

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*

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, June 30, 2014 at 3:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Wally Abrazaldo (599-1455) IF YOU ARE UNABLE TO ATTEND

- | | | | |
|-----|---|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda. | Presentations are limited to 3 mins | |
| 2. | Approval of minutes of April 28, 2014 meeting. | Action (Garbarino) | Pages 1 - 6 |
| 3. | Receive a presentation on the San Mateo County Safe Routes to School Program | Information (Lujan) | No materials |
| 4. | Receive a presentation on Active Transportation Opportunities for Reducing Traffic Congestion | Information (Barton) | Page 7 |
| 5. | Review and recommend approval of establishing a Priority Development Area (PDA) Parking Policy Technical Assistance Program in an amount of \$342,000 for Fiscal Years 2013-14 to 2015-16 as part of the Local PDA Planning Program | Action (Abrazaldo) | Pages 9 - 10 |
| 6. | Review and recommend approval of the Measure M Fiscal Year 2013-14 Annual Performance Report | Action (Hoang) | Pages 11 - 17 |
| 7. | Receive information on the C/CAG 2014-15 Program Budget and Fees | Information (Wong) | Pages 19 - 24 |
| 8. | Executive Director Report | Information (Wong) | |
| 9. | Member comments and announcements. | Information (Garbarino) | |
| 10. | Adjournment and establishment of next meeting date:
August 25, 2014. | Action (Garbarino) | |

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NOTE: **All items appearing on the agenda are subject to action by the Committee.
Actions recommended by staff are subject to change by the Committee.**

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.***

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF April 28, 2014**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:00 pm. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of minutes of February 24, 2014 meeting.

Motion: To approve the Minutes of the February 24, 2014 meeting, Bigelow/Olbert. Motion carried unanimously.

3. Review and recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2014/2015 and FY 2015/2016.

Sandy Wong, C/CAG Executive Director, presented the list of shuttle projects recommended for funding for the C/CAG and San Mateo County Transportation Authority (SMCTA) Shuttle Program for FY 2014/2015 and FY 2015/2016. A review panel scored the applications and recommended all of the projects for funding except for one from the Town of Colma. This project was determined to substantively overlap with existing SamTrans service. Sandy explained that both the C/CAG Board of Directors and the SMCTA Board of Directors would take action on this item.

Motion: To recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2014/2015 and FY 2015/2016, Bigelow/Patridge. Motion carried unanimously.

4. Review and recommend approval to allocate remaining AB 1546 (\$4 Vehicle Registration Fee) funds to the Countywide Traffic Congestion Management and Stormwater Pollution Prevention Programs.

John Hoang, C/CAG staff, discussed a proposal for allocating the unused administration and investment income funds from the \$4 vehicle registration fee that C/CAG collected as part of AB 1546. Collection of this fee ended in December 2012, and C/CAG collected approximately \$20 million over the seven and a half years that the fee was in place. During this time, the agency also accrued interest and investment income on the funds. John explained that C/CAG allocated the fee revenues 50/50 into the traffic congestion and stormwater programs (half went directly to the local jurisdictions for these purposes and half to the countywide programs). Prior to distributing the funds, C/CAG set aside five percent of the total fees collected for an administrative reserve.

To date, C/CAG has used less than half of the funds in the administrative reserve, and there is approximately \$1 million available in unused administration and investment income funds. John explained that the Board approved a resolution in March to provide \$350,000 of this money to the San

Mateo County Smart Corridor project, leaving a balance of roughly \$660,000 in unused administration and investment income funds. Staff recommend that the remaining funds be allocated to the countywide congestion management and stormwater programs, with a majority going to the congestion management program for regionally-significant projects. There are several projects in this funding category in Menlo Park and East Palo Alto that were identified as part of the C/CAG Gateway 2020 study.

Member Patridge commented that she was glad to see some of the money go into stormwater program, as stormwater is an important countywide issue and difficult for local jurisdictions to address individually.

Member Bigelow commented on the significant congestion on Willow Road and made a motion to support the staff recommendation.

Member Aguirre asked about the method used to allocate funds to the cities and whether local needs were taken into consideration in the distribution. John and Sandy responded that, for the \$4 vehicle registration fee, C/CAG used a formula based on population with smaller jurisdictions receiving a minimum amount.

Motion: To recommend approval of the allocation of the remaining AB 1546 (\$4 Vehicle Registration Fee) funds to the Countywide Traffic Congestion Management and Stormwater Pollution Prevention Programs, Bigelow/Trapp. Motion carried unanimously.

5. Review and recommend approval of the C/CAG Priority Development Area (PDA) Planning Program list of projects.

Wally Abrazaldo, C/CAG staff, provided background on the C/CAG PDA Planning Program and described the process to select the three projects that were recommended for funding. He explained that the Metropolitan Transportation Commission (MTC) allocated \$20 million to the nine congestion management agencies in the region to support local PDA planning and implementation. C/CAG received approximately \$1.6 million of these funds and developed and issued a call for projects in October 2013. Staff received four applications in January 2014 and reviewed them for meeting minimum eligibility requirements.

After consultation with staff from MTC, one project submitted by the City of San Bruno was determined to be ineligible for funding because it constituted a design/construction project rather than a planning project. The remaining three projects were recommended for funding by a scoring panel made up of staff from C/CAG, MTC, the Association of Bay Area Governments (ABAG), SMCTA, and the City of South San Francisco. Wally explained that one of the three projects from the City of Millbrae was conditionally recommended for funding based on the submission of additional information to C/CAG staff.

The funds requested by the three projects recommended for funding totaled approximately \$1.4 million. Wally mentioned that staff were in the process of developing a recommendation for the remaining \$300,000 in PDA planning funds and would return to the committee with a recommendation in the coming months.

