	2007	0	0	0	0	10+units/lots, 20-25%, very low, low, moderate										
	2008	0	0	0	0											
	2009	0	0	0	0											
	2010	0	0	0	0											
	2011	0	0	0	0											
	2012	51	32	0	10											
<i>Hillsborough</i>	2007	6	3		15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density Bonuses, emergency shelter zoning, contributions to housing			
	2008	8	3		1											
	2009	14	8		6											
	2010	10	4		12											
	2011	9	5		10											
	2012															

Appendix A - San Mateo County Housing Policies and Production

Housing Production - Current RHNA Cycle (2007-2014)						Housing Policies									
Jurisdiction	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies	Development Readiness
Menlo Park															
	2007	0	0	18	98	5+ units/1+ lots, 10-15%, very low, low, moderate								Density bonus, flexible design standards	
	2008	0	0	5	73										
	2009														
	2010														
	2011														
	2012														
Millbrae															
	2007	0	0	0	147	None post dissolution of Redevelopment	City holds site purchased by former RDA designate	None post dissolution of Redevelopment	n/a	n/a	n/a	n/a	n/a	Density bonus, Housing Fund	
	2008	0	0	0	4										
	2009	0	0	0	12										
	2010	0	0	0	18										
	2011	0	0	0	7										
	2012	0	0	0	1										
Pacifica															
	2007	0	0	6	95	8+ units, 15%, very low, low, moderate	n/a	n/a	n/a	n/a	Mobile Home Parks Ordinance -- restrictions on converting mobile home parks to other	Condo Conversion Ordinance:	n/a	Density Bonus, second units, parking	
	2008	0	1	4	13										
	2009	0	0	0	20										
	2010	0	0	0	7										
	2011	0	0	0	3										
	2012	0	0	0	7										
Portola Valley															
	2007	0	0	0	0	1+ lots, 15%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Density bonus, second units, housing at institutions	
	2008	1	0	0	2										
	2009	2	0	0	2										
	2010	4	1	1	2										
	2011	2	0	1	2										
	2012	2	0	1	3										
Redwood City															
	2007	60	0	3	3	n/a	Yes & City has taken on RDA Housing Function	Yes. City Used Home Imp. Loan Pgrm, CDBG, RDA-set-aside & Home funds	Yes. City provides funding to Legal Aid to support program	n/a	City has strict Condo Conver. standards, Mobile Home Ord., Hsg Rehab	Yes. City has strict Condo Conversion Ord.	Afford. Hsg-Exempt from Park fees. City	City has obtained Affordable Hsg thru: Density Bonuses, Precise	Downtown Precise Plan & seven (7) Mixed Use Corridor (MUC) rezonings have made Redwood City development
	2008	0	0	9	19										
	2009	8	1	5	9										
	2010	0	0	14	107										
	2011	0	55	5	97										
	2012	14	26	35	709										

Appendix A - San Mateo County Housing Policies and Production

Jurisdiction	Housing Production - Current RHNA Cycle (2007-2014)					Housing Policies									
	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies	Development Readiness
<i>San Bruno</i>															
	2007	0	0	0	50	10+ units, 15%, low, moderate	City would consider if suitable opportunity arises	Redevelopment Housing	Not sure about this.	City's BMR	HE Program. Permit fee waivers for affordable rehabilitation through CDBG and	HE Program. Ensure affordable ownership choices provided in condominium	City has a Parks Facilities impact fee. No other impact	Density bonus, fee waiver, reduce parking requirements. HE	
	2008	3	145	127	83										
	2009	0	0	0	24										
	2010	0	0	0	-38										
	2011	0	154	154	15										
	2012	0	0	0	19										
<i>San Carlos</i>															
	2007	2	6	13	94	7+ units, res ownership: 15% to low & Mod; res ownership allowed to request in lieu						yes, requires compliance with inclusionary housing ORD	Affordable Housing Impact fee for rental	Density bonus, modified development standards; flexible parking &	
	2008	2	0	0	9										
	2009	1	0	0	1										
	2010	4	0	0	2										
	2011	1	1	0	3										
	2012	1	0	0	1										
<i>San Mateo City</i>															
	2007	0	19	11	13	11+ units/lots, Rental projects: 10% very low or 15% low. Ownership units 10% low or 15% moderate		CDBG funded free minor home repair, accessibility improvements, and exterior paint program for very low income households.				Yes		Density bonus, flexible design standards, public funding for extremely	
	2008	16	1	7	13										
	2009	53	14	2	24										
	2010	0	0	0	3										
	2011	0	0	3	24										
	2012	74	0	3	174										
<i>San Mateo County</i>															
	2007	0	2	6	82	Yes	No	Yes	No	No		Yes	No	Density bonus program; various housing funding including	
	2008	0	1	3	60										
	2009	0	5	2	46										
	2010	0	4	1	68										
	2011	0	7	4	46										
	2012	0	0	2	34										
<i>South San Francisco</i>															
	2007	5	11	4	91	4+ units, 20%, low, moderate		Per Federal CDBG Program				only allows conversion when multifamily housing in City has vacancy rate		Density bonus, subsidies, second units	
	2008	0	0	0	5										
	2009	0	0	0	0										
	2010	108	0	0	1										
	2011	0	0	0	0										
	2012	0	0	0	0										

Appendix A - San Mateo County Housing Policies and Production

Jurisdiction	Housing Production - Current RHNA Cycle (2007-2014)				Housing Policies										
	Units Permitted (Year)	Very Low	Low	Moderate	Above Moderate	Inclusionary Housing	Land Banking	Rehabilitation Program	Just Cause Evictions	Rent Control	Other Preservation Strategies	Condo Conversion	Impact Fees	Other Affordable Housing Policies	Development Readiness
Woodside	2007	0	0	0	11										
	2008	1	1	1	5										
	2009														
	2010														
	2011														
	2012														

Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County

City	PDA Name	Place Type	Community of Concern	Planning status	ABAG Net Acres ¹	PDA FOCUS Jobs ⁴	2010 Jobs	2013 Jobs ¹	2040 SCS Jobs ²	Job Growth	PDA FOCUS Housing Units ⁴	2010 Housing Units	2013 Housing Units ¹	2040 SCS Housing Units ²	Housing Unit Growth	Efforts to date (Includes planning, design, and/or construction ³)
<i>Atherton</i>																
<i>Belmont</i>	Villages of Belmont	Mixed-Use Corridor		Potential	54		1,260		2,510	1,260		920		1,830	910	
<i>Belmont</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	274											
<i>Brisbane</i>	San Francisco/San Mateo Bi-County Area	Suburban Center		Planned	574	7,326	550		1,100	540	1,574	0		0	0	Visitacion Valley / Schlage Lock Master Plan Executive Park Subarea Plan Brisbane Baylands Plan
<i>Burlingame</i>	Burlingame El Camino Real (includes C/CAG ECR)	Transit Town Center		Planned	768		12,480		18,460	5,980		7,610		10,870	3,260	
<i>Colma</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	290		2,130		2,410	280		560		810	240	
<i>Daly City</i>	Bayshore	Transit Town Center		Potential	320	1,870	1,110		3,260	2,160	973	1,590		3,580	1,990	Cow Palace/Carter Martin Area Master Plan, 2004 Geneva Avenue Urban Design Plan, 2001 Geneva Avenue Streetscape Masterplan, 2002
<i>Daly City</i>	Mission Blvd.	Mixed-Use Corridor	Bayshore (CoC)	Potential	142	N/A	3,790		5,240	1,450	N/A	2,270		3,310	1,050	Colma BART Station Specific Plan Mission Street-Junipero Serra Boulevard Redevelopment Area Vision Comprehensive Station Plan, Daly City (BART, May 2006)
<i>Daly City</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	398		3,860		5,260	1,400		5,960		7,230	1,260	
<i>East Palo Alto</i>	Ravenswood	Transit Town Center	East Palo Alto/ North Fair Oaks (CoC)	Potential	275	0	810		1,230	430	0	1,030		1,880	860	East Palo Alto Bay Access Master Plan (2007) East Palo Alto Redevelopment Agency 5 Year Implementation Plan (2007) Draft Engineering Plan for Ravenswood Business District (2008) Adopted as basis of design for Bay Road Phase II (2009) Market Demand Analysis for the Ravenswood Business District (2009)
<i>Foster City</i>																
<i>Half Moon Bay</i>																
<i>Hillsborough</i>																
<i>Mano Park</i>	El Camino Real Corridor & Downtown	Transit Town Center		Planned	118	5,350	5,630		7,680	2,050	294	1,130		2,050	910	El Camino Real/Downtown Visioning and Planning Process
<i>Mano Park</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Potential	321		5,540		7,540	2,000		2,850		3,850	1,000	
<i>Millbrae</i>	Transit Station Area	Mixed-Use Corridor		Planned	83	4,000	1,350		3,400	2,060	105	280		2,710	2,420	Millbrae Station Area Specific Plan, 1998 Millbrae Station Area Specific Plan EIR
<i>Millbrae</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	349		4,610		6,360	1,750		2,910		5,100	2,180	
<i>Pacifica</i>																
<i>Portola Valley</i>																
<i>Redwood City</i>	Downtown	City Center		Planned	144	10,000	10,470		14,110	3,640	1,047	1,060		6,300	5,240	Downtown Redwood City Precise Plan Downtown Redwood City Precise Plan EIR
<i>Redwood City</i>	Broadway/Veterans Blvd. Corridor	Mixed-Use Corridor		Planned	330		8,540		11,980	3,440		770		2,300	1,530	
<i>Redwood City</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	470		7,390		9,710	2,320		4,820		7,020	2,210	

Appendix B - Summary of Priority Development Area (PDA) Activities for San Mateo County

City	PDA Name	Place Type	Community of Concern	Planning status	ABAG Net Acres ¹	PDA FOCUS Jobs ⁴	2010 Jobs ¹	2013 Jobs ¹	2040 SCS Jobs ²	Job Growth	PDA FOCUS Housing Units ⁴	2010 Housing Units	2013 Housing Units ³	2040 SCS Housing Units ²	Housing Unit Growth	Efforts to date (Includes planning, design, and/or construction) ¹
<i>San Bruno</i>	Transit Corridors	Mixed-Use Corridor	South San Francisco/ San Bruno (CoC)	Potential	495	10,000	6,750	10,710	3,960	4,460	4,330		7,660	3,330		Transit Corridors Planning process San Bruno Redevelopment Plan (1999) Caltrain Station Area Design General Plan Update Navy Site Specific Plan (2001) Navy Site Specific Plan (2001) EIR
<i>San Bruno</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	498		7,320	10,480	3,160		4,350			6,930	2,580	
<i>San Carlos</i>	Railroad Corridor	Transit Town Center		Planned	46	N/A	10,260		12,650	2,390	N/A		4,730	1,160		Eastside Specific Plan EIR for Eastside Specific Plan Westside Specific Plan Grand Boulevard Initiative General Plan update 2009
<i>San Carlos</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	516											
<i>San Mateo City</i>	Downtown	City Center	North Central San Mateo (CoC)	Planned	82	4,995	4,440	7,050	2,610	516	540		1,610	1,070		Downtown Area Plan (2010) Current Downtown San Mateo Plan Update
<i>San Mateo City</i>	El Camino Real	Mixed-Use Corridor		Planned	93	N/A	2,270		5,680	3,410	25	880		2,080	1,200	El Camino Real Master Plan Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005.
<i>San Mateo City</i>	Rail Corridor	Transit Neighborhood		Planned	378	800	8,840	18,700	9,870	25	520		5,540	5,030		Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005. EIR for Rail Corridor Transit Oriented Development Plan (Corridor Plan), 2005. Land Use/Transportation Corridor Study (1998) Concept Plan El Camino Real Master Plan affects ECR within the area
<i>San Mateo City</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	1,003		17,220	29,300	12,080		13,180		20,360	7,180		
<i>San Mateo County</i>	El Camino Real - North Fair Oaks	Mixed-Use Corridor	East Palo Alto/ North Fair Oaks (CoC)	Planned	625		3,680	5,750	2,080		2,540		6,180	3,630		
<i>San Mateo County</i>	El Camino Real - Uninc. Colma	Mixed-Use Corridor		Planned	41		300	410	120		250		270	30		
<i>San Mateo County</i>	C/CAG - El Camino Real				49		610	680	70		50		80	30		
<i>South San Francisco</i>	Downtown	Transit Town Center	South San Francisco/ San Bruno (CoC)	Potential	121	0	2,670	6,920	4,250	0	1,590		4,700	3,120		South San Francisco General Plan South San Francisco Downtown Strategy
<i>South San Francisco</i>	C/CAG - El Camino Real	Mixed-Use Corridor		Planned	687		4,940	6,340	1,400		5,670		9,200	3,530		
<i>Woodside</i>																

1 - ABAG Net acres is the physical PDA area minus roads, water, and protected open space.

2 - ABAG Methodology for both the employment and housing distributions are described in detail in the Appendix of the Jobs-Housing Connection Strategy. They also distributed spreadsheets that show the specific steps in the calculations by jurisdiction and PDA. These files are available on the OneBayArea website: <http://www.onebayarea.org/regional-initiative/plan-bay-area/plan-elements/Housing-and-Jobs.html>, under "Related Material" on the right hand side of the web page.

3 - This is to be filled out with help from jurisdictions to track progress of PDA development.

