

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

BOARD MEETING NOTICE

Meeting No. 286

- DATE:** Thursday, February 11, 2016
- 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
- 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. 285 dated January 14, 2016 ACTION p. 1
- 5.2 Receive copy of executed agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:

- 5.2.1 Receive a copy of the executed agreement with St. Francis Electric for Smart Corridor construction work in an amount not to exceed \$7,900, as executed by the Executive Director consistent with the C/CAG Procurement Policy. INFORMATION p. 5
- 5.2.2 Receive a copy of executed agreement between C/CAG and PG&E for the 2016 through 2018 calendar year program cycle for an amount of \$2,093,787. INFORMATION p. 13
- 5.3 Review and approval of Resolution 16-03 authorizing the C/CAG Chair to execute an agreement with DNV GL for climate action planning services for an amount not to exceed \$145,000 for calendar year 2016. ACTION p. 14
- 5.4 SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, The Crossing Springhill Suites Hotel Project. ACTION p. 17
- 5.5 SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project. ACTION p. 23
- 5.6 Review and accept the C/CAG Financial Statements (Audit) for the Year Ended June 30, 2015. ACTION p. 32
- 5.7 Review and accept the C/CAG State Transportation Improvement Program (STIP) PPM Final Audit Report from January 1, 2014 through January 31, 2015. ACTION p. 43
- 5.8 Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2015. ACTION p. 51
- 5.9 Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2015. ACTION p.64
- 5.10 Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2015. ACTION p. 71
- 5.11 Review and accept the Abandoned Vehicle Abatement (AVA) Program Fund Financial Statements (Audit) for the Year Ended June 30, 2015. ACTION p. 78
- 6.0 REGULAR AGENDA
- 6.1 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. 84
- 6.2 Review and approval of the Alternative Fuel Readiness Plan for San Mateo County. ACTION p. 102
- 6.3 Review and approval of Resolution 16-01 authorizing the adoption of the Fiscal Year 2016/17 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County. ACTION p. 104

- 6.4 Appointments to C/CAG Committees:
 - 6.4.1 Review and approval of the appointment of Councilmember Gina Papan of the City of Millbrae to the Legislative Committee. ACTION p. 108
 - 6.4.2 Review and approval of the appointment of Councilmember Ann Schneider from the City of Millbrae to the Bicycle and Pedestrian Advisory Committee (BPAC) elected official seat. ACTION p. 111
 - 6.4.3 Review and approval of appointments to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms. ACTION p. 120
 - 6.4.4 Review and approval of an elected official appointment to the Resource Management and Climate Protection Committee (RMCP). ACTION p. 129
- 6.5 Review and approval of Resolution 16-02 approving the population data to be used by C/CAG. ACTION p. 134
- 6.6 Review the 2016 State Transportation Improvement Program (STIP), discuss impacts to San Mateo County, and potential actions. ACTION p. 137
- 6.7 Nominations for C/CAG Chair and Vice Chair for March Election of Officers. ACTION p. 141
- 7.0 COMMITTEE REPORTS
 - 7.1 Committee Reports (oral reports)
 - 7.2 Chairperson's Report
 - 7.3 Board members Report
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information Only
 - 9.1 Letter from Mary Ann Nihart, Chair, City/County Association of Governments, to All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors, All City/ County Managers, dated 1/27/16. RE: C/CAG Committee Vacancies for Elected Official on Congestion Management & Environmental Quality (CMEQ) Committee and Legislative Committee. p. 146
 - 9.2 Letter from Hal Bohner, Attorney for the Government Liaison Committee of Pacificans for Highway One Alternatives, to Sandy Wong, Executive Director, City/County Association of Governments, Jean Higaki, Staff, City/County Association of Governments, Jeff Lacap, Staff, City/County Association of Governments dated 2/3/16. RE: Termination of certain STIP / RTIP projects. p. 148

10.0 CLOSED SESSION

10.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9)

Name of case: W. Bradley Electric, Inc., for the benefit of MP Nexlevel of California, Inc., and MP Nexlevel of California, Inc., in its own capacity and as assignee of W. Bradley Electric, Inc. v. County of San Mateo

11.0 RECONVENE IN OPEN SESSION

11.1 Report out on Closed Session.

12.0 ADJOURNMENT

Next scheduled meeting March 10, 2016

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 Mima Guilles 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: Mima Guilles 650 599-1406

MEETINGS

February 11, 2016 C/CAG Board - SamTrans 2nd Floor Auditorium – 6:30 p.m.
February 11, 2016 Legislative Committee - SamTrans 2nd Floor Auditorium – 5:30 p.m.
February 18, 2016 CMP Technical Advisory Committee - SamTrans, 2nd Floor Auditorium - 1:15 p.m.
February 18, 2016 Stormwater Committee - SamTrans, 2nd Floor Auditorium - 2:30 p.m.
February 22, 2016 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City – 12:00p.m.
February 25, 2016 Airport Land Use Committee – 501 Primrose Road, Burlingame, CA – Council Chambers 4:00 p.m.
February 29, 2016 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
March 2, 2016 Water Committee – BAWSCA 1st Floor Conference Room – 5:15 p.m.

C/CAG

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BOARD MEETING MINUTES

Meeting No. 285

January 14, 2016

1.0 CALL TO ORDER/ROLL CALL

Chair Mary Ann Nihart called the meeting to order at 6:34 p.m. Roll call was taken.

- Elizabeth Lewis – Atherton
- Doug Kim – Belmont
- Terry O’Connell – Brisbane
- Marina Fraser – Half Moon Bay
- Marie Chuang – Hillsborough (arrive 7:24 p.m.)
- Mary Ann Nihart – Pacifica
- Ann Wengert – Portola Valley
- Alicia Aguirre – Redwood City
- Irene O’Connell – San Bruno
- Cameron Johnson – San Carlos and SMCTA
- Karyl Matsumoto – South San Francisco and SamTrans
- Deborah Gordon – Woodside

Absent:

- Burlingame
- Colma
- Daly City
- East Palo Alto
- Foster City
- Menlo Park
- Millbrae
- San Mateo
- San Mateo County

Others:

- Sandy Wong –C/CAG Executive Director
- Nirit Eriksson – C/CAG Legal Counsel
- Mima Guilles – C/CAG Staff
- Jean Higaki – C/CAG Staff
- Matt Fabry – C/CAG Staff

John Hoang – C/CAG Staff
Tom Madelena – C/CAG Staff
Jeff Lacap – C/CAG Staff
Eliza Yu – C/CAG Staff
Lori Tinfow – Pacifica
Scott Hart – PG&E
Sheri Boles – California Public Utilities Commission

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Sheri Boles – Announcement as the California Public Utilities Commission (CPUC) liaison for San Mateo County. Ms. Boles invites C/CAG members to use her as a resource for CPUC related issues. She also provided pamphlets of information on CPUC.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

None

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.

Board Member Aguirre MOVED approval of Items 5.1, 5.3, 5.4, and 5.5. Board Member O’Connell (San Bruno) SECONDED. **MOTION CARRIED 11-0.**

5.1 Approval of the minutes of regular business meeting No. 284 dated December 10, 2015 APPROVED

5.3 Review and approve the appointments of Justin Murphy from the City of Menlo Park and Peter Vorametsanti from the City of Millbrae to the Congestion Management Technical Advisory Committee (CMP TAC) APPROVED

5.4 Review and approve the appointment of Justin Murphy, Director of Public Works, to represent the City of Menlo Park on the Stormwater Committee. APPROVED

5.5 Receive a copy of the water quality petition requesting the State Water Resources Control Board review the San Francisco Bay Regional Water Quality Control Board’s reissuance of the Municipal Regional Permit. INFORMATION

Items 5.2 and 5.6 were removed from the Consent Agenda.

5.2 Receive copy of executed agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:

5.2.1 Receive a copy of the executed Amendment No. 4 to the agreement with Iteris Inc. for Smart Corridor System Integration Support for a time extension. INFORMATION

Board Member Matsumoto suggested the consideration of penalty fees when construction is being delayed for future contracts.

5.6 Review the attendance reports for the 2015 C/CAG Board and Committees. APPROVED

Board Member Matsumoto suggested the solicitation of those committee members who have missed many meetings regarding their continued interest in serving on the committee.

Board Member O'Connell (Brisbane) MOVED approval of Item 5.6. Board Member Aguirre SECONDED. **MOTION CARRIED UNANIMOUSLY 11-0**

6.0 REGULAR AGENDA

None.

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

Chair Nihart announced, on behalf of the City/County Association of Governments, Board Members and staff, we would like to send our most sincere and heartfelt condolences to Honorable Mayor Moise Derwin and family for the loss of her son, Charles Theophilus Derwin. Our thoughts are with you and your family during this difficult time.

Chair Nihart recommends the new Members to make use of Sandy Wong's orientation.

7.3 Board members Report

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Mary Ann Nihart, Chair, City/County Association of Governments, to All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors, All City/ County Managers, dated 12/10/15. RE: C/CAG Committee Vacancies on Congestion Management & Environmental Quality (CMEQ) Committee, Resource Management and Climate Protection (RMCP) Committee, Bicycle and Pedestrian Advisory (BPAC) Committee and Legislative Committee.

10.0 CLOSED SESSION

10.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: Executive Director of C/CAG

10.2 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9)

Name of case: W. Bradley Electric, Inc., for the benefit of MP Nexlevel of California, Inc., and MP Nexlevel of California, Inc., in its own capacity and as assignee of W. Bradley Electric, Inc. v. County of San Mateo

11.0 RECONVENE OPEN SESSION

11.1 No reportable action to be reported.

12.0 Action on Compensation Adjustment for Executive Director. APPROVED

Board Member O’Connell (Brisbane) MOVED approval of 3% increase in salary effective December 17, 2015, and a bonus of 3% for the past contract year for the Executive Director, and bonus eligibility of up to 5% for the third contract year (December 17, 2015 – December 16, 2016). Board Member O’Connell (San Bruno) SECONDED. **MOTION CARRIED UNANIMOUSLY 12-0**

13.0 Approval of 2016 Performance Objectives for Executive Director. APPROVED

Board Member Aguirre MOVED approval of the 2016 Performance objectives for Executive Director, with the addition of support for legislative policies as discussed. Board Member O’Connell (San Bruno) SECONDED. **MOTION CARRIED UNANIMOUSLY 12-0**

14.0 ADJOURNMENT

Meeting adjourned 8:41 p.m.

C/CAG AGENDA REPORT

Date: February 11, 2016

To: City/County Association of Governments Board or Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of the executed agreement with St. Francis Electric for Smart Corridor construction work in an amount not to exceed \$7,900, as executed by the Executive Director consistent with the C/CAG Procurement Policy

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

RECOMMENDATION

That the C/CAG Board receives a copy of the executed agreement with St. Francis Electric for Smart Corridor construction work in an amount not to exceed \$7,900, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

\$7,900

SOURCE OF FUNDS

Measure M

BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor project implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes to provide local cities and Caltrans day to day traffic management capabilities in addressing recurrent traffic congestion as well as provide Caltrans capabilities for managing the system during non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway.

Major construction work for the Smart Corridor project is completed and for the past several months, C/CAG has been working with Caltrans to perform System Integration, which is an ensuing phase to construction and final phase for connecting ITS equipment to the system and enabling communication to the Smart Corridor network. Part of the work included installation of a new controller cabinet in the City of Burlingame to provide remote communications for managing traffic signals that are part of the Smart Corridor. After meeting with City of Burlingame, PG&E, and Caltrans staff, it was determined that the most efficient method for the new controller to receive power was to connect to an existing meter service from an adjacent city-owned controller cabinet.

C/CAG entered into contract with St. Francis Electric on January 7, 2016, to perform this work. The contract was consistent with the C/CAG Procurement Policy (2010), Section 6.c, which states that for contracts under \$25,000, the results of another public agency's selection process may be used to satisfy the requirements a consultant selection process. St. Francis Electric is currently the on-call signal system contractor for the City of Burlingame.

ATTACHMENTS

Executed Agreement between C/CAG and St. Francis Electric

UK
15-0114

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ST. FRANCIS ELECTRIC, INC.

This Agreement entered this 11 day of January, 2016, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Saint Francis Electric, Inc., hereinafter called "Contractor."

WITNESSETH

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and

WHEREAS, C/CAG provides funding for construction of the San Mateo County Smart Corridor Project (Project); and

WHEREAS, the Project, located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real), deploys and integrates Intelligent Transportation System 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; and

WHEREAS, as part of the Project, a new controller cabinet was installed in the City of Burlingame (City) near the intersection of Anza Boulevard and Airport Boulevard to provide remote communications for the traffic signal controller and related detection for the sole purpose of managing the traffic signal as part of the Smart Corridor.

WHEREAS, C/CAG and City, in consultation with Caltrans and Pacific Gas and Electric (PG&E), have determined that to receive power, the new controller can be connected to the existing meter service from the adjacent city-owned controller cabinet; and

WHEREAS, Contractor is currently an on-call traffic maintenance contractor for the City's traffic signal system and City has determined that the services for connecting power to the Smart Corridor cabinet can be completed by Contractor; and

WHEREAS, C/CAG has determined that Contractor has the requisite qualifications to perform this work.

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

- I. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the "Services"). All Services are to be performed and completed by January 15, 2016.