Member Pierce asked if the City of San Bruno would resubmit its project to be better aligned with the guidelines of the program. Wally responded that the San Bruno project was a design/construction

project by nature (the project proposed to bring its TIGER II complete streets case study on El Camino Real from 35% to 100% design) and that city staff at San Bruno did not follow-up with C/CAG staff about other ideas.

Member Lewis asked if funding was only available for projects in PDAs, as the City of Atherton is in the process of completing a bicycle/pedestrian plan. Wally responded that MTC established the local PDA planning program with the goal of supporting planning projects in PDAs only.

Motion: To recommend approval of the C/CAG PDA Planning Program list of projects, Bigelow/Pierce. Motion carried unanimously.

6. Review and recommend approval of the Updated San Mateo County PDA Investment & Growth Strategy.

Wally provided a presentation on the updated San Mateo County PDA Investment & Growth Strategy. This is a document that C/CAG prepared for the first time in 2013 and is required to update on an annual basis by MTC. The presentation provided an overview of the major sections of the report. The primary objectives of this document are to:

- Provide background on the 17 PDAs in San Mateo County;
- Track the progress of local jurisdictions in meeting the housing objectives established through their adopted Housing Elements and the Regional Housing Need Allocation (RHNA) process;
- Document ongoing transportation and land use planning efforts throughout the county to further growth and development in the PDAs; and
- Establish a framework to inform local PDA funding programs and the evaluation of OneBayArea Grant (OBAG) projects that support multi-modal transportation priorities based on connections to housing, jobs, and commercial activity.

Member Kersteen-Tucker asked about the unincorporated areas of the county that are designated as PDAs. Wally responded that North Fair Oaks and areas of land near Colma and Daly City are currently designated as PDAs and that he would follow-up to provide more detail on other smaller areas.

Member Aguirre made a comment challenging the notion that the loss of redevelopment made it impossible for local jurisdictions to address housing. She stated that many jurisdictions failed to produce housing even when redevelopment was in place and expressed interest in understanding what cities were doing with the funds before they were taken away by the state.

Member Pierce suggested that the font of the OBAG scoring criteria included as Appendix E in report be increased. She also asked staff to consider providing additional information on local job growth in future reports.

A discussed followed, led by Member Bigelow and Member Olbert, about the challenge of building housing to meet the number of jobs being generated in the county, particularly the lower-income, service jobs. Member Bigelow highlighted the 8,000 jobs created by Facebook and the Gateway project in Menlo Park and referenced the city's low housing targets. Member Olbert challenged fellow committee members to think about ways to encourage higher density housing off of the El Camino Real corridor so as to put more areas in play, take the burden off of single-family communities adjacent to El Camino Real, and change the dynamics of the discourse on the issue. He added that it

would be helpful to have the support of the business community in educating the public about the challenge of building housing.

Member O'Neill noted the need for more public education on the issue of affordable housing. He suggested that the public may have a misperception about the issue based on past government projects such as the Geneva Towers. Citing the recent loss of four teachers by the Pacifica School District due to the high cost of living in the county, Member O'Neill remarked that teachers, public safety officers, and service workers are all impacted by the lack of affordable housing in the county.

CMEQ members complimented Wally on his well-prepared presentation.

Motion: To recommend approval of the updated San Mateo County PDA Investment & Growth Strategy, Aguirre/Kersteen-Tucker. Motion carried unanimously.

7. Review and recommend approval of the study parameters for a traffic feasibility analysis of Express Lanes on US 101.

Sandy Wong presented the draft study parameters of a proposed traffic feasibility analysis of express lanes on US 101. She explained that, if the study were approved by the Board, C/CAG would share the costs with MTC on a 50/50 basis. The primary focus of the study would be to examine the potential traffic operations benefits of two express lane concepts on US 101. The first concept is converting the carpool lane that is currently being studied for US 101 to an express lane. The second concept is converting an existing mixed-flow lane on US 101 to an express lane.

According to Sandy, if the initial feasibility study finds that express lanes provide positive traffic benefits, then the decision to conduct additional analyses to understand other issues concerning the implementation of express lanes, such as authorizing legislation, equity, and technology can be made. In her presentation, Sandy highlighted several performance measures that will be used to evaluate the two express lane concepts versus the no build scenario, including travel time savings, vehicle delay, and vehicle miles traveled, among others.

There are two major tasks to the proposed traffic feasibility analysis. The first is to forecast the transportation impacts of the express lane concepts assuming that transit service in the county improves according to existing plans. The second is a sensitivity analysis that will examine how much transit service would need to be increased above and beyond existing plans for the two express lane concepts to have similar performance results. The assumption of the second task is that the first express lane concept would yield more performance benefits than the second concept all else being equal because the first concept involves the freeway being widened to include an additional lane.

Member Roberts asked about the highway widening that is currently being studied. Sandy explained that C/CAG is currently studying the addition of a carpool lane on US 101 from Whipple to I-380. In some parts of this segment, the existing auxiliary lane would be used to accommodate a new carpool lane, and in other parts, existing mixed-flow lanes may be narrowed or parts of the shoulder may be used.

Member Trapp asked if the analysis would take into account any expansion of private bus service. Sandy responded that it is difficult to predict the actions of the private sector and stated that she was not sure if the model would be able to take this into account. Other committee members echoed Member Trapp's comment and suggested that the study in some way try to account for the potential

expansion of private buses, as major employers that operate such services would benefit greatly from the addition of an express lane.

Motion: To recommend approval of the study parameters for a traffic feasibility analysis of Express Lanes on US 101, Aguirre/Roberts. Motion carried unanimously.

8. Member comments and announcements.

Member Dworetzky welcomed Member Kersteen-Tucker to the San Mateo County Planning Commission.