4 - Data from FOCUS Priority Development Area Showcase based on PDA application data (<http://www.bayareainion.org/pda/san-mateo-county/>)

Appendix C

San Mateo County Priority Development Areas

(Source: Association of Bay Area Governments)

Priority Development Area	Place Type	2010-2040 HU Growth
		Jobs-Housing Connection Strategy
<i>(CoC)= Community of Concern</i>		
Downtown Redwood City	City Center	5,243
Downtown San Mateo (CoC)	City Center	1,070
Total City Center:		6,313
Brisbane, San Francisco/San Mateo Bi-County Area	Suburban Center	0 (in Brisbane Portion)
Total Suburban Center:		0
Burlingame El Camino Real	Transit Town Center	3,258
Daly City - Bayshore	Transit Town Center	1,992
East Palo Alto - Ravenswood (CoC)	Transit Town Center	856
Menlo Park- El Camino Real Corridor & Downtown	Transit Town Center	915
San Carlos Railroad Corridor	Transit Town Center	774
Downtown South San Francisco (CoC)	Transit Town Center	3,116
Total Transit Town Center:		10,911
San Mateo Rail Corridor	Transit Neighborhood	5,028
Total Transit Neighborhood:		5,028
Redwood City - Broadway/Veterans Blvd. Corridor	Mixed-Use Corridor	1,529
San Bruno Transit Corridors (CoC)	Mixed-Use Corridor	3,328
Villages of Belmont	Mixed-Use Corridor	907
Daly City - Mission Blvd. (CoC)	Mixed-Use Corridor	1,048
San Mateo - El Camino Real	Mixed-Use Corridor	1,204
Milllbrea Transit Station Area	Mixed-Use Corridor	2,424
El Camino Real Countywide Corridor	Mixed-Use Corridor	3,630
Total Mixed Use Corridor:		14,070

C/CAG AGENDA REPORT

Date: May 9, 2013
To: C/CAG Board of Directors
From: Tom Madalena
Subject: Review and approval of Resolution 13-13 to adopt the Federal Cycle 2 OneBayArea Grant (OBAG) Program list of projects for submission to Metropolitan Transportation Commission (MTC)

(For further information or questions contact Tom Madalena at 599-1460 or Jean Higaki at 599-1462)

RECOMMENDATION

That the Board of Directors review and adopt Resolution 13-13 to adopt the Federal Cycle 2 OneBayArea Grant (OBAG) Program list of projects for submission to Metropolitan Transportation Commission (MTC).

FISCAL IMPACT

The fiscal impact will be \$21,024,000 in recommended funding for San Mateo County jurisdictions as follows:

- \$8,622,000 for Local Streets and Roads (LS&R),
- \$3,373,000 for Bicycle and Pedestrian Improvement Program (BPIP),
- \$7,100,000 for Transportation for Livable Communities (TLC) Program, and
- \$1,929,000 for Transit Oriented Development (TOD) Program Commitment.

SOURCE OF FUNDS

Funding for the OneBayArea Grant (OBAG) Program comes from the Metropolitan Transportation Commission. The OneBayArea Grant (OBAG) Program funding is derived from Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program (STP), and State Transportation Improvement Program-Transportation Enhancement Program (STIP-TE).

BACKGROUND/DISCUSSION

On May 17, 2012 the Metropolitan Transportation Commission (MTC) adopted Resolution 4035 which governed the process for the implementation of the Federal Cycle 2 funding for the OneBayArea Grant (OBAG) Program. In San Mateo County, the C/CAG Board of Directors

ITEM 6.4

approved a call for projects for two programs under the OBAG Program. These programs are called the Bicycle and Pedestrian Improvement Program (BPIP) and the Transportation for Livable Communities (TLC) Program.

C/CAG issued the call for projects for the OBAG Program on October 12, 2012 with applications being due on December 14, 2012. C/CAG staff received a total of eighteen applications from twelve jurisdictions. There were eight applications for the BPIP and ten applications for TLC Program. There was a limit of \$1,000,000 per jurisdiction that could be awarded to each jurisdiction that was placed on the two competitive OBAG Programs overall. Some jurisdictions applied for both the BPIP and TLC Program and the application totals for these jurisdictions exceeded the \$1,000,000 maximum that could be awarded. As a result, those jurisdictions that scored well for both programs were presented with the opportunity to choose which project(s) for which they could receive funding, up to a maximum of \$1,000,000.

This item was presented at the April 18, 2013 Congestion Management Program (CMP) Technical Advisory Committee (TAC) meeting and at the April 29, 2013 Congestion Management and Environmental Quality (CMEQ) Committee meeting and both committees have recommended the Table 1 and Table 2 project lists for funding.

BPIP

For the Bicycle and Pedestrian Improvement Program, C/CAG utilized the Bicycle and Pedestrian Advisory Committee (BPAC) as the panel that evaluated the applications. The BPAC members received presentations on the eight proposed projects from project sponsors and were also offered the opportunity to see selected projects in the field. The BPAC then scored the applications and created a project ranking list as presented in Table 2. The BPIP total application request was \$4,215,028 and there was \$6,500,000 available. After evaluating the applications, the BPAC voted to fund all of the applications with the exception of the City of San Bruno application for College Drive. Vote was not unanimous among the BPAC members but the motion passed with the aforementioned recommendation.

TLC Program

C/CAG staff established a TLC Program Panel to review, score and rank the ten TLC Program applications. The TLC Panel had five members composed of staff from Caltrans, SamTrans, San Mateo County Transportation Authority, Metropolitan Transportation Commission and C/CAG. The TLC Panel met to discuss the project applications as well as to score and rank them. The ranking for the TLC Program is also presented in Table 1. The TLC Program total application request was \$8,445,000 and there was \$4,500,000 available. The San Carlos TLC project funding amount was reduced by \$150,000 as a result of a design only component which is ineligible per Federal guidelines for CMAQ funding. The San Bruno Median Improvement Project was conditionally recommended for funding by the TLC Panel and will be conditioned on the city making a commitment to build pedestrian improvement features as proposed including those described as "as feasible".

Inter-program fund adjustment

As approved by the C/CAG Board of Directors at the October 11, 2012 Board meeting, if a program is under subscribed, C/CAG Board has the flexibility to make adjustments to the total amount of funds for each of these programs. As a result of funding that was made available from the BPIP being under subscribed, funding is being recommended to be directed towards the TLC Program to enable additional projects to be funded.

LS&R and TOD (Previously approved by the C/CAG Board but requires clarification)

On February 14, 2013 the C/CAG Board passed Resolution 13-03 adopting the Funding Allocation for the OneBayArea Grant Cycle 2 Local Streets and Road Program as well as the OBAG supplemental planning funds for fiscal year 12/13 through 15/16. On March 14, 2013 the C/CAG Board also passed Resolution 13-10 adopting the funding allocation of the C/CAG Transit Oriented Development (TOD) Program Commitment incentives for constructed housing developments. Subsequently, MTC requested C/CAG to provide specific descriptions of the transportation projects in conjunction with the above referenced resolutions. In some cases projects were listed as “to be determined”. To address MTC concerns, TOD Program transportation project descriptions are listed in Table 3 with the current resolution. Table 4 is a listing of LS&R projects, previously adopted by the Board, with detailed transportation project descriptions.

State Transportation Improvement Program-Transportation Enhancement (STIP-TE)

\$1,991,000 in OBAG STIP-TE funds will be directed towards the San Mateo County Transit District’s (SamTrans) effort to construct a “Grand Boulevard” project on the El Camino Real, as reviewed at the August 9, 2012 C/CAG board meeting. This funding commitment was approved by the Board on June 9, 2011. This project is located entirely in a PDA. Because a specific transportation project is yet to be defined by the SanTrans, a follow up resolution will be presented to the board at a future date.

Schedule

C/CAG staff will submit the adopted project list to MTC prior to the June 30, 2013 due date for OBAG projects. Jurisdictions that receive OBAG funding resulting from the May 9th C/CAG Board action are required to submit programming information to C/CAG by July 15, 2013.

Remaining OBAG Program funds

Upon approval of the recommended BPIP and TLC Program list of projects, there is \$164,000 in funds remaining un-programmed. Staff recommends this \$164,000 be directed to be combined with the upcoming San Mateo County Priority Development Area (PDA) Planning Program. The PDA Planning Program has recently been approved by the MTC, and San Mateo County's share is approximately \$1.6 million. This grant program will be on a competitive basis that targets

planning assistance to PDAs that are high impact and capable of early implementation. The grant program development is expected to begin this summer.

ATTACHMENTS

- Resolution 13-13
- Table 1 - Transportation for Livable Communities (TLC) Program
- Table 2 - Bicycle and Pedestrian Improvement Program (BPIP)
- Table 3 - 5th Cycle TOD Program Commitments
- Table 4 - OneBayArea Grant Local Street and Roads Project Listing

RESOLUTION 13-13

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/ COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO ADOPT THE
FUNDING ALLOCATION FOR THE ONEBAYAREA GRANT (OBAG) PROGRAM -
CYCLE 2 FOR FISCAL YEARS 2012/13 THROUGH 2015/16.

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

WHEREAS, the joint Metropolitan Transportation Commission (MTC) and
Association of Bay Area Governments (ABAG) adopted Resolution No. 4035 outlining the
OneBayArea Grant policies and procedures to be used in the selection of projects to be
funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air
Quality Improvement Program (CMAQ) funds for the Cycle 2 STP/CMAQ Program (23
U.S.C. Section 133); and

WHEREAS, local responsibility for project selection for the OBAG funding program
(i.e. County Transportation for Livable Communities (TLC) Program, Local Streets and
Roads Rehabilitation Shortfall Program (LS&R) , Bicycle and Pedestrian Improvement
Program (BPIP)) has been assigned to Congestion Management Agencies (CMAs); and

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

WHEREAS, the C/CAG Board of Directors approved the San Mateo County OBAG
Program at the October 11, 2012 C/CAG Board meeting; and

WHEREAS, C/CAG has through a competitive process developed a list of projects to
submit for the TLC Program and BPIP under the OBAG Program; and

WHEREAS, C/CAG is submitting the San Mateo County OBAG projects to the
Metropolitan Transportation Commission (MTC) for funding from the OBAG Program, as
shown in Table 1, Table 2, Table 3, and Table 4; and

WHEREAS, C/CAG is also directing remaining un-programmed OBAG Program funds towards the upcoming San Mateo County Priority Development Area (PDA) Planning Program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to adopt the OneBayArea Grant Program to be submitted to the Metropolitan Transportation Commission (MTC) and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY 2013.

Brandt Grotte, C/CAG Chair

San Mateo OBAG Program

Table 1 - Transportation for Livable Communities (TLC) Program

Jurisdiction	Project	Original Request	Recommended by TLC Panel	Final Recommendation/Award	Note/Comment
East Palo Alto	Bay Road	\$1,000,000	\$1,000,000	\$1,000,000	
San Mateo	North Central Pedestrian	\$1,000,000	\$1,000,000	\$1,000,000	
Daly City	John Daly Blvd.	\$1,000,000	\$1,000,000	\$1,000,000	
South San Francisco	Grand Boulevard	\$1,000,000	\$1,000,000	\$1,000,000	
Burlingame	California Drive	\$1,000,000	\$1,000,000	\$0	Exceeded \$1,000,000 limit per jurisdiction
San Carlos	PDA Connectivity Project	\$1,000,000	\$850,000	\$850,000	Design only component deducted
Belmont	Ralston Ave.	\$250,000	\$250,000	\$250,000	
San Bruno	Transit Corridor Pedestrian	\$264,500	\$264,500	\$265,000	
Pacifica	Palmetto	\$1,000,000	\$1,000,000	\$1,000,000	
San Bruno	Median Improvement Project	\$930,500	\$735,000	\$735,000	Exceeded \$1,000,000 limit per jurisdiction / Conditionally approved
Total		\$8,445,000	\$8,099,500	\$7,100,000	

Table 2 - Bicycle and Pedestrian Improvement Program (BPIP)

Jurisdiction	Project	Amount	Recommended by BPAC	Final Recommendation/Award	Note/Comment
Redwood City	Streetscape Project	\$1,000,000	\$1,000,000	\$1,000,000	
Daly City	Geneva Ave.	\$318,600	\$318,600	\$0	Exceeded \$1,000,000 limit per jurisdiction
County of San Mateo	Semicircular Road	\$319,658	\$319,658	\$320,000	
Daly City	Westmoor to Guadalupe	\$274,000	\$274,000	\$0	Exceeded \$1,000,000 limit per jurisdiction
Burlingame	Carolan Ave.	\$986,000	\$986,000	\$986,000	
Menlo Park - Atherton	Bike Ped Improvements	\$796,770	\$796,770	\$797,000	
Belmont	Old County Road	\$270,000	\$270,000	\$270,000	
San Bruno	College Drive	\$250,000	\$0	\$0	
Total		\$4,215,028	\$3,965,028	\$3,373,000	

Table 3 - 5th Cycle TOD Program Commitments*

Jurisdiction	Project	Award by C/CAG Board	Final Recommendation/ Award	Note/Comment
City of San Mateo	Streets Rehabilitation in PDAs Project	5th Cycle TOD Program award	\$270,000	
City of San Mateo	Citywide Crosswalk Improvement Project	5th Cycle TOD Program award	\$368,000	
City of Redwood City	Middlefield Road Streetscape Improvements	5th Cycle TOD Program award	\$752,000	Two separate awards combined into one project
City of South San Francisco	Citywide Sidewalk Gap Closure Project	5th Cycle TOD Program award	\$357,000	
City of San Carlos	El Camino Real Lighting and Landscaping	3rd Cycle TOD Program award	\$182,000	
Total			\$1,929,000	

* TOD Projects were previously approved by the Board on March 14, 2013.
 This listing is to address MTC request to include the transportation project description.