2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor based on the project budget set forth in Exhibit B up to a maximum amount of seven thousand nine hundred dollars (\$7,900.00) for Services provided during the Contract Term as set forth below. The hours stated in Exhibit B are intended to be an estimate of the amount of time Contractor expects to spend on each task. Payments shall be made to Contractor monthly based on an invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Non-Assignability. Contractor shall not assign this Agreement or any portion thereof to a third party.
5. Contract Term. This Agreement shall be in effect as of 7/11/16 and shall terminate on February 29, 2016; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination shall be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.
6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers, and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Contractor, its agents, subcontractors, officers or employees related to or resulting from performance, or non-performance, under this Agreement.

The duty to indemnify and save harmless as set forth herein shall include the duty to defend as set forth in Section 2778 of the California Civil Code.

7. Insurance: Contractor or any subcontractors performing the services on behalf of Contractor shall not commence work under this Agreement until all Insurance required under this section has been obtained and such insurance has been approved by the C/CAG Staff. Contractor shall furnish the C/CAG Staff with Certificates of Insurance evidencing the required coverage and there shall be a specific contractual liability endorsement extending the Contractor's coverage to include the contractual liability assumed by the Contractor pursuant to this Agreement. These Certificates shall specify or be endorsed to provide that thirty (30) days notice must be given, in writing, to C/CAG of any pending change in the limits of liability or of non-renewal, cancellation, or modification of the policy. Such Insurance shall include at a minimum the following:

Workers' Compensation and Employer Liability Insurance: Contractor shall have

in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

Liability Insurance: Contractor shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect C/CAG, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all operations under this Agreement, whether such operations be by the Contractor or by any sub-contractor or by anyone directly or indirectly employed by either of them. Such insurance shall be combined single limit bodily injury and property damage for each occurrence and shall be not less than \$1,000,000 unless another amount is specified below and shows approval by C/CAG Staff.

Required insurance shall include:

	Required Amount	Approval by C/CAG Staff if under \$ 1,000,000
a. Comprehensive General Liability	\$ 1,000,000	_____
b. Workers' Compensation	\$ Statutory	_____

C/CAG and its officers, agents, employees and servants shall be named as additional insured on any such policies of insurance, which shall also contain a provision that the insurance afforded thereby to C/CAG, its officers, agents, employees and servants shall be primary insurance to the full limits of liability of the policy, and that if C/CAG, or its officers and employees have other insurance against a loss covered by such a policy, such other insurance shall be excess insurance only.

In the event of the breach of any provision of this section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the C/CAG Chairperson, at his/her option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend all further work pursuant to this Agreement.

8. Non-discrimination. The Contractor and any subcontractors performing the services on behalf of the Contractor shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. Compliance with All Laws. Contractor shall at all times comply with all applicable laws and regulations, including without limitation those regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.

10. Substitutions: If particular people are identified in this Agreement are providing services under this Agreement, the Contractor will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. Sole Property of C/CAG. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.
12. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

The Contractor shall maintain all required records for three years after C/CAG makes final payments and all other pending matters are closed.

13. Merger Clause. This Agreement, including Exhibit A attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding. Any subsequent modifications must be in writing and signed by the parties. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
14. Governing Law. This Agreement shall be governed by the laws of the State of California, without regard to its choice of law rules, and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

15. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

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

Notices required to be given to contractor shall be addressed as follows:

St. Francis Electric, ~~Inc.~~^{LLC}
P.O. Box 2057
San Leandro, CA 94577
Attention: Monica Kint

IN WITNESS WHEREOF, the parties hereto have affixed their hands on the day and year first above written.

St. Francis Electric ~~Inc.~~^{LLC} (Contractor)

By 

1-7-16
Date

City/County Association of Governments (C/CAG)

By 
Sandy Wong, C/CAG Executive Director

1-11-16
Date

C/CAG Legal Counsel

By 

EXHIBIT A

SCOPE OF SERVICES

Smart Corridor Service Enclosure at Airport Blvd./Anza Blvd.

1. Remove and replace existing service enclosure and subpanel with new larger Type II service enclosure. Includes new breakers.
2. Remove and upsize existing 2" conduit from service enclosure to traffic signal pull box. New conduit will be either 2-1/2" or 3" to accommodate Smart Corridor's service wiring (two #2).
3. Two new #2 conductors will be pulled from Smart Corridor service enclosure all the way through to the new traffic signal service panel. Estimated distance of 40'.
4. Install jumpers at the new Smart Corridor service enclosure.

Total Fee

\$7,900.00

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed agreement between C/CAG and PG&E for the 2016 through 2018 calendar year program cycle for an amount of \$2,093,787

(For further information or response to questions, contact Kim Springer at (650)599-1412)

RECOMMENDATION

The C/CAG Board of Directors receive a copy of executed agreement between C/CAG and PG&E for the 2016 through 2018 calendar year program cycle for an amount of \$2,093,787.

FISCAL IMPACT

None. Funding for the San Mateo County Energy Watch program is provided by the PG&E Local Government Partnership.

BACKGROUND

The San Mateo County Energy Watch (SMCEW) Local Government Partnership (LGP) between C/CAG and the Pacific Gas and Electric Company (PG&E) began on January 1, 2009 and operates under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for three additional program cycles, 2010-2012, 2013-2014, and the most recent program cycle 2015, which ended on December 31, 2015.

On December 10, 2015 the C/CAG Board approved Resolution 15-48 authorizing the C/CAG chair to execute the agreement with PG&E upon negotiation of the final terms; the fully executed documents to be brought back to the C/CAG Board at a future meeting.

The fully executed SMCEW LGP agreement for 2016-2018 for an amount of \$2,093,787 is provided online on the C/CAG website link provided below.

ATTACHMENT

Copy of executed agreement is available on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>

C/CAG AGENDA REPORT

Date: February 11, 2016

To: City/County Association of Government Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-03 authorizing the C/CAG Chair to execute an agreement with DNV GL for climate action planning services for an amount not to exceed \$145,000 for calendar year 2016

(For further information, contact Kim Springer at (650) 599-1412)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 16-03 authorizing the C/CAG Chair to execute an agreement with DNV GL for climate action planning services for an amount not to exceed \$145,000 for calendar year 2016.

FISCAL IMPACT

The \$145,000 is funded by the San Mateo County Energy Watch, PG&E Local Government Partnership.

BACKGROUND/DISCUSSION

C/CAG and Pacific Gas and Electric Company (PG&E) recently completed the contracting process for the San Mateo County Energy Watch (SMCEW), the Local Government Partnership (LGP) for energy efficiency in San Mateo County. A portion of the funding provided by the LGP is designated for Strategic Energy Resources (SER); efforts on policy and long term strategic planning to reduce energy use and greenhouse gas emissions.

The SMCEW has been using SER funds to continue its Regionally Integrated Climate Action Planning Suite (RICAPS) program efforts, which includes providing climate action planning technical assistance and implementation support to San Mateo County cities and the County. Examples of the services provided through the RICAPS program are: emission inventories, climate action plan development and updates, monthly countywide working group meetings, and policy and data development.

At the December 10, 2015 C/CAG Board meeting, the Board directed staff to conduct an RFP process to solicit and select consultant to provide climate action planning technical support and implementation services, instead of amending existing contract. Staff released a RFP on-line as well as notified nine potential contractors by email. Questions from three firms were received and responded to by posting on the C/CAG website, at which time the nine firms were again notified of the posting. Two proposals were received by the deadline. They were evaluated by a review panel consisted of Kim Springer (staff), Pradeep Gupta (member from the RMCP committee), and Brandi de Garneau (sustainability staff from the Town of Portola Valley).

The review panel scored both proposals and conducted 45-minute interviews with each proposer, and recommended DNV GL as the preferred contractor. An agreement with DNV GL has been prepared and is under final negotiation at the time this staff report is written.

Attachments

1. Resolution No. 16-03
2. C/CAG – DNV GL Agreement and Scope of Work (Available on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION NO. 16-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH DNV GL FOR CLIMATE ACTION PLANNING SERVICES FOR AN AMOUNT NOT TO EXCEED \$145,000 FOR CALENDAR YEAR 2016

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

WHEREAS, C/CAG has entered into a Local Government Partnership Agreement between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch program; and

WHEREAS, the aforementioned Agreement provides Strategic Energy Resources funding for climate action planning, codes and standards, and other long term planning and policy technical and implementation assistance; and

WHEREAS, staff has completed an RFP process for climate action planning technical assistance and implementation services, consistent with the C/CAG procurement policy; and

WHEREAS, a proposal review panel has recommended DNV GL as the preferred contractor.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with DNV GL for climate action planning services for an amount not to exceed \$145,000 for calendar year 2016, and further authorize the Executive Director to negotiate final terms prior to execution, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF FEBRUARY, 2016.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, The Crossing Springhill Suites Hotel Project

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of San Bruno, The Crossing Springhill Suites Hotel Project is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

The Crossing Springhill Suites Hotel Project would become fully consistent once the following two conditions have been met:

- Sound insulation to be provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.
- Avigation easement to be granted to the City and County of San Francisco as operator of SFO. The avigation easement to be used in fulfilling this condition is provided in Appendix G of the SFO ALUCP.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of San Bruno has referred The Crossing Springhill Suites Hotel Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The applicant proposes to construct a 152-room Springhill Suites hotel by Marriott on the 1.5-acre site within The Crossing development located at the 17th street interchange of 1-380 and El Camino Real in

San Bruno. The proposed hotel would be five-stories in height, approximately 68-feet tall, 99,022 square feet in size including a total of 167 parking spaces, 60 of which are at surface and 107 subterranean. The hotel will include 3,000 square feet of meeting space which can accommodate approximately 150-200 people for sit-down meetings, weddings and parties and up to 300 people for theater style events. The building will include 6,040 square feet of rooftop solar panels.

At the January 28, 2016 Airport Land Use Committee (ALUC) meeting the ALUC recommended that the Board determine that The Crossing Springhill Suites Hotel Project is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed The Crossing Springhill Suites Hotel Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. A portion of the City of San Bruno is inside of the CNEL 65 dB noise exposure contours for SFO. The Crossing Springhill Suites Hotel Project is located between the CNEL 65 dB and CNEL 70 dB noise contours. Between the CNEL 65 dB and CNEL 70 dB transient lodging is conditionally compatible provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an aviation easement is granted to the City and County of San Francisco as operator of SFO. The aviation easement to be used in fulfilling this condition is provided in Appendix G of the SFO ALUCP.

Therefore, The Crossing Springhill Suites Hotel Project is conditionally consistent with the SFO ALUCP noise policies. The project would become fully consistent once the two conditions described above have been met.

(b) Safety Criteria

The California Airport/Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. The Crossing Springhill Suites Hotel Project is located outside the safety zone configurations established for the SFO ALUCP.

Therefore, The Crossing Springhill Suites Hotel Project is consistent with the SFO ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to ~~proposed~~ development within the 14 CFR Part 77

airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

The Crossing Springhill Suites Hotel Project is located inside of both the Outer Boundary of the One Engine Inoperative (OEI) Departure Surface and the Horizontal Surface established in the SFO ALUCP. The parcel that the project is located on is bisected by the two types of critical airspace surfaces. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction height for the parcel for the Crossing Hotel Site. This analysis shows that the lowest critical aeronautical surface for the Crossing Hotel Site that cannot be exceeded by a structure is 67.05' above ground level. The City of San Bruno has confirmed that the tallest point of the structure will be below 67' above ground level with the exception of the southwest corner of the structure which will be at 69' 4". This southwest corner is outside of the 67.05' OEI Departure Surface. The critical airspace surface in the southwest corner is approximately 127' higher than the more restrictive OEI Departure Surface.

The project has received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA).

Therefore, The Crossing Springhill Suites Hotel Project would be consistent with the SFO ALUCP airspace protection policies.

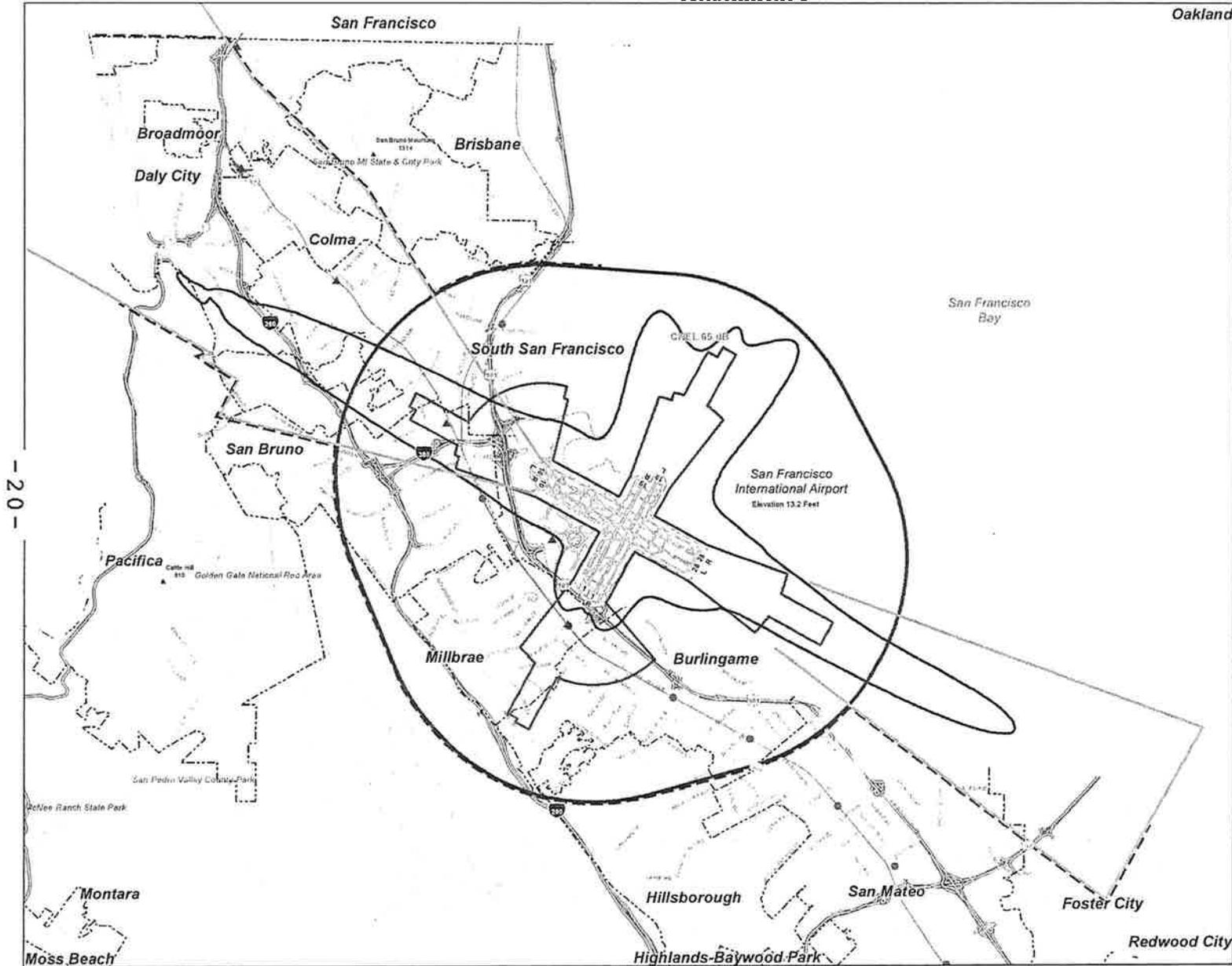
Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