Chair Garbarino congratulated Redwood City for winning the league's bocce ball tournament.

Meeting adjourned at 4:30 pm.

The next regular meeting was scheduled for May 19, 2014.

2014 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report

Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation C	Alicia Aguirre	X	X		X								
Peninsula Corridor Joint Pow	Arthur Lloyd	X	X										
City of Redwood City	Barbara Pierce	X	X		X								
Town of Atherton	Elizabeth Lewis	X			X*								
City of San Bruno	Irene O'Connell	X											
Business Community	Jim Bigelow	X	X		X								
Environmental Community	Lennie Roberts		X		X								
City of San Carlos	Mark Olbert	X	X		X								
City of Pacifica	Mike O'Neill		X		X								
City of Half Moon Bay	Naomi Patridge	X	X		X								
Agencies with Transportation	Onnolee Trapp		X		X								
City of South San Francisco	Richard Garbarino	X	X		X								
Public	Steve Dworetzky	X	X		X								
San Mateo County Transit Di	Zoe Kersteen-Tucker				X								
City of Belmont	Charles Stone	N/A	N/A										

Staff and guests in attendance for April 28:

Sandy Wong, John Hoang, Wally Abrazaldo, Ellen Barton - C/CAG Staff

* arrived at 3:10pm

C/CAG AGENDA REPORT

Date: June 30, 2014
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Ellen Barton
Subject: Receive a presentation on Active Transportation Opportunities for Reducing Traffic Congestion

(For further information contact Ellen Barton at (650) 599-1420)

RECOMMENDATION

That the CMEQ Committee receive a presentation on Active Transportation Opportunities for Reducing Traffic Congestion.

FISCAL IMPACT

None

BACKGROUND/DISCUSSION

Active Transportation means being physically active while conducting daily errands and trips. It includes walking, bicycling and other methods such as taking the bus or train, skateboarding, pedaling three-wheelers, or roller-blading. Statewide and regional funds for Active Transportation Program grants are helping communities build facilities like sidewalks and trails that increase safety and comfort for people making Active Transportation trips. Infrastructure is an important component of Active Transportation (AT) and outreach is also important.

Research shows a potential opportunity to reduce traffic congestion in San Mateo County by expanding Transportation Demand Management (TDM) to include greater emphasis on non-commute trips. Communities that have implemented “Community-wide Transportation Demand Management” have reduced drive-alone trips significantly by increasing awareness of new AT infrastructure and by implementing robust measurements of transportation behavior change.

ATTACHMENTS

None

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C/CAG AGENDA REPORT

Date: June 30, 2014

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Wally Abrazaldo, Transportation Programs Specialist

Subject: Review and recommend approval of establishing a Priority Development Area (PDA) Parking Policy Technical Assistance Program in an amount of \$342,000 for Fiscal Years 2013-14 to 2015-16 as part of the Local PDA Planning Program

(For further information or questions contact Wally Abrazaldo at 650-599-1455)

RECOMMENDATION

That the CMEQ Committee review and recommend approval of establishing a Priority Development Area (PDA) Parking Policy Technical Assistance Program in an amount of \$342,000 for Fiscal Years 2013-14 to 2015-16 as part of the Local PDA Planning Program.

FISCAL IMPACT

The fiscal impact will be \$342,000 in recommended funding toward the establishment of a PDA Parking Policy Technical Assistance Program. Of this total, \$302,000 is the remaining Local PDA Planning funds made available by the Metropolitan Transportation Commission (MTC), and \$40,000 is local matching funds from the Congestion Relief Plan Fund.

SOURCE OF FUNDS

Federal Surface Transportation Program (STP) funds are the funding source of the Local PDA Planning funds, and the Congestion Relief Plan Fund is the funding source of the local matching funds.

BACKGROUND/DISCUSSION

In November 2012, MTC finalized the establishment of a \$20 million planning program for county congestion management agencies (CMAs) to support planning activities in their local PDAs. PDA planning funds were allocated to the nine CMAs in the region based on the OneBayArea Grant (OBAG) program distribution formula. Following the addition of OBAG funds from the last funding cycle that remained un-programmed, C/CAG had \$1,692,000 available to award to eligible projects in the county.

In October 2013, C/CAG developed and issued a call for projects for the C/CAG PDA Planning Program to support the vision for growth in PDAs in San Mateo County. Four jurisdictions submitted applications for funding by the January 2014 deadline. In April 2014, the C/CAG Board of Directors approved awarding \$1,390,000 to PDA planning projects in Belmont, Millbrae, and Redwood City.

C/CAG staff propose that the remaining \$302,000 in PDA planning funds be directed toward establishing a PDA Parking Policy Technical Assistance Program. Local jurisdiction parking policies can play a key role in supporting the vision for growth in PDAs. Recent studies sponsored by the Grand Boulevard Initiative and MTC found excess on-site parking requirements to reduce the feasibility of infill development and increase housing costs and prices. Additionally, these analyses suggest that new parking management strategies can help raise revenues for improvements in PDAs, manage traffic congestion, and encourage alternative modes of transportation. Such strategies include reduced parking requirements, shared parking solutions, user fees, improved parking signage and information, and residential permit parking programs, among others.

Proposed Framework for the Technical Assistance Program

The C/CAG PDA Parking Policy Technical Assistance Program will fund the development of parking management plans and studies that can assist in the implementation of parking policies and programs that are supportive of the local vision for growth in PDAs in the county. The PDA Parking Policy Technical Assistance Program will fund parking-related planning projects in PDAs with no minimum project size. Beginning in early 2015, project applications will be accepted by staff on a rolling basis, as long as funds are available. Local governments (cities, towns, and the county) and transit agencies will be eligible applicants for funding. To aid project sponsors and streamline project delivery, C/CAG will solicit and develop agreements with a group of on-call consultants with expertise in parking management strategies to assign to project sponsors.