Total allocation for TLC Program, TOD Program and BPIP	\$12,402,000
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Table 4
OneBayArea Grant Local Street and Roads Project Listing
For San Mateo County
Approved by the C/CAG Board on February 14, 2013

SAN MATEO COUNTY											
Responsible Agency (agency to receive funds)	Project Name	Phase	Other Local Funding	Other State Funding	Other Federal Funding	STP - OBAG	CMAQ - OBAG	Total OBAG by Phase	Total OBAG by Project	Total OBAG & Reg SR2S Funding	Total Project Cost
						\$13,129,000	\$11,404,000		\$26,524,000	\$28,429,000	
Atherton	Atherton/Fair Oaks/Middlefield Maintenance project	PE:	\$20,000						\$285,000	\$285,000	\$455,000
		ROW:									
		CON:	\$150,000			\$285,000	\$285,000				
Belmont	2014/15 Belmont Pavement Reconstruction Project	PE:	\$75,000						\$534,000	\$534,000	\$679,000
		ROW:									
		CON:	\$70,000			\$534,000	\$534,000				
Daly City	Callan Boulevard and King Drive Resurfacing	PE:	\$73,000						\$562,000	\$562,000	\$708,000
		ROW:									
		CON:	\$73,000			\$562,000	\$562,000				
Menlo Park	2014-2015 Resurfacing of Federal Aid Routes	PE:	\$65,000						\$427,000	\$427,000	\$598,750
		ROW:									
		CON:	\$106,750			\$427,000	\$427,000				
Millbrae	2014 Millbrae Street Repair Project	PE:	\$35,000						\$445,000	\$445,000	\$520,000
		ROW:									
		CON:	\$40,000			\$445,000	\$445,000				
Pacifica	FY 2014-15 Linda Mar Boulevard Pavement Rehabilitation	PE:	\$50,000						\$431,000	\$431,000	\$537,000
		ROW:									
		CON:	\$56,000			\$431,000	\$431,000				
Portola Valley	2014/2015 Town of Portola Valley Resurfacing Project	PE:	\$30,000						\$224,000	\$224,000	\$283,000
		ROW:									
		CON:	\$29,000			\$224,000	\$224,000				
Redwood City	Redwood City 2015 Overlay Project	PE:	\$20,000						\$548,000	\$548,000	\$648,000
		ROW:									
		CON:	\$80,000			\$548,000	\$548,000				
San Carlos	Crestview Drive Pavement Rehabilitation-Phase 2	PE:	\$50,000						\$412,000	\$412,000	\$700,000
		ROW:									
		CON:	\$238,000			\$412,000	\$412,000				
Pacifica	Replace San Pedro Creek Bridge over Route 1 - Bike/ Ped components	PE:	\$1,200,000		\$1,000,000				\$1,141,000	\$1,141,000	\$12,750,000
		ROW:									
		CON:	\$4,159,000	\$3,000,000	\$2,250,000		\$1,141,000	\$1,141,000			
Caltrans	Reconstruct U.S. 101/Broadway Interchange - Bike/ Ped components	PE:	\$3,782,000	\$4,218,000					\$3,613,000	\$3,613,000	\$79,828,000
		ROW:	\$11,451,000								
		CON:	\$37,764,000	\$19,000,000			\$3,613,000	\$3,613,000			

C/CAG AGENDA REPORT

Date: May 9, 2013
To: C/CAG Board of Directors
From: Kim Springer, County Staff to C/CAG
Subject: Review and approval of Resolution 13-12 approving the funding contributions from cities and county for the San Mateo County Green Business Program for fiscal year 2013/14

(For further information contact Sandy Wong at (650)599-1409 or Kim Springer at (650)599-1412)

RECOMMENDATION

Review and approve of Resolution 13-12 approving the funding contributions from cities and county for the San Mateo County Green Business Program for fiscal year 2013/14.

FISCAL IMPACT

Fiscal impacts to each of the cities and the county is as shown in the attachment. For fiscal year 2013/14, contributions from jurisdictions vary between \$1,000 and \$2,500, depending on the size of a jurisdiction with respect to the number of businesses.

BACKGROUND/DISCUSSION

In July 2007, the County of San Mateo along with Burlingame, Daly City, Redwood City, San Carlos, Millbrae and San Mateo launched a pilot phase of the Bay Area Green Business Certification Program. The San Mateo County pilot included certification in the following commercial sectors: Restaurant/Cafe, Auto Service Shop, Hotel/Motel, and Office/Retail. After a successful six-month pilot, the program was offered to cities countywide on an opt-in basis and some new cities joined, such as South San Francisco.

Though the program was (and continues to be) well-received by council members, management and staff across the county, it was suspended in July 2011 due to funding issues. Staff continued to receive calls from interested businesses stating that the program provides an opportunity for San Mateo County businesses to compete for customers wanting to (or even being required to) do business with a vendor that is green certified. Certified businesses receive a letter and certificate from the County of San Mateo and are listed by business type and geographical location on a statewide database available to the public.

On March 1, 2013 the County re-launched the program for one year, using the aforementioned funds from C/CAG and County funds related to Solid Waste. Additional funding from fees to be charged to the businesses is also part of the current budget.

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County staff brought this item to the CMEQ Committee in October 2011. The committee agreed that the SMC Green Business Program was valuable and there was a clear desire to see it continue, suggested that it was an unfortunate time to ask cities for funding, and suggested that C/CAG and the County solicit feedback from the City Managers. Staff provided an update to the CMEQ Committee on November 26, 2012, presenting its recommendation to solicit \$5,000 annually from each city in San Mateo County to provide a sustainable funding mechanism for the program.

The CMEQ committee continued the Green Business November 2012 item, requesting that staff provide:

- scaled fee schedule for, scaled by the number of businesses in the cities and vetted by city managers in San Mateo County,
- a chart showing the number of businesses, by city, in various stages of green business certification,
- a proposed budget for the program.

Staff presented the program and the fee schedule at two meetings with the San Mateo County City Managers. Staff also received feedback from some city managers by phone, asking to establish an additional category for cities with few businesses.

With this feedback and the other items requested, staff presented the above to the CMEQ Committee on April 29, 2013, and the Committee voted to move the item, including the fee schedule and budget for FY 13/14 to the C/CAG Board for review and approval. In addition, the CMEQ Committee asked staff to further evaluation alternative options for city fee schedule for FY 2014/15 prior to adoption of FY 2014/15 fee schedule.

ATTACHMENT

1. Resolution 13-12 and its attachment
2. Exhibit A - SMC Green Business Program Statistics (Information only)
3. Exhibit B – Estimated Overall Program Budget (information only)

RESOLUTION 13-12

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) APPROVING THE FUNDING CONTRIBUTION FROM CITIES AND THE COUNTY FOR THE SAN MATEO COUNTY GREEN BUSINESS PROGRAM FOR FISCAL YEAR 2013/2014.

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

WHEREAS, the County of San Mateo established the San Mateo County Green Business Program in July 2007 with a six-month pilot and, due to that pilot's success, expanded the program to cities countywide on an opt-in basis; and

WHEREAS, the Program has been providing an opportunity for San Mateo County businesses to be recognized by and compete for customers that prefer or are required to purchase products and/or services from a certified green business; and

WHEREAS, the program was fully funded by the County until such time as its funding source changed, limiting the County's ability to fully fund the program and requiring that the program cease in July 2011; and

WHEREAS, C/CAG has adopted Resolution 09-37 providing \$45,000 in funding to re-launched and support the program with additional funding from the County; and

WHEREAS, staff has developed a fee schedule for fiscal year 2013/14 for cities and the county, incorporating input from city managers and the C/CAG CMEQ Committee;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that funding contributions from the cities and the county for the San Mateo County Green Business Program for fiscal year 2013/14 is as shown in the attached.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF MAY, 2013.

Brandt Grotte, Chair

Attachment to Resolution 13-12

**Cities and County Fee Schedule for the
San Mateo County Green Business Program for FY 2013/14**

City	Firms *	Establishments **	FY 13-14	FY 14-15 (For estimate purpose only)
Atherton	800	162	\$1,000	\$2,000
Belmont	2754	671	\$2,000	\$4,000
Brisbane	406	254	\$1,000	\$2,000
Burlingame	4071	2099	\$2,500	\$5,000
Colma	1094	288	\$1,000	\$2,000
Daly City	7100	1376	\$2,500	\$5,000
East Palo Alto	1078	213	\$1,000	\$2,000
Foster City	3402	877	\$2,500	\$5,000
Half Moon Bay	1639	421	\$2,000	\$4,000
Hillsborough	1440	177	\$1,000	\$2,000
Menlo Park	4691	1667	\$2,500	\$5,000
Millbrae	2699	510	\$2,000	\$4,000
Pacific	3539	564	\$2,500	\$5,000
Portola Valley	1000	200	\$1,000	\$2,000
Redwood City	8369	2805	\$2,500	\$5,000
San Bruno	3296	791	\$2,500	\$5,000
San Carlos	4458	1520	\$2,500	\$5,000
San Mateo	11260	3953	\$2,500	\$5,000
South San Francisco	4986	2156	\$2,500	\$5,000
Uninc. County	1783	1666	\$2,500	\$5,000
Woodside	1043	232	\$1,000	\$2,000
Totals	70908	22602	\$40,500	\$81,000

* 2010 US Census, Number of Firms (business licenses)

** 2007 US Economic Census, Number of Employer Establishments

Unincorporated County and Portola Valley number of establishments is estimated

Cities w/	< 1500 Firms or	< 300 Establishments
Cities w/	1501 to 3000 Firms or	301 to 550 Establishments
Cities w/	> 3001 Firms or	>551 Establishments

San Mateo County Green Business Program
City - Business Statistics
 (4/29/13)

City	Total in Database ***	Being Contacted for Clarificaion **	In Process		Currently Certified ***
			New Certification	Being Re-Certified	
Atherton	0	0	0	0	0
Belmont	6		1	1	6
Brisbane	0		0	0	0
Burlingame	27	11	4	1	11
Colma	0		0	0	0
Daly City	5	2	0	0	3
East Palo Alto	1		1	0	1
Foster City	7	4	3	0	0
Half Moon Bay	9	1	2	2	4
Hillsboroough	0		0	0	0
Menlo Park	17	11	4	0	2
Millbrae	12	5	1	2	4
Pacifica	3	1	0	0	2
Portola Valley	4	1	0	0	3
Redwood City	19	0	3	8	12
San Bruno	3	2	0	0	1
San Carlos	48	16	3	8	21
Unincorporated County*	14	5	1	2	6
S. F. Airport	30	3	3	5	19
San Mateo	24	4	4	7	9
South San Francisco	16	3	6	0	7
Woodside	1		0	0	1
Totals	246	69	36	36	112

* Unincorporated includes: Pescadero, Princeton by the Sea, El Granada, Montara, Moss Beach, La Honda, Loma Mar

** Numbers are being continually updated as database corrections are made. Some businesses are non-responsive.

*** Recertifying businesses that have not gone past their three-year end date are included in both the Currently Certified and Being Re-Certified Categories.

FY 13/14 Estimated Overall Program Budget

(Scaled to ~160 Businesses/Year)

Revenues	\$\$	Source
Businesses	\$22,400	Certification Fee
SMC Cities	\$40,500	Annual Contribution via C/CAG
C/CAG	\$26,250	C/CAG Funds 7/1/13-1/31/14
County	\$29,717	AB 939 Fees
Total	\$118,867	

Expenses	\$\$	Source
Coordination	\$98,246	Consultant/Contractor
Management	\$8,000	RecycleWorks Coordination
Database	\$7,000	Regional/Statewide Contract
Marketing	\$5,621	Outreach/Misc. Program Exp.
Total	\$118,867	

FY 14/15 Estimated Overall Program Budget

(Scaled to ~185 Businesses/Year)

Revenues	\$\$	Source
Businesses	\$24,050	Certification Fee
SMC Cities	\$81,000	Annual Contribution via C/CAG
County	\$35,017	AB 939 Fees
Total	\$140,067	

Expenses	\$\$	Source
Coordination	\$113,596	Consultant/Contractor
Management	\$11,000	RecycleWorks Coordination
Database	\$7,000	Regional/Statewide Contract
Marketing	\$8,471	Outreach/Misc. Program Exp.
Total	\$140,067	

C/CAG AGENDA REPORT

Date: May 9, 2013
To: C/CAG Board of Directors
From: Kim Springer, County Staff to C/CAG
Subject: Presentation on the San Mateo County Energy Watch and comprehensive energy recommendations program for San Mateo County cities.
(For further information contact Sandy Wong at 650 599-1409 or Kim Springer at 650 599-1412)

An oral report will be provided at the Board meeting.

ITEM 6.6

C/CAG AGENDA REPORT

Date: May 9, 2013
TO: C/CAG Board of Directors
From: Sandy Wong, Executive Director - C/CAG
Subject: Initial draft, assumptions, and input on the C/CAG 2013-14 Program Budget and Fees
(For further information or response to questions, contact Sandy Wong at 650 599-1409)

Recommendation:

Review and provide comments on the initial draft and assumptions of the C/CAG 2013-14 Program Budget and Fees. Final budget will be presented for approval on June 13, 2013

Fiscal Impact:

In accordance with the proposed C/CAG 2013-14 Program Budget.