ATTACHMENTS

- Attachment 1 – Exhibit IV- 2 Noise Contours, Airspace Contours and Safety Zones in the SFO ALUCP
- Attachment 2 – Springhill Suites North Elevation
- Attachment 3 – Springhill Suites South Elevation

Attachment 1



- LEGEND**
- Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - ▲ BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

Sources

100-1 FAA Notification Zone, Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces, San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009.

Safety Compatibility Zones, Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011.

Noise Contour, URS Corporation and BridgeNet International, Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011.

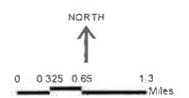
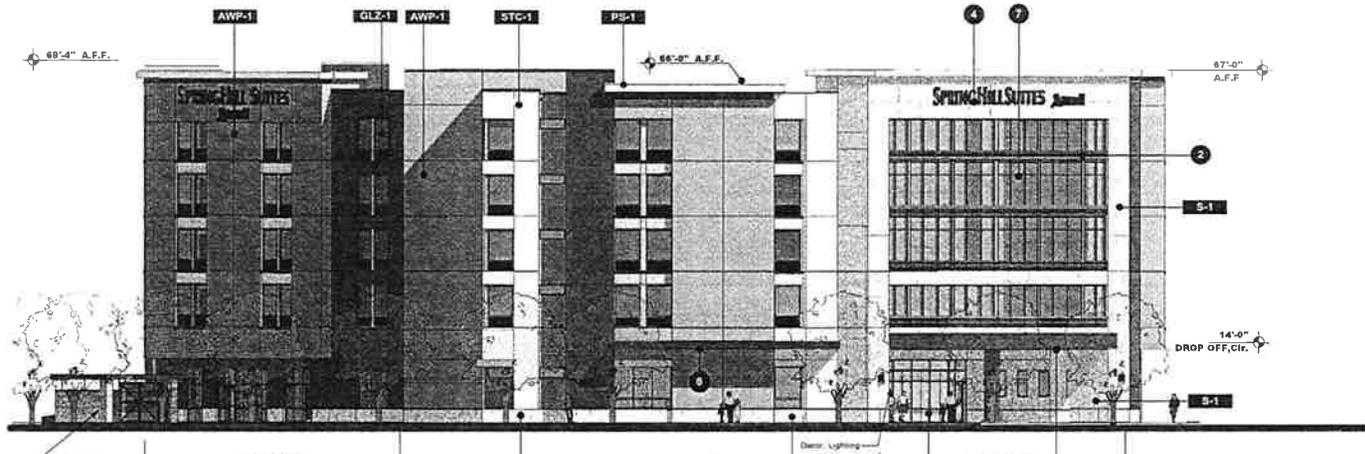
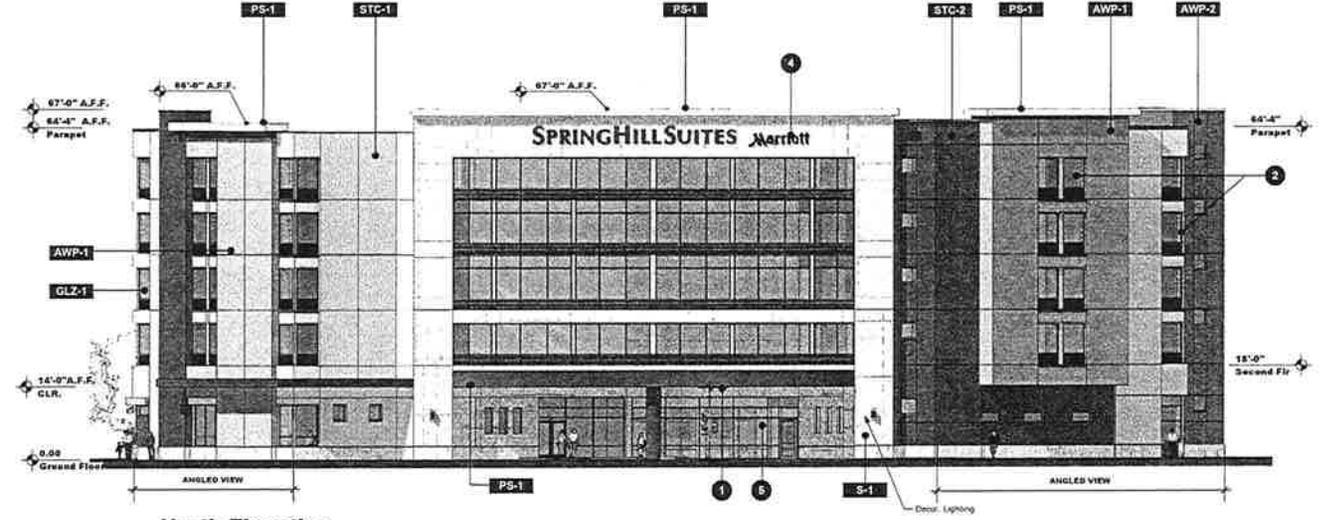


Exhibit IV-2
**AIRPORT INFLUENCE AREA B -
 LAND USE POLICY ACTION/PROJECT REFERRAL AREA**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

- 20 -



East Elevation
Scale: 3/32" = 1'-0"



North Elevation
Scale: 3/32" = 1'-0"

General Exterior Elevation Notes

- Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to Colors and Materials Boards for true representation of all proposed finishes.
- All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped areas. Refer to actual Landscape Plan for all proposed landscaping.

Material/Finish Legend

Refer to Colors and Materials Boards for true representation of all proposed finishes.

- STC-1** Painted Smooth Stucco
- STC-2** Painted Smooth Stucco
- S-1** Stone Veneer
- GLZ-1** Glazing (Vision Glass)
- PS-1** Painted Metal
- AWP-1** Metal Wall Panel System
- AWP-2** Metal Wall Panel System

Keynotes

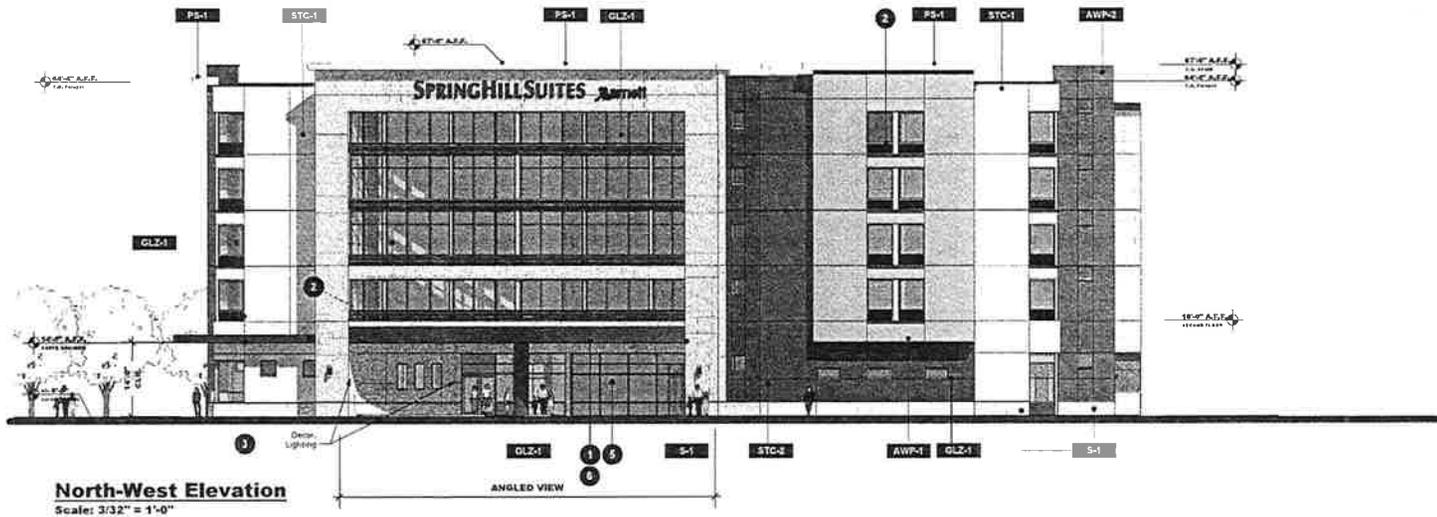
Note: Not all keynotes listed apply to this particular sheet.

- Porte Cochere.
- Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- Metal Sunscreen Awning.
- Internally Illuminated Channel Letter Signage.
- Aluminum Storefront System.
- Metal Canopy.
- Aluminum Window Wall System.

- 21 -

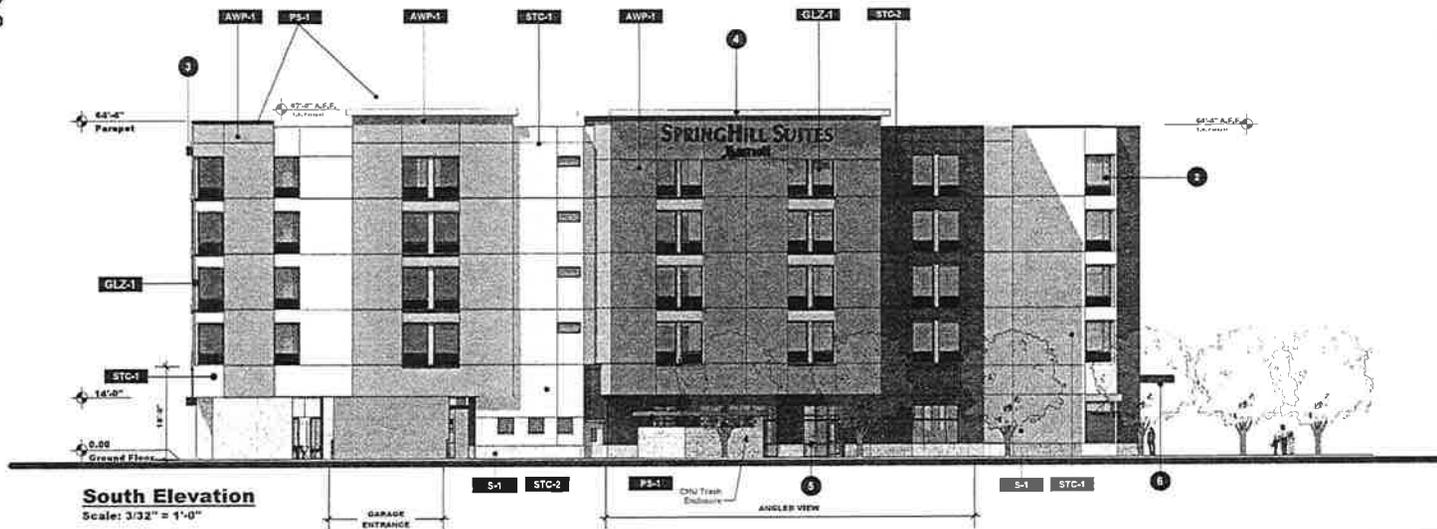


ARCHITECTURAL DIMENSIONS	300 Frank H. Ogawa Plaza, Suite 375 Oakland, CA 94612 TEL 510.463.8300 FAX 510.463.8395	PROJECT INFO.	SPRINGHILL SUITES SAN BRUNO, California	JOB NO. 0T040	DRAWING NO. DR-5
				DATE 12/01/2015	



North-West Elevation
Scale: 3/32" = 1'-0"

- 22 -



South Elevation
Scale: 3/32" = 1'-0"

General Exterior Elevation Notes

- Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to **Colors and Materials Boards** for true representation of all proposed finishes.
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- AWP-1** Metal Wall Panel System
- AWP-2** Metal Wall Panel System

Keynotes

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- Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- Metal Sunscreen Awning.
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- Aluminum Storefront System.
- Metal Canopy.
- Aluminum Window Wall System



ARCHITECTURAL DIMENSIONS

300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL: 510.463.8300 | FAX: 510.463.8395

PROJECT INFO.