More detailed guidelines for the program and consultant selection will be brought back to the CMEQ Committee for further review. If approved by the C/CAG Board of Directors, the C/CAG PDA Parking Policy Technical Assistance Program will be programmed into the 2014 Transportation Improvement Program for the region, which will allow C/CAG to launch the program and begin soliciting consultant support in early 2015.

ATTACHMENTS

N/A

C/CAG AGENDA REPORT

Date: June 30, 2014
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: John Hoang
Subject: Review and Recommend Approval of the Measure M Fiscal Year 2013-14 Annual Performance Report

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

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the Measure M Fiscal Year 2013-14 Annual Performance Report.

FISCAL IMPACT

Approximately \$6.7 million annually

SOURCE OF FUNDS

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

BACKGROUND/DISCUSSION

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

A 5-Year Implementation Plan, approved by the C/CAG Board on March 10, 2011 and amended May 10, 2012, established the percentage breakdown and estimated revenue for the respective categories and programs as follows:

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

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

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

The Measure M Annual Performance Report for Fiscal Year 2013-14 is attached.

ATTACHMENTS

- Measure M Fiscal Year 2013-14 Annual Performance Report (June 2014)

MEASURE M - \$10 VEHICLE REGISTRATION FEE

FISCAL YEAR 2013-14 ANNUAL PERFORMANCE REPORT

June 2014

REVENUE

Collection of the \$10 Vehicle Registration Fee (VRF) commenced in May 2011. The annual program budget is estimated at \$6.7 million with average monthly revenue of approximately \$560,000. The following table summarizes the total revenue collected as of June 20, 2014, and accrued interest income for each fiscal year to date. Interest is accumulated and then reallocated to the countywide programs in future years. The amount distributed to the various program categories is the total revenue received, excluding interest earned and after subtracting 5% from the top for program administration, as summarized below.

REVENUE	Total to Date	FY 2011-12	FY 2012-13	FY 2013-14*
Total VRF Collected	\$ 20,512,250.13	\$7,981,295.73	\$6,849,938.05	\$ 5,681,016.35
DMV fees	\$ (65,328.40)	(\$59,062.75)	(\$3,425.13)	\$ (2,840.52)
To C/CAG	\$ 20,446,921.73	\$7,922,232.98	\$6,846,512.92	\$ 5,678,175.83
Interest	\$77,898.00	\$24,342.00	\$15,403.00	\$ 38,153.00
Total Revenue	\$20,524,819.73	\$7,946,574.98	\$6,861,915.92	\$5,716,328.83

DISTRIBUTION

Program Administration	5%	\$ 1,022,346.09	\$ 396,111.65	\$ 342,325.65	\$ 283,908.79
County Assessors Election Costs		\$ 549,527.25	\$ 549,527.25		
Net Available for Programs		\$ 18,875,048.39	\$ 6,976,594.08	\$ 6,504,187.27	\$ 5,394,267.04
Local Streets and Roads	50%	\$ 9,437,524.20	\$ 3,488,297.04	\$ 3,252,093.64	\$ 2,697,133.52
Traffic Congestion Management/ Stormwater Pollution Prevention					
Countywide Transportation Programs	50%	\$ 9,437,524.20	\$ 3,488,297.04	\$ 3,252,093.64	\$ 2,697,133.52
Transit Operations/Senior Programs	22%	\$ 4,152,510.65	\$ 1,534,850.70	\$ 1,430,921.20	\$ 1,186,738.75
ITS / Smart Corridors	10%	\$ 1,887,504.84	\$ 697,659.41	\$ 650,418.73	\$ 539,426.70
Safe Routes to School	6%	\$ 1,132,502.90	\$ 418,595.64	\$ 390,251.24	\$ 323,656.02
NPDES and MRP admin and projects	12%	\$ 2,265,005.81	\$ 837,191.29	\$ 780,502.47	\$ 647,312.04
Program Total		\$ 18,875,048.39	\$ 6,976,594.08	\$ 6,504,187.27	\$ 5,394,267.04

- FY 2011-12 Revenue includes fees collected in May and June 2011

-Interest not included in distribution

* Through April 30, 2014

DISTRIBUTION

Program Administration

Funds allocated under this category pays for program management and administration activities. For FY 2013-14, actual expenditures total \$150,483. Overall, out of \$1,022,346 reserved for administration, \$197,850 has been spent, which is approximately 19% of the available allocation. Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years, similar to the accumulated interest.

Local Streets and Roads

Funds for local streets and roads are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. In March 2014, an allocation was issued in the amount of \$1,537,669 (funds collected from July 2013 to Dec 2013). The second allocation for FY 2013-14 will be issued in September 2014. To date, C/CAG has allocated \$8.28 million with \$7.33 million claimed by the local jurisdictions. Approximately 63% of the total distribution has reimbursed jurisdictions on street resurfacing and congestion management related projects with 37% of the funds used to reimburse street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance related activities. The total allocations and reimbursements to date, FY 2011-12 through current, are as follows.