Revenue Sources:

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

Background:

Staff has developed the Initial Draft C/CAG Program Budget for 2013-14. C/CAG Member Assessments remain the same as in FY 12-13. The Initial Draft Budget has been presented to the C/CAG Finance Committee on April 22, 2013.

Budget Assumption Highlights:

The following are some highlights on assumptions and issues:

- 1- Member Assessments - Same as last year.
- 2- Administration Service expenses are related to C/CAG Executive Director and Administrative Assistant only.
- 3- Professional Services expenses are related to all other C/CAG staff and contract staff. C/CAG contracts with many of its member agencies to provide Professional Services including Program Managers, Financial Services, and Legal Counsel Support.
- 4- Smart Corridor - Assume Segment 2 construction will be completed during fiscal year 2013-14. For FY 2012/13, Consultant Services expenses included Contractor expenses. For FY 2013/14, a new line item was created for Contractor expenses.

- 5 San Mateo Congestion Relief Program assumes \$200,000 in funding for climate action planning. This includes cost for climate action partnerships to assist the cities and County as was done in the 2012-2013 C/CAG Budget.
- 6 No new revenue for AB 1546 DMV Program since this program sunset on January 1, 2013. As approved by the C/CAG Board on December 13, 2013, of the unprogrammed fund balance, \$700,000 will be transfer to Smart Corridor, and \$900,000 to be distributed to 21 member agencies.
- 7 San Mateo Energy Watch - Requires \$200,000 transfer from San Mateo County Congestion Relief Fund for Climate Action Planning, (See item 5 above).
- 8 NPDES (Fund C007) – Part of the revenue and expenditures for Stormwater are shown in Measure M (C010) Fund.
- 9 General Fund – Using the same allocation formula as last year, the overhead expenses in General Fund are shared by other funds. The shared costs include: professional services, supplies, conferences and meetings, printing/ postage, publications, bank fee and audit services. The share is based on the proportion of the sum of the administration and professional services to the total for all the funds. The funds that share these General Fund cost are General Fund, Transportation Programs, San Mateo Congestion Relief Program (SMCRP), LGP Energy Watch, Transportation Fund for Clean Air(TFCA), National Pollutant Elimination Discharge System, NPDES, DMV Fee Program, and Measure M.
- 10 TFCA - Programmed Projects are 100% reimbursed in current and budget year.

Attachments

- Attachment 1 – Key Budget Definitions/Acronyms
- Attachment 2 -- C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance for FY 2012-13 and FY 2013-14.
- Attachment 3 -- Individual fund descriptions and fund summaries.
- Attachment 4 -- FY 2013-14 C/CAG Member Fee, Assessment, and Revenue.
- Detail C/CAG 2013/14 Program Budget (*Provided to members and alternate members only. Also available at: <http://www.ccag.ca.gov/ccag.html>*)

Attachment 1

Key Budget Definitions/ Acronyms

AB 434 - Transportation Fund for Clean Air Program
AB 1546 Program - \$4 Vehicle License Fee for Transportation & Stormwater Program
AVA - Abandoned Vehicle Abatement
BAAQMD - Bay Area Air Quality Management District
BPAC - Bicycle and Pedestrian Advisory Committee
Cal PUC - California Public Utilities Commission
C/CAG - City/ County Association of Governments
CMAQ - Congestion Mitigation and Air Quality
CMP - Congestion Management Program
DMV - Department of Motor Vehicles
ECR - El Camino Real
ISTEA - Intermodal Surface Transportation Equity Act
ITS - Intelligent Transportation Study
LGP - Local Government Partnership with PG&E and Cal PUC
Measure A - San Mateo County Sales Tax for Transportation
Measure M - C/CAG \$10 Motor Vehicle Fee
MTC - Metropolitan Transportation Commission
Normalized - Years in a multi-year analysis all referred to a base year.
NPDES - National Pollutant Discharge Elimination System (Stormwater management)
OBAG – One Bay Area Grant (Federal funds from MTC)
PPM - Planning Programming and Monitoring (State Grant)
PSR - Project Study Report
RWQCB - San Francisco Bay Area Regional Water Quality Control Board
SFIA - San Francisco International Airport
SMCRP - San Mateo Congestion Relief Plan Program
SMCEW - San Mateo Energy Watch
STIP - State Transportation Improvement Program (State and Federal Transportation Funds)
STP - Surface Transportation Program (Federal Funds)
TA - San Mateo County Transportation Authority
TAC - Congestion Management Technical Advisory Committee
TDA - Transportation Development Act Article III Funding
TFCA - Transportation Fund for Clean Air (Also known as AB 434)
TLSP - Traffic Light Synchronization Program - Part of Proposition 1B Infrastructure Bond
VTA - Santa Clara Valley Transportation Authority

Attachment 2

05/01/13	C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
											FY 12-13
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	(28,397)	802,479	2,354,771	205,769	54,915	66,729	1,161,629	619,533	6,366,732	4,299,676	15,903,836
RESERVE BALANCE	43,346	131,863	0	0	0	0	200,903	0	50,000		426,112
PROJECTED REVENUES											
Interest Earnings	401	2,234	8,450	647	0	1,010	7,000	1,290	14,871	11,793	47,696
Member Contribution	250,024	390,907	1,850,000	0	0	0	113,490	0	0	0	2,604,421
Cost Reimbursements-SFIA	0	62	0	0	0	0	0	0	0	0	62
MTC/ Federal Funding	0	463,235	0	0	0	0	0	0	0	1,429,000	1,892,235
Grants	58,000	0	0	0	415,600	0	0	0	0	0	473,600
DMV Fee	0	0	0	0	0	1,035,800	0	658,500	1,496,177	6,425,001	9,615,478
NPDES Fee	0	0	0	0	0	0	1,325,760	0	0	0	1,325,760
TA Cost Share	0	0	0	3,000,000	0	0	0	0	0	0	3,000,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	292,076	0	1,045,734	0	0	0	0	0	0	1,337,810
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	1,106,479	0	0	0	0	0	0	1,106,479
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	308,425	1,148,514	1,858,450	5,152,860	415,600	1,036,810	1,446,250	659,790	1,511,048	7,865,794	21,403,541
TOTAL SOURCES OF FUNDS	280,028	1,950,993	4,213,221	5,358,629	470,515	1,103,539	2,607,879	1,279,323	7,877,780	12,165,470	37,307,377
PROJECTED EXPENDITURES											
Administration Services	108,168	133,130	46,107	32,507	4,206	726	29,977	852	17,353	10,206	383,232
Professional Services	161,555	740,028	60,000	517,896	339,600	38,000	107,532	0	39,485	107,532	2,111,608
Consulting Services	133,747	112,296	812,025	4,939,135	224,900	0	1,255,990	0	0	2,260,792	9,738,885
Supplies	44,574	61	0	0	0	0	0	0	0	0	44,635
Prof. Dues & Memberships	750	0	0	0	0	0	44,732	0	0	0	45,482
Conferences & Meetings	8,804	0	0	0	2,400	0	6,000	0	0	0	17,204
Printing/ Postage	225	0	0	0	0	0	0	0	0	0	225
Publications	23,157	1,169	0	0	0	0	0	0	0	0	24,326
Distributions	0	70,000	344,000	2,969	0	990,000	21,943	658,500	2,279,114	3,971,277	8,337,803
Calpers - Unfunded Liability	4,296	4,695	1,953	2,969	146	269	1,414	0	1,305	0	17,047
Miscellaneous	7,308	0	0	1,371	0	0	0	1,200	40,281	0	50,160
Bank Fee	2,165	0	0	0	0	0	0	0	0	0	2,165
Audit Services	29,280	0	0	0	0	0	0	0	0	0	29,280
Project Management	0	0	0	92,000	0	0	0	0	0	0	92,000
Total Expenditures	524,029	1,061,379	1,264,085	5,588,847	571,252	1,028,995	1,467,588	660,552	2,377,518	6,349,807	20,894,052
TRANSFERS											
Transfers In	0	0	0	700,000	200,000	0	0	0	0	0	900,000
Transfers Out	0	0	200,000	0	0	0	0	0	0	0	200,000
Administrative Allocation	(173,308)	90,405	10,986	0	35,597	4,010	14,237	0	5,883	12,190	0
Total Transfers	(173,308)	90,405	210,986	(700,000)	(164,403)	4,010	14,237	0	5,883	12,190	(700,000)
NET CHANGE	(42,296)	(3,271)	383,379	264,013	8,751	3,805	(35,575)	(762)	(872,353)	1,503,797	1,209,488
TRANSFER TO RESERVES	0	0	50,000	0	0	0	0	0	0	50,000	100,000
TOTAL USE OF FUNDS	350,721	1,151,784	1,525,071	4,888,847	406,849	1,033,005	1,481,825	660,552	2,383,401	6,411,997	20,294,053
ENDING FUND BALANCE	(70,693)	799,208	2,688,150	469,782	63,666	70,534	1,126,054	618,771	5,494,379	5,753,473	17,013,324
RESERVE FUND BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	#VALUE!	#VALUE!
NET INCREASE (Decrease) IN FUND BALANCE	(42,296)	(3,271)	333,379	264,013	8,751	3,805	(35,575)	(762)	(872,353)	1,453,797	1,109,488
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance											
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.											
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.											
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.											

05/01/13	C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
	FY 13-14										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	-70,693	799,208	2,688,150	469,782	63,666	70,534	1,126,054	618,771	5,494,379	5,753,473	17,013,324
RESERVE BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
PROJECTED REVENUES											
Interest Earnings	2,000	3,000	8,000	0	0	2,200	6,226	1,000	16,000	17,000	55,426
Member Contribution	250,024	390,907	1,850,000	0	0	0	116,060	0	0	0	2,606,991
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	730,000	0	0	0	0	0	0	0	635,000	1,365,000
Grants	182,000	0	0	0	420,000	0	0	0	0	0	602,000
DMV Fee	0	0	0	0	0	1,050,000	0	0	0	6,515,704	7,565,704
NPDES Fee	0	0	0	0	0	0	1,340,656	0	0	0	1,340,656
TA Cost Share	0	18,750	0	0	0	0	0	0	0	0	18,750
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	290,000	0	5,424,266	0	0	0	0	0	0	5,714,266
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	2,397,858	0	0	0	0	0	0	2,397,858
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	434,024	1,432,657	1,858,000	7,822,124	420,000	1,052,200	1,462,942	1,000	16,000	7,167,704	21,666,651
TOTAL SOURCES OF FUNDS	363,331	2,231,865	4,546,150	8,291,906	483,666	1,122,734	2,588,996	619,771	5,510,379	12,921,177	38,679,974
PROJECTED EXPENDITURES											
Administration Services	97,333	143,861	39,221	25,572	3,692	6,000	28,021	0	11,419	11,865	366,984
Professional Services	195,000	900,000	60,000	770,000	350,500	31,200	99,600	0	15,000	129,600	2,550,900
Consulting Services	166,000	171,500	1,036,000	1,315,000	218,000	0	2,097,800	0	0	1,135,590	6,139,890
Supplies	52,000	2,000	0	0	0	0	0	0	0	0	54,000
Prof. Dues & Memberships	1,000	0	0	0	0	0	44,732	0	0	0	45,732
Conferences & Meetings	9,500	5,000	1,000	0	4,500	0	5,000	0	0	0	25,000
Printing/ Postage	300	6,000	0	0	0	0	2,500	0	0	0	8,800
Publications	17,000	3,000	0	0	0	0	0	0	0	0	20,000
Distributions	0	70,000	500,000	0	0	1,011,000	16,000	596,578	3,505,000	4,758,782	10,457,360
Contractor	0	0	0	6,493,159	0	0	0	0	0	0	6,493,159
Miscellaneous	10,000	1,000	1,000	1,500	0	0	1,000	0	0	0	14,500
Bank Fee	2,500	0	0	0	0	0	0	0	0	0	2,500
Audit Services	29,000	0	0	0	0	0	0	0	0	0	29,000
Project Management	0	0	0	120,000	0	0	0	0	0	0	120,000
Total Expenditures	579,633	1,302,361	1,637,221	8,725,231	576,692	1,048,200	2,294,653	596,578	3,531,419	6,035,837	26,327,825
TRANSFERS											
Transfers In	0	0	0	500,000	200,000	0	0	0	0	0	700,000
Transfers Out	0	0	150,000	0	0	0	0	0	0	500,000	650,000
Administrative Allocation	-196,422	112,044	10,650	0	38,017	3,993	13,698	0	2,836	15,184	0
Total Transfers	-196,422	112,044	160,650	-500,000	-161,983	3,993	13,698	0	2,836	515,184	-50,000
NET CHANGE	50,813	18,252	60,129	-403,107	5,291	7	-845,409	-595,578	-3,518,255	616,683	-4,611,175
TRANSFER TO RESERVES	0	50,000	50,000	0	0	0	0	0	50,000	50,000	200,000
TOTAL USE OF FUNDS	383,211	1,464,405	1,847,871	8,225,231	414,709	1,052,193	2,308,351	596,578	3,584,255	6,601,021	26,477,825
ENDING FUND BALANCE	-19,880	767,460	2,698,279	66,675	68,957	70,541	280,645	23,193	1,926,124	6,320,156	12,202,149
RESERVE FUND BALANCE	43,346	181,863	100,000	0	0	0	200,903	0	100,000	100,000	726,112
NET INCREASE (Decrease) IN FUND BALANCE	50,813	-31,748	10,129	-403,107	5,291	7	-845,409	-595,578	-3,568,255	566,683	-4,811,175
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.											
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.											
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.											
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.											