**SPRINGHILL SUITES
SAN BRUNO, California**

JOB NO. OT040	DRAWING NO. DR-6
DATE 12/01/2015	

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of San Bruno Development Plan Amendment and associated 1250 Grundy Lane Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of San Bruno has referred the Development Plan Amendment and associated 1250 Grundy Lane Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The Development Plan Amendment and associated 1250 Grundy Lane Project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The applicant proposes to construct a 67,586 square foot three-story office building with 215 parking spaces on the site. Two levels of subgrade parking are proposed. The lower level sub-grade garage would contain 86 parking spaces, and the upper level sub-grade garage would contain 82 parking spaces. The project would also provide 47 surface parking spaces. The proposed three-story office building would serve as the new Administration Building for the San Francisco Police Credit Union (SFPCU).

At the January 28, 2016 Airport Land Use Committee (ALUC) meeting the ALUC recommended that the Board determine that the Development Plan Amendment and associated 1250 Grundy Lane Project is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the MSASP: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each is – 2 3 –

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. The SFO ALUCP CNEL 65 dB contour is depicted on Attachment 1. The Development Plan Amendment and associated 1250 Grundy Lane Project are located outside of the 65dB noise contour and therefore would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria.

However, the Development Plan Amendment and associated 1250 Grundy Lane Project boundary is located outside of the safety zones established in the SFO ALUCP. Therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Airspace Protection Policy Consistency Analysis

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

The Development Plan Amendment and associated 1250 Grundy Lane Project is located inside of the horizontal surface established in the SFO ALUCP. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction height for the Development Plan Amendment and associated 1250 Grundy Lane Project. This analysis shows that the lowest critical aeronautical surface for the Development Plan Amendment and associated 1250 Grundy Lane Project that cannot be exceeded by a structure is approximately 312 feet above mean sea level. The height established for the structure is 48' 10.5" and the height established for the Development Plan is 48' 11". Given that the project site parcel (ground level) has elevation ranging from 100' 6" – 101' 0" above mean sea level, the structure and the development plan would be well below the established airspace protection surface.

Therefore, the City of San Bruno Development Plan Amendment and associated 1250 Grundy Lane Project would be consistent with the SFO ALUCP airspace protection policies.

Federal Regulatory Requirements

The SFO ALUCP cites the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Safe, Efficient Use and Preservation of the Navigable Airspace," as amended, as an aid to establishing the airspace protection policies of the SFO ALUCP. The 14 CFR Part 77 regulations contain three key elements: (1) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace (Subpart

B), (2) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection (Subpart C), and (3) procedures for the conduct of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace (Subpart D).

Under Federal law, it is the responsibility of the project sponsor to comply with all notification requirements described in 14 CFR Part 77. The City should notify project sponsors of proposed projects at the earliest opportunity of their responsibility to determine whether they need to file Form 7460-1 *Notice of Proposed Construction or Alteration*, with the FAA. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

ATTACHMENTS

- Attachment 1 – Excerpts from 1250 Grundy Lane - Planning Commission Staff Report



567 El Camino Real
San Bruno, CA 94066
Voice: (650) 616-7074
Fax: (650) 873-6749
<http://www.ci.sanbruno.ca.us>

STAFF

David Woltering, AICP, *Community Development Director*
Mark Sullivan, AICP, *Long Range Planning Manager*
Michael Smith, *Senior Planner*
Matt Neuebaumer, *Associate Planner*
Paula Bradley, MCP, AICP, *Contract Associate Planner*
Matt Jones, *Contract Assistant Planner*
Marc Zafferano, *City Attorney*

PLANNING COMMISSION

Mary Lou Johnson, *Chair*
Kevin Chase, *Vice-Chair*
Rick Biasotti
Marie Kayal
Sujendra Mishra
Perry Petersen
Joe Sammut

**PLANNING COMMISSION
STAFF REPORT
AGENDA ITEM NO. 5.B
January 19, 2015**

Project Address: 1250 Grundy Lane
Assessor's Parcel No: 020-011-290
Zoning District: P-D (Planned Development)
General Plan Classification: Regional Office
Prepared by: Matt Neuebaumer, (650) 616-7042

REQUEST

Request for an amendment to a Development Plan, a Planned Development Permit, and an Architectural Review Permit to allow the construction of a new 67,586 square foot, three-story, office building with 215 parking spaces per Chapter 12.136, 12.96.190, and 12.108 of the San Bruno Municipal Code, and the adoption of a Mitigated Negative Declaration. NewGround (Applicant), San Francisco Police Credit Union (Property Owner). **PD12-001, PDP12-002, AR16-002**

RECOMMENDATION

Staff recommends the Planning Commission adopt Resolution 2016-01 recommending the City Council adopt the Draft Mitigated Negative Declaration and Mitigation Monitoring and Report Program; Resolution 2016-02, recommending the City Council approve an amendment to the Development Plan; and Resolution 2016-03, recommending the City Council approve Planned Development Permit 12-002 and Architectural Review Permit 16-002. (Roll Call Vote For Individual Resolutions)

PROJECT DESCRIPTION

The applicant proposes to construct a 67,586 square foot three-story office building with 215 parking spaces on the site. The proposed three-story office building would serve as the new Administration Building for the San Francisco Police Credit Union (SFPCU). A small retail credit union branch for SFPCU members is also proposed. The project is anticipated to accommodate the current staff of the existing SFPCU, as well as future employees in relation to future growth in the next ten years. The total number of employees expected at full capacity would be approximately 210. General hours of operation for the SFPCU office would be Monday through Friday, 8:00 am to 5:00 pm. Hours of operation for the retail credit union branch would be Monday through Thursday, 9:00 am to 4:00 pm, and Friday, 9:00 am to 5:00 pm.

The 24,941 square first floor would include a lobby, small retail credit union branch for members, mechanical room, bathrooms that include showers, and 16,560 square feet of future office expansion or potential lease space. The 20,863 square foot second floor would include various work stations, conference/training rooms, staff lounge, and a café. The 21,782 square foot third floor would include various work stations, conference rooms, staff lounge, and a café. Overall building square footage is

RESOLUTION NO. 2016- 02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL APPROVE AN ORDINANCE AMENDING AND REPLACING THE DEVELOPMENT PLAN FOR 1250 GRUNDY LANE (APN 020-011-090)

WHEREAS, in 1979, the City Council, by Ordinance No. 1325, amended the Zoning Ordinance to reclassify certain real property comprising of 1.7 acres located on Grundy Lane with a street address of 1250 Grundy Lane, San Bruno, California (APN 020-011-090), to allow for the construction of a free-standing restaurant; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, in Resolution No. 2016-01, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for the development of the Project; and

WHEREAS, on January 19, 2016, the Planning Commission conducted a duly notice public hearing and on said date the public hearing was opened, held, and closed.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of San Bruno, based on facts in the staff reports, written and oral testimony, and exhibits presented:

1. With respect to the Amendment to the Development Plan, the Planning Commission hereby finds:
 - a. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment;
 - b. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant;
 - c. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained;
 - d. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts;
 - e. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District;
 - f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area;
 - g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan;

- h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city.
- 2. The Planning Commission of the City of San Bruno hereby recommends the City Council approve the attached Ordinance (**Attachment 1**) amending and replacing Ordinance No. 1325.
- 3. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council and directs the Secretary of the Planning Commission to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____

 Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

 Planning Commission Secretary
 David Woltering

 City Attorney
 Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 19th day of January 2016, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

ATTACHMENT NO. 1

ORDINANCE NO. ____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
AMENDING AND REPLACING THE DEVELOPMENT PLAN FOR 1250
GRUNDY LANE (APN 020-011-090)**

WHEREAS, in 1979, the City Council, by Ordinance No. 1325, amended the Zoning Ordinance to reclassify certain real property comprising of 1.7 acres located on Grundy Lane with a street address of 1250 Grundy Lane, San Bruno, California (APN 020-011-090), to allow for the construction of a free-standing restaurant; and

WHEREAS, NewGround, Inc. ("Applicant") submitted an application for the certain 1.7 acre site located at 1250 Grundy Lane in the City of San Bruno and more particularly described as Assessor's Parcel Numbers 020-011-090 ("Property"); and

WHEREAS, the Applicant desires to develop a 67,586 square foot three-story office building on the Property with 215 parking spaces ("Project"); and

WHEREAS, in order to develop the Project, the Applicant has submitted an application to the City of San Bruno for approval of the following: (1) an amendment to the existing Development Plan; (2) a Planned Development Permit; and (3) an Architectural Review Permit; and

WHEREAS, in Resolution No. 2016-01, the Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for the development of the Project; and

WHEREAS, on January 19, 2016, the Planning Commission conducted a duly notice public hearing and on said date the public hearing was opened, held, and closed, and the Planning Commission recommended that the City Council adopt an amendment to the existing Development Plan replacing Ordinance No. 1325, including the Amended Development Plan by Resolution No. 2016-02; and

WHEREAS, a notice of public hearing was mailed on ____ and duly published in the San Mateo Daily Journal on ____, and the City Council held a public hearing on ____ and on said date the public hearing was opened, held and closed; and

NOW, THEREFORE, the City Council of the City of San Bruno Ordains as follows:

Section 1. The City Council of the City of San Bruno finds as follows:

- a. That said amendment is in general conformance with the general plan and that the public convenience and general welfare require adoption of the proposed amendment;
- b. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant;
- c. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained;
- d. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts;

- e. The streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District;
- f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area;
- g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan;
- h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city.

Section 2. The San Bruno City Council hereby amends and replaces Ordinance No. 1325 and approves the Amended Development Plan, with the development standards set forth in **Exhibit A**.

Section 3. Validity. The City Council of the City hereby declares that should any section, paragraph, sentence or work of this code as adopted and amended herein be declared of any reason to be invalid, it is the intent of the City Council of the City that it would have passed all other portions or provisions of this Ordinance independent of the elimination here from any such portion or provision as may be declared invalid.

Section 4. The Ordinance shall go into effect thirty (30) days after the date of its passage and adoption. On its effective date, this Ordinance shall amend and replace Ordinance No. 1325.

Dated: _____

Jim Ruane, Mayor

ATTEST:

APPROVED AS TO FORM:

Carol Bonner, City Clerk

City Attorney
Marc Zafferano

I hereby certify that the foregoing Ordinance No. ____ was introduced on ____, 2016 and adopted at a regular meeting of the San Bruno City Council on ____, 2016, by the following vote. Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 19th day of January 2016, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

City Clerk

EXHIBIT A

DEVELOPMENT PLAN

1250 GRUNDY LANE (APN 020-011-090)

Project Data:

- Zoning: P-D (Planned Development)
- General Plan: Regional Office
- Project Area: 1.7 Acres (74,300 square feet)
- Assessors' Parcel Number: 020-011-090
- Total Building Square Footage: 67,586 square feet.
- FAR: .91
- Building Coverage: 24,941 square feet = 33.5%
- Height: 48'-11"
- Number of Stories: 3 stories, with two levels of subgrade parking

Permitted Uses:

Administrative, Professional, and General office. Retail Credit Union Branch.

Parking:

- 168 subgrade parking spaces
- 47 surface parking spaces
- 215 total parking spaces.

Minor adjustments from standards stated herein may be approved or conditionally approved by the Community Development Director in accordance with Section 12.96.190 (P-D Planned Development District) of the San Bruno Municipal Code.

C/CAG AGENDA REPORT

Date: February 11, 2016

TO: C/CAG Board of Directors

From: Sandy Wong – Executive Director

Subject: Review and accept the C/CAG Financial Statements (Audit) for the Year Ended June 30, 2015

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

Recommendation:

Review and accept the C/CAG Financial Statements (Audit) for the Year Ended June 30, 2015.

Fiscal Impact:

None.

Revenue Source:

Member assessments, parcel fee, motor vehicle fee (AVA/ TFCA/ AB1546/ Measure M), grants from State/ Federal Transportation programs, and other grants.

Background/ Discussion:

An independent audit was performed on C/CAG for the year ended June 30, 2015. No issues were identified that required correction. The auditor expressed the opinion that the C/CAG financial statements, in all material respects, the respective financial position of the governmental activities and each major fund of the C/CAG as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Management's Discussion and Analysis is attached and included in the audit. The complete C/CAG Basic Financial Statements is provided on-line.

Attachments:

1. Management's Discussion and Analysis for the Financial Statements (Audit) for the Year Ended June 30, 2015
2. Full copy - C/CAG Financial Statements (Audit) for the Year Ended June 30, 2015 –
Provided on-line at: <http://ccag.ca.gov/committees/board-of-directors/>

C/CAG Financial Statements (Audit) for the
Year Ended June 30, 2015

Provided on-line at: <http://ccag.ca.gov/committees/board-of-directors/>

Management's Discussion and Analysis for the Financial Statements (Audit) for the
Year Ended June 30, 2015

INDEPENDENT AUDITORS' REPORT

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

Report on Financial Statements

We have audited the accompanying financial statements of the governmental activities and each major fund of the City/County Association of Governments of San Mateo County (C/CAG) as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the C/CAG's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of the C/CAG as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.



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

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, the budgetary comparison information, the schedule of proportionate share of the net pension liability, and the schedule of Plan contribution be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015 on our consideration of the C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering C/CAG's internal control over financial reporting and compliance.

Lance, Solt & Loughard, LLP

Brea, California
December 11, 2015

MANAGEMENT'S DISCUSSION AND ANALYSIS

The information presented in the "Management's Discussion and Analysis" is intended to be a narrative overview of the City/County Association of Governments of San Mateo County (C/CAG) financial activities for the fiscal year ended June 30, 2015. We encourage readers to consider this information in conjunction with the basic financial statements.