Jurisdiction	%	Total Allocation	Reimbursements	
			Stormwater	Traffic
ATHERTON	2.36%	\$ 195,083.89	\$ -	\$ 82,206.53
BELMONT	3.29%	\$ 272,010.43	\$ 90,600.98	\$ 130,882.88
BRISBANE	2.36%	\$ 195,083.89	\$ 64,389.80	\$ 80,353.84
BURLINGAME	3.95%	\$ 326,876.17	\$ 29,702.31	\$ 297,173.86
COLMA	2.36%	\$ 195,083.89	\$ 41,241.04	\$ 117,605.56
DALY CITY	9.62%	\$ 795,939.60	\$ -	\$ 648,091.96
EAST PALO ALTO	3.06%	\$ 253,464.26	\$ -	\$ 64,709.00
FOSTER CITY	3.12%	\$ 258,100.80	\$ 42,291.30	\$ 215,809.50
HALF MOON BAY	2.36%	\$ 195,083.89	\$ -	\$ 158,846.60
HILLSBOROUGH	2.81%	\$ 232,599.82	\$ -	\$ 185,922.70
MENLO PARK	4.50%	\$ 372,207.06	\$ 171,275.12	\$ 194,411.32
MILLBRAE	2.74%	\$ 226,417.77	\$ 146,753.97	\$ 37,606.18
PACIFICA	4.84%	\$ 400,288.07	\$ 188,156.23	\$ 137,777.40
PORTOLA VALLEY	2.36%	\$ 195,083.89	\$ 93,316.53	\$ 45,000.00
REDWOOD CITY	8.82%	\$ 730,255.26	\$ 544,403.26	\$ 185,852.00
SAN BRUNO	4.76%	\$ 394,106.02	\$ 126,933.69	\$ 267,172.33
SAN CARLOS	4.03%	\$ 333,830.98	\$ 93,471.28	\$ 178,349.82
SAN MATEO	11.02%	\$ 911,853.13	\$ 191,894.14	\$ 719,958.99
SOUTH SAN FRANCISCO	7.17%	\$ 593,477.29	\$ 86,181.36	\$ 507,295.93
WOODSIDE	2.36%	\$ 195,083.89	\$ 41,186.62	\$ 117,659.98
SAN MATEO COUNTY	12.15%	\$ 1,006,129.47	\$ 749,265.94	\$ 256,863.53
Total	100%	\$ 8,278,059.50	\$ 2,701,063.57	\$ 4,629,549.91

Countywide Transportation Programs

Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service including Senior Mobility programs. C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and Senior Mobility programs. SamTrans' annual paratransit service budget is approximately \$14 million. The programs are summarized as follows:

The Senior Mobility Program provides the following services:

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

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

Performance measures to assess effectiveness of the RediWheels program regarding ridership and contractor are provided below.

Shuttle Service	FY 2011-12	FY 2012-13	FY 2013-14*
Revenue Hours	12,284	12,986	13,173
Ridership (one way trips)	22,094	22,453	22,741
Individual Riding**	1,963	2,012	2,031
Cost Per Rider	\$46.22	\$47.69	\$53.55

Contractor	FY 11-12	FY 2012-13	FY 2013-14
Productivity (Passengers/hr.) [Std. 1.7]	1.80	1.73	1.72
On Time Performance [90%]	88.7%	89.5%	90.3%
Complaints per thousand riders [2.5]	0.70	0.68	0.71
Telephone hold time (minutes) [1.5]	0.9	1.0	1.6

* Through 3 quarters

** Number of enrolled individual RediWheels users who rode

Intelligent Transportation System (ITS)/Smart Corridors

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridors project construction and maintenance in addition to funding other countywide ITS projects. The Smart Corridors project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-

recurring traffic congestion to reduce delays and improve mobility. The project is located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

Of the \$36 million budget for the remaining construction phases, approximately \$3.5 million is budgeted as local funds, which is provided through a combination of AB1546 (\$4 VRF) and Measure M. The major construction phase of the Smart Corridors commenced in October 2012 and is expected to be completed in 2014. For FY 2013-14, \$500,000 was spent towards the construction phase. For FY 2014-15, \$200,000 has been budgeted towards the construction phase. An annual maintenance program will be developed for the Smart Corridors during the next fiscal year.

For other ITS projects within the County, an assessment will be performed to prioritize needs for San Mateo County for the next year and beyond.

Safe Routes to School (SR2S)

The San Mateo County SR2S Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students’ health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day management of the program, which officially commenced in July 2011 and is guided by two committees, the Policy Advisory Committee and Operations Committee.

The SR2S Program is funded by a combination of STP/CMAQ and matching funds from Measure M. The SR2S Program budget is approximately \$1 million annually with 25% reserved for administration and indirect costs and 75% of the funds provided to the schools in the form of grants. Through a competitive process, individual schools are eligible for up to \$10,000 with a maximum of \$100,000 per school district. Typical projects include walking and bicycle audits and student education such as bike rodeos, safety assemblies, pedestrian safety, and development of educational videos. Schools are also implementing walking school buses, bike trains/carpools, and parking lot management. Encouragement events include Walk and Roll Wednesdays/Fresh Air Fridays, Bike to School Day, Walk to School Day, and various contests.

Through the first three years of the Program (FY 2011-12 through FY13-14), over \$1.9 million in grants have been awarded to schools. A summary of participants and types of activities provided are as follows:

Participation	Total
School Districts	18
Individual Schools	109
Students	57,726
Activities/Events	Total
Educational Bicycle Rodeos	286
Assemblies and Classes	1028
Encouragement Events	1009
Walk and Bike Audits	72
Route Maps	42

In FY 13-14, in addition to the non-infrastructure projects, nine (9) small capital infrastructure projects were awarded \$69,000. These projects includes signage, safety measures within school parking lots, bike lockers/racks, and other improvements addressing bicyclist and pedestrian access to/from school as well as promoting safe driving practices. C/CAG also provided SR2S funds in the amount of \$227,500 towards a Green Streets and Parking Lot/Safe Routes to School Demonstration Project.

Student hand tallies and parent surveys conducted in Fall 2012, Spring 2013, and Fall 2013 indicated the following mode split:

	Family Car	Walk	Bike	Transit	Carpool	School Bus
Fall 2012	61%	24%	4%	2%	6%	3%
Spring 2013	52%	26%	5%	3%	7%	6%
Fall 2013	52%	27%	6%	3%	7%	4%

On an average day in San Mateo County, 12,420 students walk to school, 2,760 students ride a bike to school, 3,358 students carpool to school, and 1,400 students ride public transit.