Attachment 3

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: **General Fund (Fund C001)**

Program The C/CAG General Fund covers the functions of general
Description: administration, Airport Land Use planning as C/CAG is the designated
 Airport/Land Use Commission for San Mateo County, and waste
 management.

General Fund revenues come from member agencies as well as grants received for airport land use planning.

Appropriate expenses in the General Fund are allocated to the other C/CAG funds based on a formula proportion to the pro rata share of each program.

Planned Activities: For fiscal year 2013/14, it is assumed that the Airport Land Use Compatibility Plan (ALUCP) update for the environs of Half Moon Bay Airport will be completed.

Issues: The beginning fund balance for fiscal year 2012/13 is negative. The ending fund balance for that year is further negative largely due to a one-time occurrence of retiree vacation cash-out. This situation is projected to be improved in fiscal year 2013/14.

To mitigate this situation, it will be recommended that C/CAG increase its member assessment in fiscal year 2014/15. C/CAG member assessment has been staying flat for more than 5 years.

(Detailed Budget information can be found on the following attachment)

GENERAL FUND BUDGET(C001) BY FISCAL YEAR			
	Projected		
	Actual		Budgeted
	FY 12-13		FY 13-14
BEGINNING BALANCE	(28,397)		(70,693)
RESERVE BALANCE	43,346		43,346
PROJECTED REVENUES			
Interest Earnings	401		2,000
Member Contribution	250,024		250,024
Cost Reimbursements-SFIA	0		0
MTC/ Federal Funding	0		0
Grants	58,000		182,000
DMV Fee	0		0
NPDES Fee	0		0
TA Cost Share	0		0
Miscellaneous/ SFIA	0		0
Street Repair Funding	0		0
PPM-STIP	0		0
Assessment	0		0
TLSP	0		0
	0		0
Total Revenues	308,425		434,024
TOTAL SOURCES OF FUNDS	280,028		363,331
PROJECTED EXPENDITURES			
Administration Services	108,168		97,333
Professional Services	161,555		195,000
Consulting Services	133,747		166,000
Supplies	44,574		52,000
Prof. Dues & Memberships	750		1,000
Conferences & Meetings	8,804		9,500
Printing/ Postage	225		300
Publications	23,157		17,000
Distributions	0		0
Calpers - Unfunded Liability	4,296		0
Miscellaneous	7,308		10,000
Bank Fee	2,165		2,500
Audit Services	29,280		29,000
Project Management	0		0
Total Expenditures	524,029		579,633
TRANSFERS			
Transfers In	0		0
Transfers Out	0		0
Administrative Allocation	(173,308)		(196,422)
Total Transfers	(173,308)		(196,422)
NET CHANGE	(42,296)		50,813
TRANSFER TO RESERVES	0		0
TOTAL USE OF FUNDS	350,721		383,211
ENDING FUND BALANCE	(70,693)		(19,880)
RESERVE FUND BALANCE	43,346		43,346
NET INCREASE (Decrease) IN FUND BALANCE	(42,296)		50,813

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: **Transportation Fund (Fund C002)**

Program The Transportation fund revenues come from three main sources: member assessment; MTC annual planning grant; and State Planning, Programming, and Monitoring (PPM) fund. C/CAG receives the MTC

Description: planning grant and the PPM fund because C/CAG is the Congestion Management Agency. These are the main fund sources for C/CAG staff to carry out transportation activities such as Congestion Management Plan update, Countywide Transportation Plan update, support of all member agencies in the delivery of Federally funded projects, support of C/CAG bicycle and pedestrian program

Planned Activities: Update of 2013 Congestion Management Program (CMP); update of Countywide Transportation Plan, implementation of OBAG program, maintenance of countywide travel demand forecasting model.

Issues: This program was underspent in fiscal year 2012/13 due to staff vacancy. It is anticipated the vacancy will be filled in fiscal year 2013/14.

(Detailed Budget information can be found on the following attachment)

05/02/13	TRANSPORTATION PROGRAMS (FUNDS C002) BUDGET BY FISCAL YEAR	
	Projected	
	Actual	Budgeted
	FY 12-13	FY 13-14
BEGINNING BALANCE	802,479	799,208
RESERVE BALANCE	131,863	131,863
PROJECTED REVENUES		
Interest Earnings	2,234	3,000
Member Contribution	390,907	390,907
Cost Reimbursements-SFIA	62	0
MTC/ Federal Funding	463,235	730,000
Grants	0	0
DMV Fee	0	0
NPDES Fee	0	0
TA Cost Share	0	18,750
Miscellaneous/ SFIA	0	0
Street Repair Funding	0	0
PPM-STIP	292,076	290,000
Assessment	0	0
TLSP	0	0
	0	0
Total Revenues	1,148,514	1,432,657
TOTAL SOURCES OF FUNDS	1,950,993	2,231,865
PROJECTED EXPENDITURES		
Administration Services	133,130	143,861
Professional Services	740,028	900,000
Consulting Services	112,296	171,500
Supplies	61	2,000
Prof. Dues & Memberships	0	0
Conferences & Meetings	0	5,000
Printing/ Postage	0	6,000
Publications	1,169	3,000
Distributions	70,000	70,000
Street Repair	4,695	0
Miscellaneous	0	1,000
Bank Fee	0	0
	0	0
	0	0
Total Expenditures	1,061,379	1,302,361
TRANSFERS		
Transfers In	0	0
Transfers Out	0	0
Administrative Allocation	90,405	112,044
Total Transfers	90,405	112,044
NET CHANGE	(3,271)	18,252
TRANSFER TO RESERVES	0	50,000
TOTAL USE OF FUNDS	1,151,784	1,464,405
ENDING FUND BALANCE	799,208	767,460
RESERVE FUND BALANCE	131,863	181,863
NET INCREASE (Decrease) IN FUND BALANCE	(3,271)	(31,748)

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: **Congestion Relief Plan (SMCRP) Program Fund (Fund C004)**

Program

Description:

The San Mateo County Congestion Relief Plan (SMCRP) goal is to reduce congestion by improving efficiency of the transportation infrastructure, and to increase transit ridership and reduce automobile usage. Funding for this program comes from member jurisdictions. As required by State law, C/CAG conducts biennial transportation monitoring. Individual jurisdictions are responsible for the preparation of Deficiency Plan if traffic level of service (LOS) violation is found. By contributing to the SMCRP fund, jurisdictions are absolved from the responsibility of preparing Deficiency Plan.

Planned Activities:

Local transportation shuttles, Intelligent Transportation System (ITS) improvements, Ramp Metering, Transportation Demand Management (TDM) managed by the Peninsula Traffic Congestion Relief Alliance, Linking Transportation and Housing, Green House Gas Reduction, and Major transportation studies. This fund provides partial support for the state lobbyist.

Issues:

\$200,000 from this fund is transferred to the San Mateo County Energy Watch Fund (Fund 006) for fiscal years 2012/13 and 2013/14, each year. This fund needs to be reauthorized by the C/CAG Board every four years. The Local Shuttle Program funded by this fund was undersubscribed during this cycle. In addition, ramp metering expenditures were not incurred in the past few years due to success in obtaining funding from MTC.

(Detailed Budget information can be found on the following attachment)

05/02/13			
SAN MATEO CONGESTION RELIEF PROGRAM (SMCRP) FUNDS (C004) BUDGET BY FISCAL YEAR			
		Projected	
		Actual	Budgeted
		FY 12-13	FY 13-14
BEGINNING BALANCE		2,354,771	2,688,150
RESERVE BALANCE		0	50,000
PROJECTED REVENUES			
Interest Earnings		8,450	8,000
Member Contribution		1,850,000	1,850,000
Cost Reimbursements-SFIA		0	0
MTC/ Federal Funding		0	0
Grants		0	0
DMV Fee		0	0
NPDES Fee		0	0
TA Cost Share		0	0
Miscellaneous/ SFIA		0	0
Street Repair Funding		0	0
PPM-STIP		0	0
Assessment		0	0
TLSP		0	0
Total Revenues		1,858,450	1,858,000
TOTAL SOURCES OF FUNDS		4,213,221	4,546,150
PROJECTED EXPENDITURES			
Administration Services		46,107	39,221
Professional Services		60,000	60,000
Consulting Services		812,025	1,036,000
Supplies		0	0
Prof. Dues & Memberships		0	0
Conferences & Meetings		0	1,000
Printing/ Postage		0	0
Publications		0	0
Distributions		344,000	500,000
Calpers - Unfunded Liability		1,953	0
Miscellaneous		0	1,000
Bank Fee		0	0
Audit Services		0	0
Project Management		0	0
Total Expenditures		1,264,085	1,637,221
TRANSFERS			
Transfers In		0	0
Transfers Out		200,000	150,000
Administrative Allocation		10,986	10,650
Total Transfers		210,986	160,650
NET CHANGE		383,379	60,129
TRANSFER TO RESERVES		50,000	50,000
TOTAL USE OF FUNDS		1,525,071	1,847,871
ENDING FUND BALANCE		2,688,150	2,698,279
RESERVE FUND BALANCE		50,000	100,000
NET INCREASE (Decrease)		333,379	10,129

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: Smart Corridor (Fund C005)

Program Design, construction, testing, and integration of the San Mateo Smart Corridors Project. The entire smart corridors project is divided into
Description: several projects because of the need to track and manage state grants, and to manage contracts. They are:

1. Demo Project (this also includes the Design of the overall project).
2. Segment 2 (from San Bruno Ave to Whipple Ave)
3. Segment 3 (from Whipple Ave to Santa Clara County Line)
4. System Integration (Software and hardware for the entire corridor)
5. In-House Staff (for tracking of expenses purpose)

Funding for this program comes from State grants as well as C/CAG \$4 (Fund C008) and \$10 (Fund C010) Vehicle License Fees. Annual fund transfer from Fund C008 and C010 are based on need.

- Planned Activities:**
- Construction of infrastructure equipment is estimate to be completed in this fiscal year.
 - Demonstration project will be completed.
 - Integration of the system will start.
 - Work on configuration of the signal system will start.

Issues: Cash flow may become an issue as the project is largely funded with reimbursable state grant funds. Because of this, revenues will lag behind expenditures by a few months. The initial cash flow from the San Mateo County Transportation Authority (SMCTA) in FY 2012/13 has been helpful.

There is no reserve in this fund. However, both the Measure M and SMCRP funds have unused fund balances slated for ITS which can be used for Smart Corridor for contingency purposes. Future maintenance cost is anticipated to be provided through the Measure M (Fund C010) in addition to regional sources.

(Detailed Budget information can be found on the following attachment)

05/02/13			
SMART CORRIDOR FUND (C005) BUDGET BY FISCAL YEAR			
		Projected	
		Actual	Budgeted
		FY 12-13	FY 13-14
BEGINNING BALANCE	205,769		469,782
RESERVE BALANCE	0		0
PROJECTED REVENUES			
Interest Earnings	647		0
Member Contribution	0		0
Cost Reimbursements-SFIA	0		0
MTC/ Federal Funding	0		0
Grants	0		0
DMV Fee	0		0
NPDES Fee	0		0
TA Cost Share	3,000,000		0
Miscellaneous/ SFIA	0		0
Street Repair Funding	0		0
PPM-STIP	1,045,734		5,424,266
Assessment	0		0
TLSP	1,106,479		2,397,858
	0		0
Total Revenues	5,152,860		7,822,124
TOTAL SOURCES OF FUNDS	5,358,629		8,291,906
PROJECTED EXPENDITURES			
Administration Services	32,507		25,572
Professional Services	517,896		770,000
Consulting Services	4,939,135		1,315,000
Supplies	0		0
Prof. Dues & Memberships	0		0
Conferences & Meetings	0		0
Printing/ Postage	0		0
Publications	0		0
Distributions	2,969		0
Calpers - Unfunded Liability	2,969		6,493,159
Miscellaneous	1,371		1,500
Bank Fee	0		0
Audit Services	0		0
Project Management	92,000		120,000
Total Expenditures	5,588,847		8,725,231
TRANSFERS			
Transfers In	700,000		500,000
Transfers Out	0		0
Administrative Allocation	0		0
Total Transfers	-700,000		-500,000
NET CHANGE	264,013		-403,107
TRANSFER TO RESERVES	0		0
TOTAL USE OF FUNDS	4,888,847		8,225,231
ENDING FUND BALANCE	469,782		66,675
RESERVE FUND BALANCE	0		0
NET INCREASE (Decrease)	264,013		-403,107

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: **San Mateo County Energy Watch Fund (C006)**

Program
Description: This fund was set up because C/CAG has established a Local Government Partnership (LGP) with PG&E to provide funding to San Mateo County for energy efficiency projects. C/CAG is also developing Climate Action Planning tool for used by all member agencies. C/CAG contracts with San Mateo County Public Works for staffing of this program.

Planned Activities: This program support C/CAG climate related activities including the Resource Management and Climate Protection (RMCP) Committee.

Issues: Although the main fund sources comes from PG&E, local funds for matching purposes as well as for non-PG&E related work must come from local. The only local source of fund comes from the San Mateo County Congestion Relief Plan (SMCRP) Fund (Fund C004). \$200,000 each year is transferred from Fund 006 for fiscal years 2012/13 and 2013/14.