FINANCIAL STATEMENT OVERVIEW

This discussion and analysis is intended to serve as an introduction to the C/CAG Annual Financial Report. The C/CAG basic financial statements are comprised of four components: 1) Government-wide Financial Statements, 2) Fund Financial Statements, 3) Notes to the Financial Statements, and 4) Required Supplementary Information.

FINANCIAL HIGHLIGHTS

- C/CAG total net position was \$18.46 million, an increase of \$0.01 million or 0.06%.
- The combined C/CAG revenues were \$15.33 million, a decrease of \$4.48 million or 22.60%.
- The combined C/CAG expenditures were \$15 million, a decrease of \$3.41 million or 18.51%.

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

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

The services of the Agency are considered to be governmental activities including General and special purpose Government. All Agency activities are financed with investment income, City/County fees, State/Federal/ Regional grants, Motor Vehicle Fees, and County discretionary State/ Federal Transportation funds.

MANAGEMENT'S DISCUSSION AND ANALYSIS

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

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

Required Supplementary Information: In addition to the basic financial statements and accompanying notes, this section contains C/CAG's budgetary comparison schedules for all major governmental funds and C/CAG's obligation for the provision of pension to its employees.

FINANCIAL ANALYSIS

Statement of net position is the excess of all the C/CAG's assets and deferred outflows of resources over liabilities and deferred inflows of resources. Net position may over time serve as a useful indicator of C/CAG financial position. The following table summarizes C/CAG's net position change from this year to last year.

MANAGEMENT'S DISCUSSION AND ANALYSIS

Table 1
Statement of Net Position
June 30, 2015 and June 30, 2014

	2015	2014	\$ Change	% Change
Cash and investments (note 2)	\$ 17,300,222	\$ 19,089,318	\$ (1,789,096)	-9.37%
Accounts receivable and other assets	4,050,031	3,617,740	432,291	11.95%
Total Assets	21,350,253	22,707,058	(1,356,805)	-5.98%
Deferred outflows related to pension	49,003	-	49,003	100%
Total Deferred Outflow	49,003	-	49,003	100%
Current and other liabilities	2,569,448	4,218,085	(1,648,637)	-39.08%
Long-term obligations	286,324	43,823	242,501	553.36%
Total Liabilities	2,855,772	4,261,908	(1,406,136)	-32.99%
Deferred inflows related to pension	89,566	-	89,566	100%
Total Deferred Inflow	89,566	-	89,566	100%
Net Position:				
Restricted	\$ 18,683,845	\$ 18,415,474	\$ 268,371	1.46%
Unrestricted	(226,927)	29,676	(256,603)	864.68%
Total Net Position	\$ 18,456,918	\$ 18,445,150	\$ 11,768	0.06%

Statement of Net Position (Table 1) Change:

The total net position is \$18.46 million, an increase of \$0.01 million, or 0.06% from the prior fiscal year. Significant changes during the fiscal year are as follows:

The Governmental Accounting Standards Board (GASB) issued Statement No.68 (Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27) and No. 71 (Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68) that requires all government entities to change the accounting and financial reporting of the unfunded pension obligations. As a result, C/CAG's long-term obligations and pension related deferred inflows and outflows have increased by \$0.28 million in the fiscal year 2014-2015.

MANAGEMENT'S DISCUSSION AND ANALYSIS

The increase in pension liabilities is offset by the decrease of \$1.65 million in current liabilities that is mainly due to the timing of Measure M and AB1546 fund distribution to member agencies.

The net decrease of \$1.36 million is related to a decrease of \$1.79 million in cash and investment and an increase of \$0.43 million in accounts receivable. The program AB1546 expired in the fiscal year 2012-2013 but still had unspent cash balance of \$4.37 million. During the fiscal year 2014-2015, C/CAG spent \$1.34 million for the AB1546 fund. The remaining decrease of \$0.45 million in cash and investment is associated with payments to Transportation Fund for Clean Air (TFCA) project. The accounts receivable increase is due to the timing of receipt reimbursement from Bay Area Air Quality Management District.

The majority of C/CAG's net position is subject to external restrictions, such as grantor's stipulations or enabling legislation, on how they may be used. The restricted assets were \$18.68 million of the total net position. Of this amount, \$6.87 million is restricted for Congestion Management Program, \$6.79 million is restricted for Measure M, \$2.99 million is restricted for AB1546 and \$1.66 million is restricted for NPDES. The remaining amount related to other programs.

Unrestricted net position can be used to finance day-to-day operations without constraints established by other legal requirements or restrictions. Due to the implementation of the new GASB requirements for pension obligation, the unrestricted net position has a negative balance of \$0.23 million.

Statement of Activities and Changes in Net Position

The Statement of Activities presents program revenues and expenses, and general revenues in detail. All of these are elements in the Changes in Governmental Net Position summarized in Table 2.

MANAGEMENT'S DISCUSSION AND ANALYSIS

Table 2
Statement of Activities and Changes in Net Position
June 30, 2015 and June 30, 2014

	2015	2014	\$ Change	% Change
Revenues				
Program Revenues:				
Charges for services	\$ 11,227,087	\$ 12,312,217	\$ (1,085,130)	-8.81%
Operating grants and contributions	4,023,869	7,363,654	(3,339,785)	-45.35%
General Revenues:				
Investment Income	82,495	134,697	(52,202)	-38.76%
Total Revenues	\$ 15,333,451	\$ 19,810,568	\$ (4,477,117)	-22.60%
Expenses				
Congestion management Abandoned vehicle abatement	4,284,512	6,978,216	(2,693,704)	-38.60%
Measure M	20,586	540,937	(520,351)	-96.19%
Air quality (BAAQMD)	6,238,245	6,427,286	(189,041)	-2.94%
NPDES stormwater	923,879	1,043,456	(119,577)	-11.46%
General government	1,346,323	1,444,514	(98,191)	-6.80%
Energy Watch	488,993	545,591	(56,598)	-10.37%
AB 1546	623,270	668,881	(45,611)	-6.82%
Total Expenses	1,077,979	763,643	314,336	41.16%
Inc (Dec) in Net Position	\$ 329,664	\$ 1,398,044	\$ (1,068,380)	-76.42%
Beginning Net Position	18,445,150	17,047,106	1,398,044	8.20%
Restatement	(317,896)		(317,896)	100%
Ending Net Position	\$ 18,456,918	\$ 18,445,150	\$ 11,768	0.06%

The overall change in net position in current fiscal year is an increase of \$0.33 million. The reasons for significant changes in the revenues and expenses are as follows:

Due to the implementation of the new GASB requirements for pension obligation, C/CAG was required to restate the beginning net position by \$0.32 million. See Note 5 to the financial statements for further detail.

The combined amount of charges for services decreased by \$1.09 million or 8.81% compared to prior year. Congestion Management Program decreased \$0.72 million which is mainly due to a decrease in reimbursement for the Traffic Light Synchronization (TLSP) project. The TLSCP project is near completion and has received less reimbursement in the fiscal year 2014-2015. Additionally, in the prior fiscal year C/CAG had received one-time Housing Element funding of \$0.20 million. Revenue from Measure M program decreased by 0.37 million is due to the timing of receipt from Department of Motor Vehicles.

MANAGEMENT'S DISCUSSION AND ANALYSIS

The combined amount of operating grants & contributions received in the fiscal year 2014-2015 is \$3.34 million or 45.35% less than the prior year. The main factor for the decrease is due to reimbursement received from the State Transportation Improvement Program for the completion of Smart Corridor project (project #2 North Segment) in the fiscal year 2013-2014.

Investment income decreased by \$0.05 million or 38.76% compared to the prior year. The decrease is due to \$0.06 million Lehman Brothers Litigation settlements received in prior year while in current year the recovery is only \$0.01 million.

Program expenses totaled \$15 million in the fiscal year 2014-2015, a decrease of \$3.41 million or 18.51% from the prior year's expenses of \$18.41 million. Significant changes in the expenses of C/CAG's programs from the prior year are as follows:

- The decrease of \$2.7 million or 38.6% in Congestion Management Program is mainly due to the completion of Smart Corridor project (project #2 North Segment) in the fiscal year 2013-2014; no other expenses incurred in the fiscal year 2014-2015.
- Due to expiration of Abandon Vehicle Abatement program in May 2013, only \$0.02 million residual revenues were distributed to the members in the fiscal year 2014-2015.
- The Bay Area Air Quality program expenses decreased by \$0.12 million or 11.46%. The decrease is due to a reduction in shuttle routes provided by San Mateo County Transit District.
- NPDES program expenses decreased by \$0.1 million or 6.8% because the potential funding initiative project was placed on hold at the end of fiscal year 2013-2014, pending the adoption of MRP by Water Board. In the fiscal year 2014-2015 only a small amount was spent on this effort.
- General Government expenses decreased by \$0.05 million or 10.37%. The decrease is associated with the timing of recording the pension contributions as required by the new GASB guidelines.
- The Transportation/Environmental Fund (AB1546) increased by \$0.31 million or 41.16%. Due to the Supplement Trash Program funding allocation deadline of December 30, 2014, more member agencies submitted reimbursement request before the deadline, increasing fund distribution to member agencies.

For description of each of the Agency's programs see Note 1 to financial statements.

CONTACTING THE C/CAG FINANCIAL MANAGEMENT

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

C/CAG AGENDA REPORT

Date: February 11, 2016
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and accept the C/CAG State Transportation Improvement Program (STIP) PPM Final Audit Report from January 1, 2014 through January 31, 2015

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

RECOMMENDATION

That the C/CAG Board review and accept the C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) Final Audit Report from January 1, 2014 through January 31, 2015.

FISCAL IMPACT

None

SOURCE OF FUNDS

This audit report pertains to the State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) grant fund for San Mateo County.

BACKGROUND/DISCUSSION

C/CAG received a State grant for Planning, Programming & Monitoring (PPM) fund from the State Transportation Improvement Program (STIP), in an amount of \$353,000 for fiscal year 2013-2014. This grant was expended during the period from January 2014 through January 2015.

To comply with grantor's requirement, an independent audit was performed on this state grant. Final Audit Report is shown in the attachment. No issues were identified that required correction. The audit did not disclose any deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements.

ATTACHMENT

- C/CAG State Transportation Improvement Program (STIP) Planning, Programming, & Monitoring (PPM) Final Audit Report From January 1, 2014 through January 31, 2015.

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

**STATE TRANSPORTATION IMPROVEMENT
PROGRAM (STIP)
PLANNING, PROGRAMMING & MONITORING (PPM)
FINAL AUDIT REPORT**

**FROM JANUARY 1, 2014
THROUGH JANUARY 31, 2015**

INDEPENDENT AUDITORS' REPORT

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

Report on Financial Statements

We have audited the accompanying Final Project Expenditure Report for Project Number PPM14-6419(019) (the Program) of the City/County Association of Governments of San Mateo County, California, (C/CAG), which comprise revenues and expenditures of the Program as of and for the period of January 1, 2014 through January 31, 2015, and the related notes to the report.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial report in accordance with the STIP Planning, Programming, and Monitoring Program (PPM) Fund Transfer Agreement for State Funded Projects; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial report that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



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

Opinions

In our opinion, the financial report referred to above presents fairly, in all material respects, the status of the Program of the City/County Association of Governments of San Mateo County, California, for the period of January 1, 2014 through January 31, 2015, in conformity with the STIP Planning, Programming and Monitoring Program (PPM) Fund Transfer Agreement (Agreement) for State Funded Projects.

Emphasis of a Matter

As described in Note 2 to the Final Project Expenditure Report for Project Number PPM14-6419(019), the financial report is prepared in accordance with STIP Planning, Programming & Monitoring Program (PPM) Fund Transfer Agreement for State Funded Projects which requires a financial report that presents only the Program and does not purport to, and does not, present fairly the financial position of the C/CAG as of June 30, 2015, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Restriction of Use

Our report is intended solely for the information and use of the City/County Association of Governments of San Mateo County, California, and the State of California and is not intended to be and should not be used by anyone other than these specified parties.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015 on our consideration of the C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the C/CAG's internal control over financial reporting and compliance.

Brea, California
December 11, 2015

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH APPLICABLE
REQUIREMENTS AND ON INTERNAL CONTROL OVER COMPLIANCE

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

Report on Compliance

We have audited the compliance of the STIP Planning, Programming, and Monitoring Program (PPM) Project Number PPM14-6419(019) of the City/County Association of Governments of San Mateo County (C/CAG) with the types of compliance requirements described in Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects for the period of January 1, 2014 through January 31, 2015.

Management's Responsibility

Management is responsible for compliance with the requirements of Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects.

Auditor's Responsibility

Our responsibility is to express opinions on compliance with the requirements of Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects based on our audit. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States, and Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects. Those standards and Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a material effect on the STIP Planning, Programming, and Monitoring Program (PPM) Project Number PPM14-6419(019) funds occurred. An audit includes examining, on a test basis, evidence about the C/CAG's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. However, our audit does not provide a legal determination of the C/CAG's compliance with those requirements.



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

Opinion

In our opinion, the C/CAG complied, in all material respects, with the requirements referred to above that are applicable to the STIP Planning, Programming, and Monitoring Program (PPM) Project Number PPM14-6419(019) funds for the period of January 1, 2015 through January 31, 2015.