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

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M’s authorizing legislation, Government Code Section 65089.20. The C/CAG Board authorized unrestricted use of these funds for Municipal Regional Permit compliance activities in May 2012. As such, these funds are being directed toward countywide compliance activities through C/CAG’s Countywide Water Pollution Prevention Program, primarily for staff and technical consultant costs for regulatory compliance support programs. Staff anticipates utilizing approximately \$1.1 million for compliance support in Fiscal Year 2013-14 and \$1.4 million in FY 2014-15.

Use of these funds for MRP compliance activities allows the local jurisdictions to use any portion of their annual allocations under the Local Streets and Roads portion of funding for MRP-related compliance activities.

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C/CAG AGENDA REPORT

Date: June 30, 2014

TO: Congestion Management & Environmental Quality (CMEQ) Committee

From: Sandy Wong, Executive Director

Subject: Receive information on the C/CAG 2014-15 Program Budget and Fees

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

RECOMMENDATION:

That the CMEQ committee receive information on the C/CAG 2014-15 Program Budget and Fees. This is an informational item. No action is required.

FISCAL IMPACT:

In accordance with the proposed C/CAG 2014-15 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:

On June 12, 2014, the C/CAG Board of Directors adopted the C/CAG 2014-15 Program Budget and Fees. This is an informational item provided to the CMEQ committee.

ATTACHMENT

- June 12, 2014 C/CAG Board Staff Report and selected attachments

C/CAG AGENDA REPORT

Date: June 12, 2014
TO: C/CAG Board of Directors
From: Sandy Wong, Executive Director - C/CAG
Subject: Review and approval of Resolution 14-27 approving the C/CAG 2014-15 Program Budget and Fees (Special Voting procedures apply)

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

RECOMMENDATION:

That the C/CAG Board review and approve Resolution 14-27 approving the C/CAG 2014-15 Program Budget and Fees. Special voting procedures apply.

FISCAL IMPACT:

In accordance with the proposed C/CAG 2014-15 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:

On May 8, 2014, the C/CAG Board review and approved the Initial draft and assumptions on the C/CAG 2014-15 Program Budget and Fees. For fiscal year 2014-15, the proposed C/CAG Member Assessments will be increased by 5%.

Budget Assumption Highlights (as reported on May 8, 2014):

The following are some highlights on assumptions and issues:

- 1- Member Assessments for FY 2014/15 will be increased by 5%.
- 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 - Segments 2 and 3 construction will be largely completed during fiscal year 2013-14. System integration and signal system development will continue in FY 2014-15.
- 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 past two budget cycles.

- 6 No new revenue for AB 1546 DMV Fee (\$4) Program since this program sunset on January 1, 2013. Cash balance in this fund is being drawn down in FY 2013/14 and FY 2014/15 in accordance with C/CAG Board allocations.
- 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. In FY 2014/15, it is anticipated the cash balance in this fund will be drawn down significantly. This program will likely not be able to sustain its current level of service starting in FY 2015/16 without additional sources of revenue.
- 9 General Fund – Using the same allocation formula as past years, 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.
- 11 AVA – The Abandon Vehicle Abatement (AVA) program will be closed out.

Changes made since May 8, 2014 C/CAG Board meeting:

This Final Budget is based on the May 8, 2014 Draft Budget with the following changes:

1. “clean-up” to categorize a few expenditure items more appropriately.
2. Update on some Projected Actual revenues and expenditures through June 30, 2014.
3. Addition or subtraction in 2013-14:
 - a. \$25,000 for local match for Geneva Ave BRT Study (outcome of Bi-County Study between San Mateo county and San Francisco county).
 - b. Under General Fund (ALUC), reduction in “projected actual” expenditure by Ricondo Associates, and corresponding reduction in “projected actual” revenue from SFO reimbursement.

Proposed consideration for future changes in FY 2015-16 Budget:

Although each of the ten (10) C/CAG Funds has a position Ending Balance, C/CAG Board has not adopted policy on Reserve Fund. At the request of Finance Committee members, staff proposes to develop a draft policy on Reserve and present a recommendation from the Finance Committee to the Board in the next few months.

ATTACHMENTS

- Attachment 1 - Resolution 14-27
- Attachment 2 – Key Budget Definitions/Acronyms
- Attachment 3 -- FY 2014-15 C/CAG Member Fee, Assessment, and Revenue.
- Attachment 4 -- C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance for FY 2013-14 and FY 2014-15.
- Attachment 5 – Individual fund descriptions and fund summaries