(Detailed Budget information can be found on the following attachment)

05/02/13			
SAN MATEO LGP ENERGY WATCH FUND (C006) BUDGET BY FISCAL YEAR			
		Projected	
		Actual	Budgeted
		FY 12-13	FY 13-14
BEGINNING BALANCE		54,915	63,666
RESERVE BALANCE		0	0
PROJECTED REVENUES			
Interest Earnings		0	0
Member Contribution		0	0
Cost Reimbursements-SFIA		0	0
MTC/ Federal Funding		0	0
Grants		415,600	420,000
DMV Fee		0	0
NPDES Fee		0	0
TA Cost Share		0	0
Miscellaneous/ SFIA		0	0
Street Repair Funding		0	0
PPM-STIP		0	0
Assessment		0	0
TLSP		0	0
		0	0
Total Revenues		415,600	420,000
TOTAL SOURCES OF FUNDS		470,515	483,666
PROJECTED EXPENDITURES			
Administration Services		4,206	3,692
Professional Services		339,600	350,500
Consulting Services		224,900	218,000
Supplies		0	0
Prof. Dues & Memberships		0	0
Conferences & Meetings		2,400	4,500
Printing/ Postage		0	0
Publications		0	0
Distributions		0	0
Calpers - Unfunded Liability		146	0
Miscellaneous		0	0
Bank Fee		0	0
Audit Services		0	0
Project Management		0	0
Total Expenditures		571,252	576,692
TRANSFERS			
Transfers In		200,000	200,000
Transfers Out		0	0
Administrative Allocation		35,597	38,017
Total Transfers		-164,403	-161,983
NET CHANGE		8,751	5,291
TRANSFER TO RESERVES		0	0
TOTAL USE OF FUNDS		406,849	414,709
ENDING FUND BALANCE		63,666	68,957
RESERVE FUND BALANCE		0	0
NET INCREASE (Decrease)		8,751	5,291

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: NPDES Stormwater (Fund C007)

Program Description: The NPDES (Stormwater) fund provides resources for the Countywide Water Pollution Prevention Program (Countywide Program), which assists C/CAG’s member agencies in meeting stormwater management requirements in the Municipal Regional Permit issued by the San Francisco Bay Regional Water Quality Control Board. The Countywide Program utilizes technical consultants to provide regulatory support services to the member agencies, including staff support for C/CAG Committees and technical subcommittees, providing training, performing compliance activities, and preparing annual reporting materials. In addition to managing the Countywide Program, C/CAG staff serves on the Board of Directors of the Bay Area Stormwater Management Agencies Association (BASMAA) to help direct regional compliance activities

Planned Activities: Support C/CAG Stormwater Committee, NPDES Technical Advisory Committee, and seven technical subcommittees, provide multiple training workshops, perform water quality monitoring activities and continue implementing mercury and PCB reduction pilot projects in coordination with BASMAA, participate in preparation of the comprehensive Integrated Monitoring Report, assist member agencies in preparing Long-Term Trash Reduction Plans, prepare 2012-13 annual report and assist member agencies in local reporting, and work with member agencies in applying for permit reissuance, scheduled for December 2014. Continued pursuing potential Countywide Funding Initiative, including public opinion research, development of a revenue report, and public education

Issues: The Countywide Program is funded through annual property tax assessments totaling approximately \$1.5 million and Measure M funds of about \$720,000 per year. Expected Countywide Program costs for 2013-14 are currently in excess of \$3.5 million, requiring supplemental use of existing fund balance (approximately \$840K) and accumulated Measure M funds (approximately \$300K). A significant portion of the 2013-14 budget is reserved for the potential Countywide Funding Initiative (\$830K), which is intended to generate additional revenue for both C/CAG and its member agencies to meet the ongoing costs to comply with the Municipal Regional Permit. Countywide Program costs are split between the NPDES (Stormwater) and regional stormwater portion of Measure M funds.

(Detailed Budget information can be found on the following attachment)

05/02/13			
NPDES FUND (C007) BUDGET BY FISCAL YEAR			
		Projected	
		Actual	Budgeted
		FY 12-13	FY 13-14
BEGINNING BALANCE		1,161,629	1,126,054
RESERVE BALANCE		200,903	200,903
PROJECTED REVENUES			
Interest Earnings		7,000	6,226
Member Contribution		113,490	116,060
Cost Reimbursements-SFIA		0	0
MTC/ Federal Funding		0	0
Grants		0	0
DMV Fee		0	0
NPDES Fee		1,325,760	1,340,656
TA Cost Share		0	0
Miscellaneous/ SFIA		0	0
Street Repair Funding		0	0
PPM-STIP		0	0
Assessment		0	0
TLSP		0	0
		0	0
Total Revenues		1,446,250	1,462,942
TOTAL SOURCES OF FUNDS		2,607,879	2,588,996
PROJECTED EXPENDITURES			
Administration Services		29,977	28,021
Professional Services		107,532	99,600
Consulting Services		1,255,990	2,097,800
Supplies		0	0
Prof. Dues & Memberships		44,732	44,732
Conferences & Meetings		6,000	5,000
Printing/ Postage		0	2,500
Publications		0	0
Distributions		21,943	16,000
Calpers - Unfunded Liability		1,414	0
Miscellaneous		0	1,000
Bank Fee		0	0
Audit Services		0	0
Project Management		0	0
Total Expenditures		1,467,588	2,294,653
TRANSFERS			
Transfers In		0	0
Transfers Out		0	0
Administrative Allocation		14,237	13,698
Total Transfers		14,237	13,698
NET CHANGE		(35,575)	(845,409)
TRANSFER TO RESERVES		0	0
TOTAL USE OF FUNDS		1,481,825	2,308,351
ENDING FUND BALANCE		1,126,054	280,645
RESERVE FUND BALANCE		200,903	200,903
NET INCREASE (Decrease) IN FUND BALANCE		(35,575)	(845,409)

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund:	DMV Fee (AB1546 \$4 VRF) (Fund C008)
Program	AB 1546 was signed into law and took effect on January 1, 2005 and reauthorized as SB 348 in 2008. It provides authorization for C/CAG to
Description:	impose an annual fee of \$4 on motor vehicles registered within San Mateo County to fund traffic congestion management and stormwater pollution prevention programs within San Mateo County. The collection of the fee ended December 31, 2012. Five (5) percent of the fee is allocated for program administration with the net revenue distributed evenly to the following programs: Local Cities/County Stormwater Pollution Prevention (25%); Local Cities/County Traffic Congestion Management (25%); Countywide Stormwater Pollution Prevention (25%); and Countywide Traffic Congestion Management (25%).
Planned Activities:	Implement Countywide stormwater pollution prevention and municipal regional permit (MRP) compliance projects. Provide funds for the Smart Corridor construction project. Make funds available as match for regionally significant projects.
Issues:	The fund balance is expected to significantly decrease once the reimbursements to cities are issued and NPDES/MPR projects implemented.

(Detailed Budget information can be found on the following attachment)

05/02/13	DMV FEE PROGRAM FUND (C008) BUDGET BY FISCAL YEAR	
	Projected	
	Actual	Budgeted
	FY 12-13	FY 13-14
BEGINNING BALANCE	6,366,732	5,494,379
RESERVE BALANCE	50,000	50,000
PROJECTED REVENUES		
Interest Earnings	14,871	16,000
Member Contribution	0	0
Cost Reimbursements-SFIA	0	0
MTC/ Federal Funding	0	0
Grants	0	0
DMV Fee	1,496,177	0
NPDES Fee	0	0
TA Cost Share	0	0
Miscellaneous/ SFIA	0	0
Street Repair Funding	0	0
PPM-STIP	0	0
Assessment	0	0
TLSP	0	0
	0	0
Total Revenues	1,511,048	16,000
TOTAL SOURCES OF FUNDS	7,877,780	5,510,379
PROJECTED EXPENDITURES	Program	Program
Administration Services	17,353	11,419
Professional Services	39,465	15,000
Consulting Services	0	0
Supplies	0	0
Prof. Dues & Memberships	0	0
Conferences & Meetings	0	0
Printing/ Postage	0	0
Publications	0	0
Distributions	2,279,114	3,505,000
Calpers - Unfunded Liability	1,305	0
Miscellaneous	40,281	0
Bank Fee	0	0
Audit Services	0	0
Project Management	0	0
Total Expenditures	2,377,518	3,531,419
TRANSFERS		
Transfers In	0	0
Transfers Out	0	0
Administrative Allocation	5,883	2,836
Total Transfers	5,883	2,836
NET CHANGE	(872,353)	(3,518,255)
TRANSFER TO RESERVES	0	50,000
TOTAL USE OF FUNDS	2,383,401	3,584,255
ENDING FUND BALANCE	5,494,379	1,926,124
RESERVE FUND BALANCE	50,000	100,000
NET INCREASE (Decrease)	(872,353)	(3,568,255)
IN FUND BALANCE		

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: **Abandon Vehicle Abatement (AVA) (Fund C009)**

Program This program assists cities and the county in the abatement of abandoned vehicles. Revenues provide cost recovery for the expenses
Description: incurred by member jurisdictions. 17 cities as well as the county participate in this program. The City of San Carlos provides administrative and finance support for this program. AVA funds are distributed to those agencies (18) participating, base half on population and half on proportionate share of vehicles abated.

There will be no new revenue for this program after May 31, 2013.

Planned Activities: It is planned to continue this program through fiscal year 2013/14 to run out the fund balance.

Issues: The San Mateo County AVA Fee Program sunsets, by statute, on May 31, 2013. California Vehicle Code Section 9250.7(h) allows each County to extend their sunset date for the program in 10-year increments. However, based on Prop 26 went into effect in 2011, such extension of fee must have voter approval.

As approved by C/CAG Resolution 12-64, the remaining fund balance in this fund will be used to continue this program for one additional year in fiscal year 2013/14.

(Detailed Budget information can be found on the following attachment)

05/02/13			
ABANDONED VEHICLE ABATEMENT (AVA) FUND (C009)		BUDGET BY FISCAL YEAR	
		Projected	
		Actual	Budgeted
		FY 12-13	FY 13-14
BEGINNING BALANCE		619,533	618,771
RESERVE BALANCE		0	0
PROJECTED REVENUES			
Interest Earnings		1,290	1,000
Member Contribution		0	0
Cost Reimbursements-SFIA		0	0
MTC/ Federal Funding		0	0
Grants		0	0
DMV Fee		658,500	0
NPDES Fee		0	0
TA Cost Share		0	0
Miscellaneous/ SFIA		0	0
Street Repair Funding		0	0
PPM-STIP		0	0
Assessment		0	0
TLSP		0	0
		0	0
Total Revenues		659,790	1,000
TOTAL SOURCES OF FUNDS		1,279,323	619,771
PROJECTED EXPENDITURES			
Administration Services		852	0
Professional Services		0	0
Consulting Services		0	0
Supplies		0	0
Prof. Dues & Memberships		0	0
Conferences & Meetings		0	0
Printing/ Postage		0	0
Publications		0	0
Distributions		658,500	596,578
Calpers - Unfunded Liability		0	0
Miscellaneous		1,200	0
Bank Fee		0	0
Audit Services		0	0
Project Management		0	0
Total Expenditures		660,552	596,578
TRANSFERS			
Transfers In		0	0
Transfers Out		0	0
Administrative Allocation		0	0
Total Transfers		0	0
NET CHANGE		(762)	(595,578)
TRANSFER TO RESERVES		0	0
TOTAL USE OF FUNDS		660,552	596,578
ENDING FUND BALANCE		618,771	23,193
RESERVE FUND BALANCE		0	0
NET INCREASE (Decrease) IN FUND BALANCE		(762)	(595,578)

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund:	Measure M (Fund C010)
Program	Measure M, approved by the voters in November 2010 and effective for 25 years (May 2, 2011 - May 1, 2036); impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County to fund transportation-related congestion management and water pollution prevention programs.
Description:	<p>The 5-Year Measure M Implementation Plan, adopted in 2011 and in effect until May 2016, allocates 5% for program administration with the net revenue distributed to the following programs: Local Streets and Roads (50%); Transit Operations/Senior Mobility (22%); Intelligent Transportation System(ITS)/Smart Corridor (10%); Safe Routes to School (6%); and NPDES/Municipal Regional Permit (MRP) administration (12%)</p>
Planned Activities:	Issue Local streets and roads allocations in September 2013 and March 2014. Provide funds to SamTrans' paratransit service Redi-Wheels and senior mobility programs and the San Mateo County Safe Routes to School. Provide local match for construction of the Smart Corridor. Initiate activities and projects to address NPDES and MRP compliance requirements.
Issues:	The fund balance will remain relatively high due to the timing of the Stormwater program implementation. The fund balance will gradually be drawn down once the programs and projects costs are expended. As funds are allocated for local streets and roads, cities need to promptly submit requests for cost reimbursements.