Report on Internal Control Over Compliance

The management of the C/CAG is responsible for establishing and maintaining effective internal control over compliance with the type of compliance requirements referred to above. In planning and performing our audit, we considered the C/CAG's internal control over compliance with the types of requirements that could have a direct and material effect on the STIP Planning, Programming, and Monitoring Program (PPM) Project Number PPM14-6419(019) funds to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the C/CAG's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that a material noncompliance will not be prevented, or detected and corrected on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Article XIX of the California State Constitution, the CFR 49 Part 18, *Uniform Administrative Requirements for State and Local Governments*, OMB A-87, *Cost Principals for State and Local Governments* and the provisions of the Fund Transfer Agreement for State Funded Projects. Accordingly, this communication is not suitable for any other purpose.

Lance, Solt & Loughard, LLP

Brea, California
December 11, 2015

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

FINAL PROJECT EXPENDITURE REPORT
PROJECT NUMBER PPM14-6419(019)
FROM JANUARY 1, 2014
THROUGH JANUARY 31, 2015

State Funds Allocated:	<u>\$</u>	<u>353,000</u>
Expenditures Incurred:		
Project Costs:		353,000
Preliminary Engineering		
Sources and Amounts of Additional Funds Used (Local Fund):		-
State Funds Allocated but Not Used:	<u>\$</u>	<u>-</u>

See Accompanying Notes to Final Project Expenditure Report

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

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
PLANNING, PROGRAMMING & MONITORING (PPM)
PPM14-6419(019)
FINAL AUDIT REPORT
NOTES TO FINAL PROJECT EXPENDITURE REPORT**

Note 1: Project Description

PPM is defined as the project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program (RTIP) and the STIP as required, and for the monitoring of project implementation for projects approved in the STIP.

Specific activities including but are not limited to:

- a) Reviewed Project Study Reports for STIP funded projects.
- b) Coordinated with Caltrans District 4 and all local jurisdictions to prepare Project Initiation Document (PID) Work Plan. Coordinated with County Transportation Authority to develop countywide priorities for STIP funded projects.
- c) Developed RTIP and its amendments.
- d) Developed engineering documents and performed project management tasks for STIP funded projects.
- e) Smart Corridor development.

Note 2: Basis of Presentation

The STIP PPM Fund Transfer Agreement for State Funded Projects authorizes the use of monies received by the state for certain purposes. Reimbursement requests are submitted to the State to release funds directly to the City/County Association of Governments of San Mateo County (C/CAG). The amounts distributed to the C/CAG are maintained in the C/CAG's Congestion Management Fund. The expenditures and revenues of other activities of the C/CAG have not been included in this report. This report is presented in accordance with the STIP PPM Fund Transfer Agreement for State Funded Projects.

C/CAG AGENDA REPORT

Date: February 11, 2016
TO: C/CAG Board of Directors
From: Sandy Wong - C/CAG Executive Director
Subject: Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2015

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

Recommendation:

Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2015.

Fiscal Impact:

None.

Revenue Source:

Federal Transportation Funds.

Background/ Discussion:

An independent Single Audit Report was performed on C/CAG for the year ended June 30, 2015. The Single Audit is specifically for Federal funds received. A Single Audit is required when an agency received more than \$300,000 in federal grants. During that fiscal year, C/CAG had a total of \$1,714,661 in expenditures of federal funds.

C/CAG, through the City of San Carlos, engaged LSL to conduct an independent audit to satisfy that requirement. The auditor expressed their opinion that C/CAG complied, in all material respects, with the types of compliance requirements on each of the federal programs for the year ending in June 30, 2015.

Attachment:

- Single Audit Report for Year Ended June 30, 2015.

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

SINGLE AUDIT REPORT

JUNE 30, 2015

CITY/COUNTY ASSOCIATION
OF GOVERNMENTS
OF SAN MATEO COUNTY

JUNE 30, 2015

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND
ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund information of the City/County Association of Governments of San Mateo County (C/CAG), California, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the C/CAG's basic financial statements, and have issued our report thereon dated December 11, 2015.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the C/CAG's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Association's internal control. Accordingly, we do not express an opinion on the effectiveness of the C/CAG's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the C/CAG's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.



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

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the C/CAG's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Association's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Brea, California
December 11, 2015

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON SCHEDULE OF
EXPENDITURES OF FEDERAL AWARDS REQUIRED BY OMB CIRCULAR A-133

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

Report on Compliance for Each Major Federal Program

We have audited the City/County Association of Governments of San Mateo County (the C/CAG) California's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of the C/CAG's major federal programs for the year ended June 30, 2015. The C/CAG's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the C/CAG's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the C/CAG's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the C/CAG's compliance.

Opinion on Each Major Federal Program

In our opinion, the C/CAG's complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2015.



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

Report on Internal Control over Compliance

Management of the C/CAG's is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the C/CAG's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the C/CAG's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on the Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

We have audited the financial statements of the governmental activities and each fund information of the City/County Association of Governments of San Mateo County, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the C/CAG's basic financial statements. We issued our report thereon dated December 11, 2015, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for the purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying



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

accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Lance, Solt & Luyhard, LLP

Brea, California
December 11, 2015

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2015

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>Pass-Through Grantor's Number</u>	<u>Expenditures</u>
<u>U.S. Department of Transportation</u>			
Passed through the State of California, Department of Transportation: Highway Planning and Construction*	20.205	STPCM-6084(155)	\$ 70,000
		STPCML-6419(020)	789,453
		STPCML-6084(175)	855,208
Total U.S. Department of Transportation			1,714,661
Total Federal Expenditures			\$ 1,714,661

* Major Program

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

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

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

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2015

Note 1: Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards

a. Scope of Presentation

The accompanying schedule presents only the expenditures incurred by the City/County Association of Governments of San Mateo County (C/CAG), California, that are reimbursable under federal programs of federal financial assistance. For the purposes of this schedule, federal awards include both federal financial assistance received directly from a federal agency, as well as federal funds received indirectly by the C/CAG from a non-federal agency or other organization. Only the portion of program expenditures reimbursable with such federal funds is reported in the accompanying schedule. Program expenditures in excess of the maximum federal reimbursement authorized or the portion of the program expenditures that were funded with state, local or other non-federal funds are excluded from the accompanying schedule.

b. Basis of Accounting

The expenditures included in the accompanying schedule were reported on the modified accrual basis of accounting. Under the modified accrual basis of accounting, expenditures are incurred when the Association becomes obligated for payment as a result of the receipt of the related goods and services.

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2015

SECTION I - SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of auditors' report issued: Unmodified Opinion

Internal control over financial reporting:

- Significant deficiencies identified? ___yes X no
- Material weaknesses identified? ___yes X none reported

Noncompliance material to financial statements noted? ___yes X no

Federal Awards

Internal control over major programs:

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

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

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

Identification of major programs:

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

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

Auditee qualified as low-risk auditee? X yes ___no

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)
FOR THE FISCAL YEAR ENDED JUNE 30, 2015

SECTION II - FINANCIAL STATEMENT FINDINGS

No matters were reported.

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

No matters were reported.

CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**SCHEDULE OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2014**

SECTION II - FINANCIAL STATEMENT FINDINGS

No matters were reported.

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

No matters were reported.

C/CAG AGENDA REPORT

Date: February 11, 2016
TO: C/CAG Board of Directors
From: Sandy Wong - C/CAG Executive Director
Subject: Review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2015

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

Recommendation:

That the C/CAG Board review and accept the AB 1546 Fund Financial Statements (Audit) for the Year Ended June 30, 2015.

Fiscal Impact:

None.

Revenue Source:

Dedicated motor vehicle fee.

Background/ Discussion:

A separate independent audit was performed on the AB 1546 Fund for the year ended June 30, 2015. No issue was identified that require correction.

The auditor expressed their opinion that C/CAG complied, in all material respects, with the requirements applicable to the AB 1546 Fund for the year ending in June 30, 2015.

Attachment:

- Excerpts from AB 1546 Fund audit report.
- Full copy – AB 1546 Fund Financial Statement (Audit)
(Available on-line: <http://ccag.ca.gov/committees/board-of-directors/>)

C/CAG AB 1546 Fund Financial Statements for the
Fiscal Year Ended June 30, 2015

Provided separately on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>

INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the AB 1546 Fund of the City/County Association of Governments of San Mateo County, (C/CAG) as of and for the year ended June 30, 2015 and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the AB 1546 Fund of the City/County Association of Governments of San Mateo County, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

As described in Note 1 to the financial statements, the financial statements are prepared in accordance with AB 1546, *Vehicle Fee for Congestion and Stormwater Management Program*, as contained in Government Code Section 65089.11 through 65089.15 which requires financial statements that present only the AB 1546 Fund and does not purport to, and does not, present fairly the financial position of the C/CAG as of June 30, 2015, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has elected not to do the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this information.

Restriction of Use

Our report is intended solely for the information and use of the C/CAG and is not intended to be and should not be used by anyone other than these specified parties.



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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015, on our consideration of C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering C/CAG's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Lance, Solt & Loughard, LLP".

Brea California
December 11, 2015

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

AB 1546 FUND
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND BALANCE SHEET
JUNE 30, 2015

	AB 1546 Fund	Adjustments	Statement of Net Position
Assets:			
Cash and investments	\$ 3,029,892	\$ -	\$ 3,029,892
Accounts receivable	514	-	514
Total Assets	\$ 3,030,406	-	3,030,406
Liabilities and Fund Balance:			
Liabilities:			
Accounts payable	\$ 36,388	-	36,388
Total Liabilities	36,388	-	36,388
Fund Balance:			
Restricted for AB 1546	2,994,018	(2,994,018)	-
Total Fund Balance	2,994,018	(2,994,018)	-
Total Liabilities and Fund Balance	\$ 3,030,406		
Net Position:			
Restricted for AB 1546		2,994,018	2,994,018
Total Net Position		\$ -	\$ 2,994,018

See Independent Auditors' Report and Notes to Financial Statements

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

AB 1546 FUND
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
YEAR ENDED JUNE 30, 2015

	AB 1546 Fund	Adjustments	Statement of Activities
Revenues:			
From other agencies	\$ 5,693	\$ -	\$ 5,693
Investment income	14,287	-	14,287
Total Revenues	19,980	-	19,980
Expenditures:			
Professional Services	176,189	-	176,189
Administrative services	6,062	-	6,062
Distributions	895,728	-	895,728
Total Expenditures	1,077,979	-	1,077,979
Excess (Deficiency) of Revenues Over (under) Expenditures	(1,057,999)	-	(1,057,999)
Other Financing Sources (Uses):			
Transfers out	(1,599)	-	(1,599)
Total Other Financing Sources (Uses)	(1,599)	-	(1,599)
Net Change in Fund Balance/Net Position	(1,059,598)	-	(1,059,598)
Fund Balance/Net Position at Beginning of Year	4,053,616	-	4,053,616
Fund Balance/Net Position at End of Year	\$ 2,994,018	\$ -	\$ 2,994,018

See Independent Auditors' Report and Notes to Financial Statements

C/CAG AGENDA REPORT

Date: February 11, 2016
TO: C/CAG Board of Directors
From: Sandy Wong - C/CAG Executive Director
Subject: Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2015

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

Recommendation:

That the C/CAG Board review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2015.

Fiscal Impact:

None.

Revenue Source:

Dedicated motor vehicle fee.

Background/ Discussion:

A separate independent audit was performed on the Measure M Fund for the year ended June 30, 2015. No issue was identified that require correction.

The auditor expressed their opinion that C/CAG complied, in all material respects, with the applicable requirements to the Measure M Fund for the year ending in June 30, 2015.

Attachment:

- Excerpts from Measure M Fund audit report.
- Full copy – Measure M Fund Financial Statement (Audit)
(Available on-line: <http://ccag.ca.gov/committees/board-of-directors/>)

C/CAG Measure M Fund Financial Statements for the
Fiscal Year Ended June 30, 2015

Provided separately on-line at:

<http://ccag.ca.gov/committees/board-of-directors/>

INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the Measure M Fund of the City/County Association of Governments of San Mateo County, (C/CAG) as of and for the year ended June 30, 2015, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure M Fund of the City/County Association of Governments of San Mateo County, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

As described in Note 1 to the financial statements, the financial statements are prepared in accordance with Government Code Section 65089.20 which requires financial statements that present only the Measure M Fund and do not purport to, and do not, present fairly the financial position of the C/CAG as of June 30, 2015, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has elected not to do the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this information.

Restriction of Use

Our report is intended solely for the information and use of the C/CAG and is not intended to be and should not be used by anyone other than these specified parties.



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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015 on our consideration of C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering C/CAG's internal control over financial reporting and compliance.