C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE											
						FY 2013-14					
	Administrative Program	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
	(General Fund)										
BEGINNING BALANCE	(34,909)	1,046,536	2,730,371	548,079	125,357	80,451	1,323,857	541,174	4,753,837	5,352,621	16,467,374
RESERVE BALANCE	43,346	131,863	0	0	0	0	200,903	0	50,000	0	426,112
PROJECTED REVENUES											
Interest Earnings	226	8,789	23,530	0	0	1,867	9,320	1,029	26,934	38,153	109,848
Member Contribution	250,025	390,907	2,058,000	0	0	0	116,270	0	0	0	2,815,202
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	691,230	0	0	0	0	0	0	0	635,000	1,326,230
Grants	123,000	25,000	0	0	420,000	0	0	0	0	0	568,000
DMV Fee	0	0	0	0	0	1,050,000	0	15,392	30,000	6,515,704	7,611,096
NPDES Fee	0	0	0	0	0	0	1,340,416	0	0	0	1,340,416
TA Cost Share	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous/ SFIA	361	125	0	0	0	0	0	0	0	0	486
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	495,213	0	4,026,478	0	0	0	0	0	0	4,521,691
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	2,129,247	0	0	0	0	0	0	2,129,247
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	373,612	1,611,264	2,081,530	6,155,725	420,000	1,051,867	1,466,006	16,421	56,934	7,188,857	20,422,216
TOTAL SOURCES OF FUNDS	338,703	2,657,800	4,811,901	6,703,804	545,357	1,132,318	2,789,863	557,595	4,810,771	12,541,478	36,889,590
PROJECTED EXPENDITURES	Administrative Program	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
	(General Fund)										
Administration Services	79,166	121,835	39,828	19,450	5,936	1,551	34,291	0	12,262	38,768	353,087
Professional Services	206,702	679,421	18,444	808,168	298,154	34,728	100,538	0	0	155,302	2,301,457
Consulting Services	116,290	57,711	774,000	4,078,900	275,745	0	1,352,566	0	0	1,997,510	8,652,722
Supplies	12,289	96	0	0	0	0	0	0	0	0	12,385
Prof. Dues & Memberships	461	0	0	0	0	0	46,518	0	0	0	46,979
Conferences & Meetings	6,667	905	0	36	4,000	0	4,000	0	0	0	15,608
Printing/ Postage	13,036	0	0	0	0	0	500	0	0	0	13,536
Publications	1,000	1,491	0	0	0	0	0	0	0	0	2,491
Distributions	0	95,000	548,000	0	0	1,011,000	0	534,640	1,335,678	3,796,782	7,321,100
Calpers - Unfunded Liability	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	3,727	0	0	0	0	0	0	22,955	0	0	26,682
Bank Fee	2,165	0	0	0	0	0	0	0	0	0	2,165
Audit Services	23,520	0	0	0	0	0	0	0	0	0	23,520
Project Management	0	0	0	96,840	0	0	0	0	0	0	96,840
Total Expenditures	465,023	956,459	1,380,272	5,003,394	583,835	1,047,279	1,538,413	557,595	1,347,940	5,988,362	18,868,572
TRANSFERS											
Transfers In	0	0	0	850,000	200,000	0	0	0	0	0	1,050,000
Transfers Out	0	0	200,000	0	0	0	0	0	350,000	500,000	1,050,000
Administrative Allocation	(168,646)	87,686	6,377	0	33,278	3,970	14,755	0	1,342	21,238	0
Total Transfers	(168,646)	87,686	206,377	(850,000)	(166,722)	3,970	14,755	0	351,342	521,238	0
NET CHANGE	77,235	567,119	494,881	2,002,331	2,887	618	(87,162)	(541,174)	(1,642,348)	679,257	1,553,644
TRANSFER TO RESERVES	0	0	50,000	0	0	0	0	0	0	50,000	100,000
TOTAL USE OF FUNDS	296,377	1,044,145	1,636,649	4,153,394	417,113	1,051,249	1,553,168	557,595	1,699,282	6,559,600	18,968,572
ENDING FUND BALANCE	42,326	1,613,655	3,175,252	2,550,410	128,244	81,069	1,236,695	0	3,111,489	5,981,878	17,921,018
RESERVE FUND BALANCE	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
NET INCREASE (Decrease) IN FUND BALANCE	77,235	567,119	444,881	2,002,331	2,887	618	(87,162)	(541,174)	(1,642,348)	629,257	1,453,644
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.											

06/23/14	C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
						FY 2014-15					
	Administrative Program	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
	(General Fund)										
BEGINNING BALANCE	42,326	1,613,655	3,175,252	2,550,410	128,244	85,039	1,236,695	0	3,111,489	5,981,878	17,924,988
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	2,500	6,226	0	8,000	17,000	46,726
Member Contribution	262,525	410,452	1,850,000	0	0	0	118,695	0	0	0	2,641,672
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	750,000	0	0	0	0	0	0	0	635,000	1,385,000
Grants	141,711	25,000	0	0	420,000	0	0	0	0	0	586,711
DMV Fee	0	0	0	0	0	1,092,837	0	0	0	6,515,704	7,608,541
NPDES Fee	0	0	0	0	0	0	1,356,265	0	0	0	1,356,265
TA Cost Share	0	0	0	0	0	0	0	0	0	0	0
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	353,000	0	970,212	0	0	0	0	0	0	1,323,212
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	406,236	1,541,452	1,858,000	970,212	420,000	1,095,337	1,481,186	0	8,000	7,167,704	14,948,127
TOTAL SOURCES OF FUNDS	448,562	3,155,107	5,033,252	3,520,622	548,244	1,180,376	2,717,881	0	3,119,489	13,149,582	32,873,115
PROJECTED EXPENDITURES											
Administration Services	95,373	130,000	55,000	7,500	3,692	7,000	35,000	0	5,000	15,000	353,565
Professional Services	250,000	940,000	60,000	226,000	320,000	35,000	102,419	0	7,000	151,543	2,091,962
Consulting Services	183,510	580,000	1,033,000	739,889	267,500	0	2,120,973	0	0	2,322,511	7,247,383
Supplies	17,000	2,000	0	0	0	0	0	0	0	0	19,000
Prof. Dues & Memberships	1,000	1,000	0	0	0	0	46,309	0	0	0	48,309
Conferences & Meetings	9,500	5,000	1,000	100	4,500	0	5,000	0	0	0	25,100
Printing/ Postage	13,000	6,000	0	0	0	0	2,500	0	0	0	21,500
Publications	11,000	3,000	0	0	0	0	0	0	0	0	14,000
Distributions	0	95,000	500,000	100,000	0	1,039,500	26,000	0	2,969,835	3,951,782	8,682,117
Contractor	185,000	0	0	2,465,239	0	0	0	0	0	0	2,650,239
Miscellaneous	10,000	1,000	1,000	0	0	0	1,000	0	0	0	13,000
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	80,000	0	0	0	0	0	0	80,000
Total Expenditures	806,883	1,763,000	1,650,000	3,618,728	595,692	1,081,500	2,339,201	0	2,981,835	6,440,836	21,277,675
TRANSFERS											
Transfers In	0	0	0	200,000	200,000	0	0	0	0	0	400,000
Transfers Out	0	0	200,000	0	0	0	0	0	0	200,000	400,000
Administrative Allocation	-366,174	209,898	22,559	0	63,497	8,239	26,957	0	2,354	32,670	0
Total Transfers	-366,174	209,898	222,559	-200,000	-136,503	8,239	26,957	0	2,354	232,670	0
NET CHANGE	-34,473	-431,446	-14,559	-2,448,516	-39,189	5,598	-884,972	0	-2,976,189	494,198	-6,329,548
TRANSFER TO RESERVES	0	50,000	50,000	0	0	0	0	0	0	50,000	150,000
TOTAL USE OF FUNDS	440,709	2,022,898	1,922,559	3,418,728	459,189	1,089,739	2,366,158	0	2,984,189	6,723,506	21,427,675
ENDING FUND BALANCE	7,853	1,132,209	3,110,693	101,894	89,055	90,637	351,723	0	135,300	6,426,076	11,445,439
RESERVE FUND BALANCE	43,346	181,863	100,000	0	0	0	200,903	0	50,000	100,000	676,112
NET INCREASE (Decrease) IN FUND BALANCE	-34,473	-481,446	-64,559	-2,448,516	-39,189	5,598	-884,972	0	-2,976,189	444,198	-6,479,548
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.											