(Detailed Budget information can be found on the following attachment)

05/02/13 MEASURE M PROGRAM FUND (C010) BUDGET BY FISCAL YEAR				
		Projected		
		Actual		Budgeted
		FY 12-13		FY 13-14
BEGINNING BALANCE		4,299,676		5,753,473
RESERVE BALANCE				50,000
PROJECTED REVENUES				
Interest Earnings		11,793		17,000
Member Contribution		0		0
Cost Reimbursements-SFIA		0		0
MTC/ Federal Funding		1,429,000		635,000
Grants		0		0
DMV Fee		6,425,001		6,515,704
NPDES Fee		0		0
TA Cost Share		0		0
Miscellaneous/ SFIA		0		0
Street Repair Funding		0		0
PPM-STIP		0		0
Assessment		0		0
TLSP		0		0
		0		0
Total Revenues		7,865,794		7,167,704
TOTAL SOURCES OF FUND		12,165,470		12,921,177
PROJECTED EXPENDITURES				
Administration Services		10,206		11,865
Professional Services		107,532		129,600
Consulting Services		2,260,792		1,135,590
Supplies		0		0
Prof. Dues & Memberships		0		0
Conferences & Meetings		0		0
Printing/ Postage		0		0
Publications		0		0
Distributions		3,971,277		4,758,782
Calpers - Unfunded Liability		0		0
Miscellaneous		0		0
Bank Fee		0		0
Audit Services		0		0
Project Management		0		0
Total Expenditures		6,349,807		6,035,837
TRANSFERS				
Transfers In		0		0
Transfers Out		0		500,000
Administrative Allocation		12,190		15,184
Total Transfers		12,190		515,184
NET CHANGE		1,503,797		616,683
TRANSFER TO RESERVES		50,000		50,000
TOTAL USE OF FUNDS		6,411,997		6,601,021
ENDING FUND BALANCE		5,753,473		6,320,156
RESERVE FUND BALANCE		#VALUE!		100,000
NET INCREASE (Decrease) IN FUND BALANCE		1,453,797		566,683

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2013-14 PROGRAM BUDGET
JULY 1, 2013 – JUNE 30, 2014
(by fund)

Fund: TFCA PROGRAM

Program Description: The Bay Area Air Quality Management District (BAAQMD) is charged under AB 434 to levy a surcharge on motor vehicle registration fees to fund projects and programs to reduce air pollution. This provides the revenues for the Transportation for Clean Air (TFCA) Program. Forty percent (40%) of the revenues generated within San Mateo County are allocated to C/CAG to be used to fund local programs implementing specified transportation control measures to improve air quality in the San Francisco Bay Area. The primary focus in San Mateo County is on shuttles and Countywide Transportation Demand Management (TDM).

Planned Activities: Continue to fund SamTrans' Employer-Based Shuttles and the Alliance's Countywide Voluntary Trip Reduction Program for FY 2014.

Issues: The actual funds received may be less than programmed; therefore, C/CAG may need to reduce payment to project sponsors. The funding source guideline does not allow fund reserve for this fund.

(Detailed Budget information can be found on the following attachment)

05/02/13	TFCA FUND BUDGET BY FISCAL YEAR	
	Projected	
	Actual	Budgeted
	FY 12-13	FY 13-14
BEGINNING BALANCE	66,729	70,534
RESERVE BALANCE	0	0
PROJECTED REVENUES		
Interest Earnings	1,010	2,200
Member Contribution	0	0
Cost Reimbursements	0	0
ISTEA Funding	0	0
Grants	0	0
DMV Fee	1,035,800	1,050,000
TFCA	0	0
NPDES	0	0
AVA	0	0
Miscellaneous	0	0
	0	0
	0	0
	0	0
Total Revenues	1,036,810	1,052,200
TOTAL SOURCES OF FUNDS	1,103,539	1,122,734
PROJECTED EXPENDITURES		0
Administration Services	726	6,000
Professional Services	38,000	31,200
Consulting Services	0	0
Supplies	0	0
Prof. Dues & Memberships	0	0
Conferences & Meetings	0	0
Publications	0	0
TFCA Distributions	0	0
Distributions	990,000	1,011,000
AVA Distributions	269	0
Miscellaneous	0	0
	0	0
	0	0
Total Expenditures	1,028,995	1,048,200
TRANSFERS		
Transfers In	0	0
Transfers Out	0	0
Administrative Allocation	4,010	3,993
Total Transfers	4,010	3,993
NET CHANGE	3,805	7
TRANSFER TO RESERVES	0	0
TOTAL USE OF FUNDS	1,033,005	1,052,193
ENDING FUND BALANCE	70,534	70,541
RESERVE FUND BALANCE	0	0
NET INCREASE (Decrease) IN FUND BALANCE	3,805	7

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

Attachment 4

		C/CAG Member FEE			
		FY 13-14			
Agency	%	General Fund	Gas Tax		Total
	Population	Fee	Fee		Fee
	(as of 1/1/11)	\$250,024	\$390,907		
Atherton	0.95%	\$2,386	\$3,731		\$6,117
Belmont	3.59%	\$8,981	\$14,041		\$23,022
Brisbane (2)	0.60%	\$1,493	\$2,335		\$3,828
Burlingame	4.00%	\$10,008	\$15,648		\$25,656
Colma	0.25%	\$623	\$974		\$1,596
Daly City	14.06%	\$35,163	\$54,976		\$90,139
East Palo Alto	3.91%	\$9,786	\$15,301		\$25,087
Foster City	4.25%	\$10,623	\$16,608		\$27,231
Half Moon Bay	1.58%	\$3,938	\$6,157		\$10,095
Hillsborough	1.51%	\$3,770	\$5,894		\$9,664
Menlo Park	4.46%	\$11,150	\$17,433		\$28,583
Millbrae	3.00%	\$7,491	\$11,713		\$19,204
Pacifica	5.18%	\$12,947	\$20,242		\$33,188
Portola Valley	0.61%	\$1,515	\$2,369		\$3,883
Redwood City	10.72%	\$26,811	\$41,918		\$68,729
San Bruno	5.77%	\$14,436	\$22,570		\$37,005
San Carlos	3.95%	\$9,872	\$15,435		\$25,307
San Mateo	13.52%	\$33,799	\$52,843		\$86,642
South San Francisco	8.84%	\$22,103	\$34,558		\$56,661
Woodside (3)	0.74%	\$1,841	\$2,878		\$4,719
San Mateo County	8.51%	\$21,289	\$33,284		\$54,573
TOTAL	100	\$250,024	\$390,907		\$640,931
1- Same C/CAG Fee as in FY 08-09, FY 09-10, FY 10-11, FY 11-12, and FY 12-13.					
2- Transmitted to Cities and County for planning purposes					
3- Updated population to 1/1/11.					

CONGESTION RELIEF PROGRAM ASSESSMENT			
FY 13-14			
Agency	% of Trip Generation	Congestion Relief	
Atherton	1.34%	\$24,845	
Belmont	3.56%	\$65,884	
Brisbane (2)	1.18%	\$21,775	
Burlingame	5.79%	\$107,193	
Colma	0.50%	\$9,224	
Daly City	10.79%	\$199,610	
East Palo Alto	2.30%	\$42,633	
Foster City	4.90%	\$90,679	
Half Moon Bay	1.27%	\$23,451	
Hillsborough	1.27%	\$23,491	
Menlo Park	5.57%	\$103,109	
Millbrae	3.27%	\$60,419	
Pacifica	3.50%	\$64,742	
Portola Valley	0.41%	\$7,607	
Redwood City	13.42%	\$248,197	
San Bruno	5.55%	\$102,604	
San Carlos	4.77%	\$88,246	
San Mateo	16.11%	\$298,110	
South San Francisco	8.99%	\$166,325	
Woodside (3)	0.60%	\$11,189	
San Mateo County	4.90%	\$90,667	
TOTAL	100.0%	\$1,850,000	
1- Transmitted to Cities and County for planning purposes			
2- The % trip generation was updated last year. There may be slight variation between agencies in % change from the original program.			
3- Same C/CAG Fee as FY 10-11, FY 11-12, and FY 12-13.			
4- Updated population to 1/1/11.			

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

Detail Budget

(Provided separately to C/CAG Members and Alternates only. Also available at:
<http://www.ccag.ca.gov/ccag.html>)

C/CAG AGENDA REPORT

Date: May 9, 2013
TO: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and accept the Actuarial Valuation of Other Post-Employment Benefit (OPEB) for C/CAG as of July 1, 2012

(For further information or response to questions, contact Sandy Wong at 650 599-1409)

RECOMMENDATION:

Review and accept the Actuarial Valuation of Other Post-Employment Benefit (OPEB) for C/CAG as of July 1, 2012.

FISCAL IMPACT:

This report calculates that there will be a net OPEB obligation of \$16,957 as of June 30, 2013 for C/CAG.

REVENUE SOURCES:

Funding sources for C/CAG OPEB will be the same as those that fund C/CAG employee salaries and benefits.

BACKGROUND/DISCUSSION:

In compliance with Statement No. 45 of the Governmental Accounting Standards Board (GASB 45), C/CAG retained Bickmore & Associates to prepare the "Actuarial Valuation of Other Post-Employment Benefits (OPEB) Program" report. This actuarial report provides the actuarial valuation of Other Post-Employment Benefits (OPEB) liabilities for C/CAG of the July 1, 2012. This is the first OPEB valuation report prepared exclusively for C/CAG. Prior to July 1, 2012, C/CAG's OPEB liability was included with the OPEB liability reported by the City of Redwood City, but the two agencies are now segregating this liability going forward.

In terms of other post-employment benefit, C/CAG provides continuation of medical coverage to its eligible retirees only. The purpose of this valuation is to assess the OPEB liabilities and provide disclosure information as required by GASB 45. Such valuation of long-term liability is based on many assumptions such as:

- 1) Discount rates, (a long term rate of return), which are not a guarantee of future investment performance.
- 2) Number of active employees and retirees and their current ages.
- 3) Probability of retirement at various ages and probability of survival.
- 4) Probability of future retirees' election to retain coverage.
- 5) Future trends in the cost of medical coverage.
- 6) Etc.

ITEM 6.8

Definitions:

Pay-as-you-go: When an agency contributes only the current year's retiree benefit payments.

Prefunding: When an agency consistently contributes an amount each year, or an up-front lump sum amount, with the funds set aside in an irrevocable trust available only to pay plan benefits.

Annual Required Contribution (ARC): ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal costs each year and amortize any unfunded actuarial liabilities over a period of 30 years.

Unfunded Actuarial Accrued Liability (UAAL): The excess of the actuarial accrued liability over the actuarial value of plan assets.

C/CAG is not required by law to provide funding (or prefunding) for retiree health costs other than the pay-as-you-go amount necessary to provide current benefits to retirees. At this time, C/CAG does not have a prefunding policy. Hence, the default is pay-as-you-go.

For fiscal year ending June 30, 2013, this report calculates that C/CAG's ARC to be \$27,475. Since C/CAG is already paying a total of \$10,518 for this fiscal year in premium payments for retirees, the net OPEB obligation is \$16,957 as of June 30, 2013. This liability will be noted in the next C/CAG Financial Audit.

This report also calculated the C/CAG Unfunded Actuarial Accrued Liability (UAAL) to be \$197,811 by fiscal year ending June 30, 2013, and that the UAAL will grow to be \$215,079 by June 30, 2014, and will grow to be \$232,739 by June 30, 2015, if there is no prefunding.

ATTACHMENTS

1. Executive Summary of Bickmore Report (C/CAG Actuarial Valuation of OPEB as of July 1, 2012).
2. Table 1A – Summary of Valuation results (Pay-As-You-Go basis)
3. Table 1B – Calculation of the Annual Required Contribution
4. Appendix 1 – Comparison of Pay-As-You-Go and Prefunding
5. Full Bickmore Report (*Provide to C/CAG members only. Also available at <http://www.ccag.ca.gov/ccag.html>*)

Bickmore

February 28, 2013

Ms. Sandy Wong
Executive Director
City/County Association of Governments of San Mateo County
555 County Center, Fifth floor
Redwood City, CA 94063

Re: July 1, 2012 Actuarial Report on GASB 45 Retiree Benefit Valuation

Dear Ms. Wong:

We are pleased to enclose our report providing the results of the July 1, 2012 actuarial valuation of other post-employment benefits (OPEB) liabilities for the City/County Association of Governments of San Mateo County (C/CAG). The report's text describes our analysis and assumptions in detail.

This is the first OPEB valuation report prepared exclusively for C/CAG. Prior to July 1, 2012, C/CAG's OPEB liability was included with the OPEB liability reported by the City of Redwood City, but the two agencies are now segregating this liability going forward. This valuation was prepared with the understanding that:

- The results of this valuation will be applied to determine the annual OPEB expense for C/CAG's fiscal years ending June 30, 2013, 2014 and 2015.
- C/CAG now has or will establish and/or execute: (1) a PEMHCA resolution with CalPERS, which will provide that C/CAG's contribution for each employee or annuitant will be the Minimum Employer Contribution (MEC), and (2) a Flexible Benefit Plan to provide any healthcare benefits in excess of the MEC for active employees.

We appreciate the opportunity to work on this analysis and acknowledge the efforts of C/CAG's staff, who provided valuable information and assistance to enable us to perform this valuation. Please let us know if we can be of further assistance.

Sincerely,



Catherine L. MacLeod, FSA, EA, MAAA
Director, Health and Benefit Actuarial Services

Enclosure



Bickmore

City/County Association of Governments
of San Mateo County

Actuarial Valuation of Other
Post-Employment Benefit Programs
as of July 1, 2012

Submitted February 2013

A. Executive Summary

This report presents the results of the July 1, 2012 actuarial valuation of the City/County Association of Governments of San Mateo County (C/CAG) other post-employment benefit (OPEB) programs. Briefly, benefits include subsidized medical coverage for eligible retirees. The purpose of this valuation is to assess the OPEB liabilities and provide disclosure information as required by Statement No. 45 of the Governmental Accounting Standards Board (GASB 45). This is the first such report prepared for C/CAG, as prior OPEB reporting for its employees was included in the reporting of the City of Redwood City.

Prefunding is the term used to describe when an agency consistently contributes an amount at least equal to the annual required contribution (ARC) each year, with the funds set aside in an irrevocable trust available only to pay plan benefits. Contributing only the current year's retiree payments is referred to as pay-as-you-go funding. There are other options relating to the funding policy, including shorter amortization periods and partial pre-funding. These other options would require additional calculations not provided in this report, though we would be happy to provide illustrations at the C/CAG's request.