Lance, Solt & Lughard, LLP

Brea California
December 11, 2015

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

MEASURE M FUND
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND BALANCE SHEET
JUNE 30, 2015

	Measure M Fund	Adjustments	Statement of Net Position
Assets:			
Cash and Investments	\$ 5,661,267	\$ -	\$ 5,661,267
Accounts Receivable	2,133,418	-	2,133,418
Total Assets	<u>\$ 7,794,685</u>	<u>-</u>	<u>7,794,685</u>
Liabilities:			
Accrued Expenses	\$ 315,526	-	315,526
Accounts Payable	684,864	-	684,864
Total Liabilities	<u>1,000,390</u>	<u>-</u>	<u>1,000,390</u>
Fund Balance:			
Restricted for Measure M	6,794,295	(6,794,295)	-
Total Fund Balance	<u>6,794,295</u>	<u>(6,794,295)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u>\$ 7,794,685</u>		
Net Position:			
Restricted for Measure M		6,794,295	6,794,295
Total Net Position		<u>\$ -</u>	<u>\$ 6,794,295</u>

See Independent Auditors' Report and Notes to Financial Statements

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

MEASURE M FUND
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
YEAR ENDED JUNE 30, 2015

	Measure M Fund	Adjustments	Statement of Activities
Revenues:			
From other agencies	\$ 6,580,544	\$ (5,308)	\$ 6,575,236
Cost reimbursement	629,784	-	629,784
Investment income	26,711	-	26,711
Total Revenues	7,237,039	(5,308)	7,231,731
Expenditures:			
Professional services	2,103,408	-	2,103,408
Administrative services	37,429	-	37,429
Conferences and meetings	190	-	190
Publications	643	-	643
Distributions	4,096,575	-	4,096,575
Total Expenditures	6,238,245	-	6,238,245
Excess (Deficiency) of Revenues Over (under) Expenditures	998,794	(5,308)	993,486
Other Financing Sources (Uses):			
Transfers out	(220,890)	-	(220,890)
Total Other Financing Sources (Uses)	(220,890)	-	(220,890)
Net Change in Fund Balance/Net Position	777,904	(5,308)	772,596
Fund Balance/Net Position at Beginning of Year	6,016,391	5,308	6,021,699
Fund Balance/Net Position at End of Year	\$ 6,794,295	\$ -	\$ 6,794,295

See Independent Auditors' Report and Notes to Financial Statements

C/CAG AGENDA REPORT

Date: February 11, 2016
TO: C/CAG Board of Directors
From: Sandy Wong - C/CAG Executive Director
Subject: Review and accept the Abandoned Vehicle Abatement (AVA) Program Fund Financial Statements (Audit) for the Year Ended June 30, 2015

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

Recommendation:

That the C/CAG Board review and accept the Abandoned Vehicle Abatement Program Fund Financial Statements (Audit) for the Year Ended June 30, 2015.

Fiscal Impact:

None.

Revenue Source:

The authorized motor vehicle fee dedicated to fund the AVA has ended in May 2013.

Background/ Discussion:

A separate and final independent audit was performed on the AVA Program financial statements for the year ended June 30, 2015. No issue was identified that require correction.

The auditor expressed their opinion that the financial statements present fairly, in all material respects, the respective financial position of the AVA program fund, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Attachment:

- Excerpts from the AVA Program Fund Financial Statements.
- Full copy – C/CAG Abandoned Vehicle Abatement (AVA) Program Fund Financial Statements Ended June 30, 2015 (*Available on-line: <http://ccag.ca.gov/committees/board-of-directors/>*)

C/CAG Abandoned Vehicle Abatement (AVA) Program
Fund Financial Statements
Fiscal Year Ended June 30, 2015

Provided separately on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>

INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the Abandoned Vehicle Abatement Program Fund of the City/County Association of Governments of San Mateo County, (C/CAG) as of and for the year ended June 30, 2015, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to C/CAG's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the C/CAG's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Abandoned Vehicle Abatement Program Fund of the City/County Association of Governments of San Mateo County, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

As described in Note 1 to the financial statements, the financial statements are prepared in accordance with California Vehicle Code Section 22710 which requires financial statements that present only the Abandoned Vehicle Abatement Program Fund and do not purport to, and do not, present fairly the financial position of the C/CAG as of June 30, 2015, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Management has elected not to do the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this information.

Restriction of Use

Our report is intended solely for the information and use of the C/CAG and is not intended to be and should not be used by anyone other than these specified parties.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015 on our consideration of the C/CAG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the C/CAG's internal control over financial reporting and compliance.

Brea California
December 11, 2015

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

ABANDONED VEHICLE ABATEMENT PROGRAM FUND
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND BALANCE SHEET
JUNE 30, 2015

	Abandoned Vehicle Abatement Fund	Adjustments	Statement of Net Position
Assets:			
Cash and investments	\$ 2,710	\$ -	\$ 2,710
Total Assets	<u>\$ 2,710</u>	<u>-</u>	<u>2,710</u>
Fund Balance:			
Restricted for abandoned vehicle abatement	\$ 2,710	(2,710)	-
Total Fund Balance	<u>\$ 2,710</u>	<u>(2,710)</u>	<u>-</u>
Net Position:			
Restricted for abandoned vehicle abatement		2,710	2,710
Total Net Position		<u>\$ -</u>	<u>\$ 2,710</u>

See Independent Auditors' Report and Notes to Financial Statements

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

ABANDONED VEHICLE ABATEMENT PROGRAM FUND
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES,
EXPENDITURES AND CHANGES IN FUND BALANCE
YEAR ENDED JUNE 30, 2015

	Abandoned Vehicle Abatement Fund	Adjustments	Statement of Activities
Revenues:			
Abandoned vehicle program	\$ 4,586	\$ -	\$ 4,586
Total Revenues	4,586	-	4,586
Expenditures:			
Distributions	20,586	-	20,586
Total Expenditures	20,586	-	20,586
Net Change in Fund Balance	(16,000)	-	(16,000)
Fund Balance/Net Assets at Beginning of Year	18,710	-	18,710
Fund Balance/Net Assets at End of Year	\$ 2,710	\$ -	\$ 2,710

See Independent Auditors' Report and Notes to Financial Statements

C/CAG AGENDA REPORT

Date: February 11, 2016

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)

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)

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

On January 27, 2016 the California Transportation Commission (CTC) sent a letter to the California State Legislature regarding a reduction of \$754 million to the funds expected to be available over the five-year State Transportation Improvement Program (STIP) period. The current upcoming 2016 STIP had zero programming capacity and this new reduction would delay or delete currently programmed projects. The CTC is urging the legislature to compromise and develop a meaningful solution to the transportation funding problem.

Attached are two letters of support. The first letter is to echo the CTC concerns to our delegates regarding the latest STIP fund estimate. The second letter is to support Jim Frazier's transportation funding bill AB 1591.

ATTACHMENTS

1. February 2016 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Letter from CTC to the Legislature regarding the revised STIP fund estimate
3. Letter to Jim Beall and Jim Frazier regarding the revised STIP fund estimate
4. Letter of support for AB 1591 (Frazier)
5. Full Legislative information is available for – 8 4 – bills at <http://leginfo.legislature.ca.gov/>



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

DATE: January 29, 2016
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
RE: STATE LEGISLATIVE UPDATE – February 2016

Legislative Update

The Legislature reconvened for the second year of the two-year 2015-16 Regular Legislative Session on January 4. The last day for bills to be introduced is February 19, before which a number of new bills will be introduced. Once we have a clearer picture of all new 2016 bills, we will work with your staff to identify critical measures on which the Board may want to adopt an advocacy position.

Governor's Budget Released

On January 7, Governor Brown released his proposed 2016-17 budget. The Governor's Proposed Budget doubles down on the need to find a solution to the state's transportation infrastructure crisis and again highlights **his proposal to invest \$36 billion in transportation over the next decade**. The Governor reminds us that the Legislature has convened a conference committee as part of the special session on transportation infrastructure and that work continues toward delivering a comprehensive transportation funding plan, and hopes the conference committee will focus on a few key principles:

- Focusing new revenue primarily on "fix-it-first" investments to repair neighborhood roads and state highways and bridges;
- Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy;
- Providing funding to match locally generated funds for high-priority transportation projects;
- Continuing measures to improve performance, accountability and efficiency at Caltrans;
- Investing in passenger rail and public transit modernization and improvement; and,
- Avoiding an impact on the precariously balanced General Fund.

The Governor's proposed transportation funding package includes "a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues," and would be split evenly between state and local transportation priorities.

As was the case in September 2015, the Governor's package focuses on maintenance and preservation, and also includes a significant investment in public transit. Specifically, the proposal includes annualized resources as follows:

- *Road Improvement Charge*—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics;
- *Stabilize Gasoline Excise Tax*—\$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents, eliminating the current annual adjustments, and adjusting the tax annually for inflation;
- *Diesel Excise Tax*—\$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18, adjusted annually for inflation;
- *Cap and Trade*—\$500 million in additional Cap and Trade proceeds for complete streets and transit; and,
- *Caltrans Efficiencies*—\$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$879 million in loan repayments over the next four years. These funds would support additional investments in the Administration's competitive Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

The Frazier Plan

The day before Governor Brown released his budget, Assembly Member Jim Frazier (D-Oakley), Chair of the Assembly Transportation Committee, **announced a transportation funding package totaling almost \$7 billion in new investments in highways, local streets & roads, goods movement, and transit.** The bill, AB 1591, would invest in California's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon (over \$3.3 billion annually) and indexing it against the Consumer Price Index every three years thereafter to be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after a 5 percent set aside for aspiring counties.
- Increasing the diesel fuel tax by 30 cents a gallon (\$840 million annually), indexing it, and dedicating it to the Trade Corridors Improvement Fund (TCIF).
- Increasing the vehicle registration fee by \$38 annually (\$1.254 billion annually) and directing those funds to road maintenance and rehabilitation.
- Imposing an electric vehicle surcharge of \$165 (\$35 million annually) directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans (\$879 million one-time) directly to cities and counties for road maintenance.
- Allocating cap and trade revenue auctions, as follows:
 - 20% (approximately \$400 million annually) to the TCIF.
 - 10% (\$200 million annually) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees (\$1 billion annually for STIP, Local Streets and Roads, and the SHOPP).

We are tracking AB 1591 for the Board and will provide regular updates on the transportation funding discussion.

CTC Adopts New STIP Estimate

On January 20, the California Transportation Commission adopted a funding estimate for the State Transportation Improvement Program (STIP), used to add capacity/make improvements to the state highway system. As part of the Governor's January Budget release, the Department of Finance shared a revised estimate of 9.8 cents/gallon for the price-based excise tax on gasoline (currently set by the Board of Equalization (BOE) at 12 cents/gallon). The price-based excise tax on gasoline is currently the only source of revenue for the STIP and the new projection, if adopted by the BOE in March, would cut the revenue flowing to the STIP in half, down to approximately \$150 million annually. This estimate resulted in the CTC adopting a 5-year STIP fund estimate that, given the current level of programming in the STIP and the revenue expected to come in, reduced the capacity for projects by \$750 million. As a result, regional transportation agencies around the state, responsible for programming a portion of the projects in the STIP, would need to deprogram approximately \$565 million in projects, with the state deprogramming the rest. The impact of this on San Mateo County will be anywhere from \$10-\$31 million. **We are working to encourage the Legislature to act to remedy the action by both BOE and the CTC.**

Stormwater Initiative Submitted

On January 19, *The California Water Conservation, Flood Control and Stormwater Management Act of 2016* was filed with the Attorney General's Office for title and summary by the League of California Cities, the California State Association of Counties, and the Association of California Water Agencies. If enacted by the voters, the initiative would establish an alternative fee process for water, flood control, stormwater, and sewer services; allowing local agencies to impose fees for these services unless a majority of impacted property owners protest the fee. Once the initiative has been cleared by the Attorney General, the proponents may begin gathering signatures to qualify the initiative for the November 2016 General Election.

Special Session Bills

ABX1 1 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill.**

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

ABX1 7 (Nezarian) and SBX1 8 (Hill) Cap and Trade Increase for Rail and Transit

This bill would increase the amount of funding continuously appropriated to two Cap and Trade programs dedicated to transit - 20% of the annual proceeds to the Transit and Intercity Rail

Capital Program and 10% of the annual proceeds to the Low Carbon Transit Operations Program. **The Board is in SUPPORT of these bills.**

Regular Session Bills of Interest

(The Governor signed bills listed in green. Bills listed in red were vetoed.)

ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. **The Board is in SUPPORT of this bill.**

AB 227 (Alejo) Vehicle Weight-Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill. This bill failed to meet the deadline for bills introduced in 2015.**

AB 378 (Mullin) US 101 Congestion Relief

This bill is a placeholder for legislation that will eventually target congestion relief on US 101. The author began meeting with stakeholder groups, including C/CAG, to discuss solutions to the US 101. This will be an ongoing effort and the bill may not move until next year. **This bill failed to meet the deadline for bills introduced in 2015.**

AB 516 (Mullin) Temporary License Plates

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. **The Board is in SUPPORT of this bill.**

AB 779 (Garcia) Congestion Management Programs

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program.

AB 1098 (Bloom) Congestion Management Plans

This bill would delete the level of service standards as an element of a congestion management planning and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. **This bill failed to meet the deadline for bills introduced in 2015.**

AB 1591 (Frazier) Transportation Funding

This bill would increase several taxes and fees beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, freight corridor improvements, and transit and intercity rail needs. Specifically, this bill would increase both the gasoline and diesel excise taxes by 22.5 and 30 cents, respectively; increase the vehicle registration fee; dedicated additional shares of Cap and Trade revenues; redirect truck weight fees; and repay outstanding

transportation loans. As a result, transportation funding would increase by approximately \$7 billion per year. **We recommend the Board take a support position on this bill.**

SB 16 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill. *This bill failed to meet the deadline for bills introduced in 2015.***

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the BOE to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. **The Board is in SUPPORT of this bill. *This bill failed to meet the deadline for bills introduced in 2015.***

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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February 11, 2016

The Honorable Jim Beall
Chair, Senate Transportation and Housing
Committee
State Capitol, Room 2209
Sacramento, CA 95814

The Honorable Jim Frazier
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

RE: 2016 STIP Fund Estimate

Dear Chairs Beall and Frazier:

The San Mateo County City/County Association of Governments (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is writing to urge a legislative solution to the reduction in State Transportation Improvement Program (STIP) funding caused by recent adjustments to the price-based excise tax mandated by state law as a result of the 2010-11 gas tax swap. In addition to the STIP, cities and counties, as well as the State Highway Operation and Protection Program (SHOPP) are negatively impacted by the adjustment. This problem is only exacerbated by the continued redirection of truck weight fees to offset the cost of debt-service on transportation bonds.