Proposed 2014-2015 C/CAG Member Fee and Assessment

C/CAG Member FEE FY 2014-2015					CONGESTION RELIEF PROGRAM ASSESSMENT FY 2014-15			FOR INFORMATION ONLY 2013-14 NPDES MEMBER ASSESSMENT			
Agency	% Population (as of 1/1/13)	General Fund Fee	Gas Tax Fee	Total Fee	Agency	% of Trip Generation	Congestion Relief	Agency	NPDES Basic (1)	NPDES FY 13-14	TOTAL
Atherton	0.94%	\$2,460	\$3,846	\$6,306	Atherton	1.34%	\$24,845				
Belmont	3.58%	\$9,391	\$14,682	\$24,073	Belmont	3.56%	\$65,884				
Brisbane (2)	0.60%	\$1,563	\$2,443	\$4,006	Brisbane (2)	1.18%	\$21,775	Brisbane	\$0	\$8,143	\$8,143
Burlingame	4.00%	\$10,501	\$16,417	\$26,918	Burlingame	5.79%	\$107,193				
Colma	0.20%	\$520	\$813	\$1,334	Colma	0.50%	\$9,224	Colma	\$0	\$2,983	\$2,983
Daly City	14.05%	\$36,879	\$57,660	\$94,539	Daly City	10.79%	\$199,610				
East Palo Alto	3.90%	\$10,233	\$15,998	\$26,231	East Palo Alto	2.30%	\$42,633				
Foster City	4.23%	\$11,105	\$17,363	\$28,468	Foster City	4.90%	\$90,679				
Half Moon Bay	1.57%	\$4,133	\$6,461	\$10,594	Half Moon Bay	1.27%	\$23,451				
Hillsborough	1.51%	\$3,966	\$6,201	\$10,168	Hillsborough	1.27%	\$23,491				
Menlo Park	4.44%	\$11,661	\$18,232	\$29,894	Menlo Park	5.57%	\$103,109				
Millbrae	3.02%	\$7,932	\$12,402	\$20,334	Millbrae	3.27%	\$60,419				
Pacifica	5.16%	\$13,542	\$21,172	\$34,714	Pacifica	3.50%	\$64,742				
Portola Valley	0.60%	\$1,587	\$2,482	\$4,069	Portola Valley	0.41%	\$7,607				
Redwood City	10.75%	\$28,217	\$44,117	\$72,335	Redwood City	13.42%	\$248,197				
San Bruno	5.82%	\$15,283	\$23,895	\$39,178	San Bruno	5.55%	\$102,604				
San Carlos	3.93%	\$10,324	\$16,141	\$26,465	San Carlos	4.77%	\$88,246				
San Mateo	13.47%	\$35,350	\$55,269	\$90,618	San Mateo	16.11%	\$298,110	San Mateo	\$0	\$88,712	\$88,712
South San Francisco	8.85%	\$23,240	\$36,336	\$59,576	South San Francisco	8.99%	\$166,325				
Woodside (3)	0.74%	\$1,942	\$3,036	\$4,977	Woodside (3)	0.60%	\$11,189	Woodside	\$8,598	\$7,865	\$16,463
San Mateo County	8.65%	\$22,697	\$35,486	\$58,182	San Mateo County	4.90%	\$90,667				
TOTAL	100	\$262,525	\$410,452	\$672,978	TOTAL	100.0%	\$1,850,000				
NOTES:					1- Same Congestion Relief Fund as FY 11-12, FY 12-13, and FY 13-14.			1. NPDES assessments shown above are for FY 13-14 presented here for INFORMATION ONLY.			
1. For the past five years, C/CAG member fee (county total) has been at \$250,024 for General Fund and \$390,907 for Gas Tax.								2- Agencies not listed are collected by the Flood Control District.			
2. For FY 2014-15, the county total is proposed to be increased by 5% to \$262,525 for General Fund and \$410,452 for Gas Tax.								3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.			
3. The \$262,525 and the \$410,452 are prorated to each jurisdiction based on % of population.								4. NPDES assessments are based on total parcels in each jurisdiction.			
4. Population data is from Department of Finance of January 1, 2013.											