Prefunding the plan supports use of a higher discount rate and generally produces substantially lower liabilities than a pay-as-you-go funding policy. Results presented in this report are based on discount rates of 4% for pay-as-you-go and 6.5% and 7.5% to illustrate prefunding. None of these rates are a guarantee of future investment performance, but rather an assumption about the long term rate of return. We have selected these rates based on our judgment, though the ultimate decision for these rates lies with the C/CAG.

C/CAG confirmed that no irrevocable OPEB trust has yet been established and does not intend to do so prior to June 30, 2013. Accordingly, we calculate the GASB 45 actuarial accrued liability (AAL) on a pay-as-you-go basis to be \$197,811 as of July 1, 2012. With no trust assets to offset these liabilities, the unfunded actuarial accrued liability as of this date is also \$197,811.

The following summarizes results for the fiscal year ending June 30, 2013, determined on a pay-as-you-go basis:

- We calculate the annual required contribution (ARC) to be \$27,475.
- We project contributions totaling \$10,518 for the fiscal year ending June 30, 2013, equal to the premium payments for retirees.
- Based on the calculations and contributions as described above, we calculate a net OPEB obligation of \$16,957 as of June 30, 2013.

These results are shown in tables beginning on page 9. Projected results for the fiscal years ending June 30, 2014 and June 30, 2015, assuming continuation of a pay-as-you-go funding policy, are also shown in these tables.

To assist C/CAG in assessing the ramifications of establishing a prefunding policy, we also illustrate results on a prefunding basis in Appendix 1, comparing results for two different assumed rates of return.

**Executive Summary
(Concluded)**

The liabilities shown in the report reflect assumptions regarding continued future employment, rates of retirement and survival, and elections by future retirees to retain coverage for themselves and their spouses. To the extent that actual experience is not what we assumed, future results will be different. We also note that this valuation has been prepared on a closed group basis; generally, no provision is made for new employees. However, given the small number of C/CAG employees, we have reflected one retirement and one new employee hired between the valuation date and the date this report was issued.

Details of our valuation process and the various disclosures required by GASB 45 are provided on the succeeding pages. The date of the next actuarial valuation should not be later than July 1, 2015. If there are any significant changes in the employee data, benefits provided or the funding policy, please contact us to discuss whether an earlier valuation is appropriate.

**Table 1A
 Summary of Valuation Results
 Pay-As-You-Go Basis**

The following summarizes the results of our July 1, 2012 valuation of OPEB liabilities for C/CAG calculated under GASB 45 for the fiscal year ending June 30, 2013. We have also projected corresponding amounts for the fiscal years ending June 30, 2014 and 2015.

Valuation date	Pay-As-You-Go Basis		
	7/1/2012		
	7/1/2012	7/1/2013	7/1/2014
For fiscal year beginning	6/30/2013	6/30/2014	6/30/2015
Discount rate	4.00%	4.00%	4.00%
Number of Covered Employees*			
Actives	2	2	2
Retirees	1	1	1
Total Participants	3	3	3
Actuarial Present Value of Projected Benefits			
Actives	\$ 227,938	\$ 235,954	\$ 243,280
Retirees	117,584	112,871	108,036
Total APVPB	345,522	348,825	351,316
Actuarial Accrued Liability (AAL)			
Actives	80,227	102,207	124,703
Retirees	117,584	112,871	108,036
Total AAL	197,811	215,079	232,739
Actuarial Value of Assets	-	-	-
Unfunded AAL (UAAL)	197,811	215,079	232,739
Normal Cost	19,109	19,730	20,371
Benefit Payments			
Actives (in retirement)	1,102	2,112	3,703
Retirees	9,416	9,350	4,331
Total	10,518	11,462	8,034

* Because this valuation has been prepared on a closed group basis, potential future employees are not included. However, given the small number of C/CAG employees, we have reflected one recent retirement and one new employee hired. For future years, we recognize the possibility that active employees will leave employment and that some may retire and elect benefits based on assumptions outlined in Table 4, so the actual number of employees in future years would be different from those shown above.

**Appendix 1
 Comparison of Pay-As-You-Go and Prefunding**

The following table provides an illustration of results for the fiscal years ending June 30, 2014 and 2015 for a selection of different funding levels and discount rates. The different funding levels vary, in part, on how rapidly the unfunded accrued liability is amortized. The pay-as-you-go results are the same results found in Tables 1A, 1B and 1C for these two years.

Contribution Level	Pay-As-You-Go	Prefunding	
	only pay retiree benefits	contribute at least 100% of the ARC	
Discount Rate	4.00%	6.50%	7.50%
Valuation results adjusted to fiscal year ended June 30, 2014:			
Number of Covered Employees			
Actives	2	2	2
Retirees	1	1	1
Total Participants	3	3	3
Present Value of Future Benefits			
(Value of all benefits now)	\$ 348,825	\$ 241,271	\$ 211,850
Actuarial Accrued Liability			
(Future benefit costs assigned to past employee service)	215,079	159,960	143,969
Normal Cost			
(Future benefit costs assigned to employee service during this year)	19,730	13,147	11,354
Expected Retiree Benefit Payments	11,462	11,462	11,462

Annual Required Contributions for FYE 2014			
(equals normal cost plus amortization payment plus interest to fiscal year end)			
1	Minimum (30 year level % of pay amortization)	29,039	21,079
2	30 year level dollar amortization of unfunded AAL	Not typically used with pay-as-you-go	24,514
3	10 year level dollar amortization of unfunded AAL	36,253	33,180
4	1 year level dollar amortization of unfunded AAL	184,359	166,972

Annual Required Contributions for FYE 2015			
1	Minimum (30 year level % of pay amortization)	30,702	21,763
2	30 year level dollar amortization of unfunded AAL	Not typically used with pay-as-you-go	24,911
3	10 year level dollar amortization of unfunded AAL	36,707	33,577
4	1 year level dollar amortization of unfunded AAL	14,456	12,602

Note: OPEB contributions include payments made by C/CAG to pay retiree benefits

Table 1B
Calculation of the Annual Required Contribution

The following exhibit calculates the amortization payments and the annual required contribution (ARC) on a pay-as-you-go basis for the fiscal years ending June 30, 2013, June 30, 2014 and June 30, 2015.

Fiscal Year End	Pay-As-You-Go Basis		
	6/30/2013	6/30/2014	6/30/2015
Funding Policy			
Discount rate	4.00%	4.00%	4.00%
Amortization method	Level % of Pay	Level % of Pay	Level % of Pay
Initial amortization period (in years)	30	30	30
Remaining period (in years)	30	29	28
Determination of Amortization Payment			
UAAL	\$ 197,811	\$ 215,079	\$ 232,739
Factor	27.0642	26.2536	25.437
Payment	7,309	8,192	9,150
Annual Required Contribution (ARC)			
Normal Cost	19,109	19,730	20,371
Amortization of UAAL	7,309	8,192	9,150
Interest to 06/30	1,057	1,117	1,181
Total ARC at fiscal year end	27,475	29,039	30,702

While the following is not intended to be used to determine the normal cost or ARC in future years, this information may be of value for planning purposes:

Valuation date	7/1/2012		
	6/30/2013	6/30/2014	6/30/2015
Projected covered payroll	\$ 247,208	\$ 255,242	\$ 263,538
Normal Cost as a percent of payroll	7.7%	7.7%	7.7%
ARC as a percent of payroll	11.1%	11.4%	11.6%
ARC per active ee	13,738	14,520	15,351

Actuarial Valuation of Other Post-Employment Benefit (OPEB) Programs as of July 1, 2012
Prepared by Bickmore Associates for C/CAG
- Provided separately

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*

April 11, 2013

Dear Planning Directors/Managers (See enclosed mailing list):

RE: Invitation to a Training Workshop Regarding Implementation of the Adopted
Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco
International Airport (SFO)

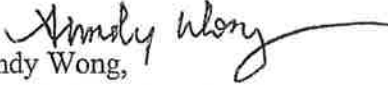
The C/CAG Board of Directors, in its designated role as the Airport Land Use Commission, has adopted a comprehensive update of the state-mandated Airport Land Use Compatibility Plan (ALUCP) for the environs of San Francisco International Airport (SFO). The provisions in the *California Airport Land Use Planning Handbook October 2011*, published by the Caltrans Division of Aeronautics, guided the content of the Plan. Your agency is affected by the relevant airport land use compatibility policies and procedures in the Plan.

To assist the affected agencies in understanding and implementing the SFO ALUCP, C/CAG is sponsoring a half-day training workshop to present an overview of the Plan and explain how it is implemented. The workshop is scheduled for Wednesday, May 8, 2013, from 8:30 a.m. to 12:30 p.m. in the Butterfly Room at the South San Francisco Municipal Services Building (MSB). The MSB is located at 33 Arroyo Drive, at the southwest corner of Arroyo Drive and El Camino Real in South San Francisco.

To help us determine the number of attendees to expect, please contact Dave Carbone, C/CAG Staff, via email (dcarbone@smcgov.org), by May 2, 2013, to indicate the names and contact information of the people from your agency that will attend the workshop. Feel free to invite other members of your staff to the session. The training will be helpful for planners involved in the review of development projects and the preparation and review of general plan and zoning amendments.

Free parking with no time limit is available under the MSB. The parking entrance is off El Camino Real. Two-hour parking is available on nearby streets. If you need directions, you can call the staff at the MSB at 650/829-3800 for assistance. If you have any questions about the workshop, please contact Dave Carbone, C/CAG Staff, at 650/599-1453, or via his email address shown above. Thank you in advance for your participation in this valuable workshop.

Sincerely,


Sandy Wong,
C/CAG Executive Director

Enclosure: Mailing List

drafttraininginviteletter0413.docx

ITEM 9.1

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*

April 12, 2013

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA94607

RE: Regional Housing Needs Allocation - San Mateo County Subregion Final Allocation

Dear Mr. Rapport:

I am pleased to submit to you the “*Final Regional Housing Needs Allocation for the San Mateo Subregion and Finding of Consistency with the Sustainable Communities Strategy for the San Francisco Bay Region*”. Said document was adopted as Resolution 13-01 by the San Mateo County Housing Needs Allocation Subregion Policy Advisory Committee (PAC) on April 11, 2013.

Pursuant to Government Code Sections 65584-65584.05, the 20 cities of San Mateo County and the County of San Mateo have become a member of a countywide “Subregion,” an ad hoc joint powers authority formed specifically to locally administer ABAG’s Regional Housing Needs Allocation process (RHNA). A Policy Advisory Committee (PAC) comprising of one representative from each of the 21 jurisdictions is the governing board of the Subregion. The Subregion was approved by ABAG on March 2011. The City/County Association of Governments (C/CAG) has been selected to represent the Subregion.

The Final Methodology for Determining Housing Needs Shares was submitted to ABAG on July 26, 2012. In accordance with this Methodology, a proposed Draft Allocation of Housing Shares for the jurisdictions in the San Mateo County Subregion was developed. The proposed draft allocation was reviewed by the Subregion’s Technical Advisory Committee (TAC) on 8/9/12 and 9/6/12 and by the PAC on 9/20/12. On September 20, 2012 the PAC unanimously approved the proposal with minor change, hence it was formally adopted as the Draft Allocation.

On May 17, 2012, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) jointly adopted the Sustainable Community Strategy (SCS) Preferred Scenario, “Job-Housing Connection”. In July 2012 ABAG released the Draft Allocation setting the regional housing need allocation (RHNA) for the San Mateo County Sub-Region at 16,418 units. Following its Allocation Methodology, and in conformance with housing element law, the Subregion unanimously adopted a Draft Allocation on September 20, 2012. The Sub-Region immediately opened a period for public comment and revision requests

ITEM 9.2

that ran through October 12, 2012. Through an iterative dialogue process facilitated by the Subregion administrative staff, various member jurisdictions of the Subregion requested revisions to the Draft Allocation. All such revisions were incorporated into the Proposed Final Allocation.

On November 29, 2012, the Subregion adopted the Proposed Final Regional Housing Needs Allocation for the San Mateo County Subregion and opened a sixty-day appeal that ran through January 30, 2013 during which member jurisdictions may appeal. No appeal was submitted to the Subregion during the appeal period.

At the January 31, 2013 PAC meeting, a public hearing was conducted for the closure of appeal process on the Proposed Final Regional Housing Needs Allocation for the San Mateo County Sub-Region.

Each of the twenty-one jurisdictions comprising the Subregion has adopted a governing board resolution recognizing the participation in the San Mateo County Subregion for the Regional Housing Needs Allocation process and acceptance of the allocation assigned by the Subregion.

The San Mateo County Subregion has been a success again. San Mateo County truly appreciates all of the support and guidance that ABAG provided. San Mateo County found this opportunity to work collaboratively with ABAG helped to achieve the goal in our County to create a forum for dialogue among local jurisdictions to distribute the housing allocation to meet the county's needs. We look forward to working with ABAG on future opportunities.

Sincerely,


Sandy Wong
C/CAG Executive Director

Enclosures: A) Resolution 13-01
B) 21 Resolutions from jurisdictions of the Subregion

c.c. Deborah C Gordon, Chair, San Mateo County Subregion PAC
Brandt Grotte, Chair, C/CAG Board of Directors
Duane Bay, Director, San Mateo County Housing Department
Kenneth Moy, ABAG
Miriam Chion, ABAG
Hing Wong, ABAG
Gillian Adam, ABAG