As you are both aware, in March 2015, the State Board of Equalization (BOE) - responding to declining oil prices and lower fuel costs - adjusted the price-based excise tax on gasoline downward from 18 cents to 12 cents as required by state law. This adjustment resulted in the loss of \$350 million in STIP funding in 2015-16, and \$800 million in transportation funding overall. As oil prices continue to remain at the lowest levels the state has seen in years, it is presumed BOE is poised to take another action in March 2016 to further lower the price-based excise tax to 9.8 cents per gallon, which would further reduce the STIP by another \$150 million in 2016-17. The pending BOE action caused the California Transportation Commission, at its January 21 meeting, to adopt a 2016 STIP fund estimate acknowledging a programming capacity of negative \$750 million over the next five years. The CTC's action has triggered a need for regional and county-level transportation agencies to remove projects already programmed in the STIP, of which the impact to San Mateo County will be between \$10-\$31 million. Additionally, as mentioned above, the annual adjustment also has a similar effect on transportation dollars flowing directly to cities and counties for road maintenance. Cities and counties stand to lose an estimated \$150 million if the BOE again lowers the price-based excise tax.

As our state's existing transportation funding sources continue to diminish, we strongly encourage the Legislature to act quickly and remedy the negative impacts caused by the statutorily required adjustments to the STIP. We also ask that you remain steadfast in your efforts to find new funding sources to address California's critical backlog of highway and road maintenance needs, as well as provide new funding for additional capacity in congested

corridors, freight improvements, and alternative modes of transportation.

I thank both of you very much for your attention to this matter and C/CAG is happy to help in any way we can. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Mary Ann Nihart, Chair
City/County Association of Governments of San Mateo County

Cc: Governor Jerry Brown
Secretary Brian Kelly
Senator Jerry Hill
Assembly Member Richard Gordon
Assembly Member Kevin Mullin
Assembly Member Phil Ting

C/CAG

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February 11, 2016

The Honorable Jim Frazier
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

RE: **SUPPORT** for AB 1591 (Frazier)

Dear Assembly Member Frazier:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of AB 1591. This bill would establish a multi-faceted transportation funding package, resulting in an approximately \$7 billion annual increase in transportation funding.

San Mateo County faces significant funding shortfalls to maintain our local streets & roads and improve the state highway system in our county. To fully address our local street and road funding shortfall, San Mateo County would need almost \$1.6 billion over the next 10 years. This bill, through a combination of fuel taxes, vehicle registration fees, Cap and Trade revenues, and revenue protections, would provide billions of dollars over that same timeframe to cities and counties and reestablish the state transportation improvement program (STIP). Of the new revenue generated, 47.5 percent would be distributed to cities and counties and substantial investments would be made in our state highways, in goods movement, and in transit. Additionally, this bill prevents the future borrowing of truck weight fees and eliminates the annual adjustments to the swap-based excise tax on gasoline.

We **SUPPORT** AB 1591 and appreciate your efforts to provide both state and local agencies the additional resources necessary to address our transportation infrastructure needs. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,

Mary Ann Nihart, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Richard Gordon
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Jerry Hill

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
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JAMES C. GHIEMMETTI
CARL GUARDINO
FRAN INMAN
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
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State Transportation Funding Crisis Continues to Worsen

January 27, 2016

Members, California State Legislature:

This letter is to inform you of recent actions by the California Transportation Commission (Commission) that will reduce funding for state transportation projects by three-quarters of a billion dollars over the next five years. On top of an already significant shortfall in funding for repairs to our existing system, the Commission recently approved a reduced estimate of \$754 million to the funds expected to be available over the five-year State Transportation Improvement Program (STIP) period. This means that in addition to no new projects for the upcoming STIP, programmed projects must be deleted or delayed. The effect of this reduction on the state's transportation system will be nothing short of catastrophic. Attached is a list of those projects that may be delayed or removed from the new STIP in each legislative district.

The Commission strongly urges legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Sincerely,

LUCETTA DUNN
Chair

BOB ALVARADO
Vice Chair

DARIUS ASSEMI
Member

YVONNE B. BURKE
Member

JAMES EARP
Member

JAMES C. GHIEMMETTI
Member

CARL GUARDINO
Member

FRAN INMAN
Member

CHRISTINE KEHOE
Member

JAMES MADAFFER
Member

JOSEPH TAVAGLIONE
Member

Honorable Members of the California State Legislature
January 27, 2016
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c: Brian Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, California Department of Transportation
Executive Directors, Metropolitan Planning Organizations
Executive Directors, Regional Transportation Planning Agencies
Matt Cate, Executive Director, California State Association of Counties
Chris McKenzie, Executive Director, League of California Cities

CALIFORNIA TRANSPORTATION COMMISSION
State Transportation Improvement Program (STIP)
Projects at Risk for STIP Deletion or Delay

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Alameda	rail	Daly City BART Station Intermodal Improvements	*	200	19	11
Alameda	84	East-West Connector in Fremont	*	12,000	20	10
Alameda/Contra Costa	680	Freeway Performance Initiative, Phase 2	*	4,000	20,27	10,15
Alameda/Contra Costa	rail	BART Station Modernization Program	*	16,726	15,16	7,9
Alameda/Santa Clara	rail	Oakland to San Jose Double Track, Segment 2A	*	7,000	18,20, 27,28	9,10,15
Alpine	loc	Hot Springs Creek Bridge Replacement		265	71	38
Alpine	loc	Hot Springs Road Reconstruction		340	71	38
Amador	88	Pine Grove Improvements	*	3,951	5	8
Butte	loc	Midway Bridges Across Butte Creek, Replacement	*	1,499	3	4
Butte	70	Passing Lanes, Cox-Palermo, Segment 2	*	3,000	3	4
Butte	70	Passing Lanes, Palermo-Ophir, Segment 1	*	22,400	3	4
Calaveras	4	Wagon Trail Expressway	*	5,235	5	8
Calaveras	4	Wagon Trail Expressway (Programmed in Alpine)		1,400	5	8
Colusa	loc	Citywide, Various Locations, Rehabilitation and Pedestrian Safety		700	3,4	4
Contra Costa	rail	Walnut Creek BART TOD Intermodal Project	*	5,300	16	7
Contra Costa	rail	Hercules Railroad Station Building	*	5,100	15	9
Contra Costa	80	Central Ave Interchange, Phase 2 (Local Road Realign.)	*	2,000	15	9
Contra Costa	loc	Kirker Pass Rd, North Bound Truck Climbing Lane	*	2,650	14	7
Contra Costa	680	Southbound HOV Gap Closure, N Main-Livorna Road	*	15,557	16	7
Contra Costa	80	San Pablo Dam Road Interchange, Phase 2	*	9,200	15	9
Contra Costa	680	Route 4 Interchange, Widen Route 4, Phase 3	*	36,610	14	7
El Dorado	50	W Placerville Interchanges, Ray Lawyer Dr Interchange, Phase 2	*	5,542	7	1
Fresno	41	Excelsior Expressway, Widen to 4 Lanes	*	2,142	31	14
Fresno	180	New freeway, Segment 3: Smith Ave-Frankwood Ave	*	49,400	23	8,14
Glenn	loc	Lassen Street, Sycamore-Wood St, Reconstruction		503	3	4
Glenn	loc	County Roads 306-200-305, Rehabilitation		1,050	3	4
Glenn	loc	Sixth Street, South City Limit-North City Limit, Rehab.		350	3	4
Glenn	loc	Tehama Street, UPRR-Woodward Ave, Reconstruct		750	3	4
Glenn	loc	Road M 1/2, Route 32-Bryant Street, Reconstruct		630	3	4
Humboldt	101	Eureka-Arcata Corridor Improvement		30,000	2	2
Humboldt	loc	Highland and Koster Rehabilitation		400	2	2
Humboldt	loc	Hawthorne, Felt & 14th Street Rehabilitation		400	2	2
Humboldt	101	Eureka-Arcata Corridor-Mitigation		3,000	2	2
Imperial	8	Imperial Avenue Interchange, Reconstruct	*	33,650	56	40
Inyo	395	Olancho-Cartago 4-Lane Expressway		88,500	26	8
Inyo	loc	Seibu Lane, Paiute Reservation-Schools, Bike Path		480	26	8
Inyo	395	Olancho-Cartago Archaeological Pre-Mitigation		5,000	26	8
Kern	58	Westside Parkway Connector	*	33,001	34	16
Kern	46	Widen to 4 Lanes, Segment 4A, Lost Hill Rd-East of I-5	*	4,100	32	16
Kern	14	Kern, Freeman Gulch Widening, Segment 1	*	31,088	34	16
Kern	14	Kern, Freeman Gulch Widening, Segment 2	*	7,610	34	16
Kings	198	12th Avenue Interchange, Hanford, Landscaping		1,376	32	14
Lake	29	Widen to 4 Lanes, Segment 2C	*	24,027	4	2
Lake	loc	Lakeport Blvd at S. Main St, Improve Intersection	*	194	4	2
Lake	loc	S. Main Street, Lakeport-Route 175, Widen, Bike Lane	*	4,369	4	2
Lake	loc	Soda Bay Road, Route 175-Manning Creek, Widen, Bike Lane		662	4	2
Lassen	loc	County Rehab B (Pumpkin Center, Ash Valley Roads)	*	1,950	1	1

County	Route	Project Title	Total		
			Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Lassen	loc	City Street Rehabilitation	1,846	1	1
Lassen	loc	City Street Rehabilitation	955	1	1
Lassen	loc	City Street Rehabilitation	956	1	1
Lassen	loc	City Street Rehabilitation	2,320	1	1
Lassen	loc	Beaver Creek Bridge #7C-82 (Hwy Bridge Program Match), Replace *	254	1	1
Lassen	loc	Center Road, Route 395-Johnstonville Road, Reconstruct	2,890	1	1
Lassen	loc	New Main Street-Johnstonville Road Connection	100	1	1
Lassen	loc	Skyline Road East/Extension, Phase 2	3,900	1	1
Los Angeles	gsep	Burbank Airport/Rail Station Pedestrian Grade Separation *	7,000	43	25
Los Angeles	rail	Light Rail Vehicles *	102,400	41,48,49, 51,53,54, 59,62,63, 64,70	22,24,25, 26,30,32, 33,35
Los Angeles	138	Widening Segment 6, 87th Street E-96th Street E *	13,700	36	21
Los Angeles	138	Widening Segment 13, 190th Street E-Route 18 *	41,900	36	21
Madera	99	Madera, Ave 12-Ave 17, Widen to 6 Lanes *	5,845	5	12
Madera	99	South of Madera, Ave 7-Ave 12, Widen to 6 Lanes *	3,000	5	12
Marin	loc	Parkade Area Circulation Improvements	255	10	2
Mariposa	loc	Silva Road, Post Miles 10-11.092, Rehabilitation	531	5	8
Mariposa	loc	Triangle Road, Post Miles 11.8-14.11, Rehabilitation	838	5	8
Mariposa	loc	Merced Falls Road, Post Miles 10.00-12.50, Rehab., Phase 1	912	5	8
Mariposa	loc	Ben Hur Road, Post Miles 15.00-18.50, Reconstruction	1,115	5	8
Mendocino	loc	Laytonville, Branscomb Road, Multi-Use Bridge	385	2	2
Mendocino	bus	Revenue Vehicle Replacements, Six (6) *	88	2	2
Mendocino	loc	Gobbi Street/Waugh Lane Intersection, Traffic Signal	532	2	2
Mendocino	loc	Low Gap Road/N. Bush Street Intersection, Roundabout	703	2	2
Mendocino	loc	Ukiah Downtown Streetscape Improvements, Phase 1	1,155	2	2
Mendocino	101	N. State St Interchange Improvements, Roundabout, Phase 1	468	2	2
Mendocino	1	(Main St) Bike & Pedestrian Access Improvements	1,485	2	2
Mendocino	101	Willits Bypass Relinquishment *	3,442	2	2
Mendocino	101	Sherwood Road-Geometric Upgrade *	3,500	2	2
Mendocino	loc	East Side Potter Valley Road, Rehabilitation, Phase 1 *	3,150	2	2
Merced	99	Livingston 6-Lane Widening, Northbound and Southbound *	2,070	21	12
Merced	99	Livingston 6-Lane Widening, Southbound	34,250	21	12
Modoc	loc	County Road 55, Route 395-County Road 247A, Rehab. *	75	1	1
Modoc	loc	Pedestrian Improvements Alturas Central Business District	942	1	1
Modoc	loc	Oak and Juniper Streets, From Route 299 to 19th Street, Rehab.	890	1	1
Modoc	loc	County Road 87, in Adin, Route 299-County Road 91, Rehab.	632	1	1
Modoc	loc	County Road 111, Route 139-County Road 108, Rehab.	687	1	1
Modoc	loc	Alturas, on East Street, Modoc Street-4th street, Rehab.	962	1	1
Modoc	loc	County Road 114, Route 139-County Road 101, Rehab.	407	1	1
Modoc	loc	County Road 272, Lassen-Modoc Co Line to Day Road, Rehab.	196	1	1
Mono	loc	Meridian Roundabout and Signal Relocation	2,610	5	8
Mono	203	(W Minaret Rd), Sidewalk & Safety	575	5	8
Mono	loc	Airport Road, Rehabilitation	1,273	5	8
Mono	loc	Countywide Preventive Maintenance Program	1,100	5	8
Monterey	rail	Capitol Corridor Extension - Kick Start *	18,856	29,30	12,17
Monterey	1	Operational Improvements, Carmel *	3,000	29,30	12,17
Monterey	rail	Coast Daylight/Caltrain Track Improvements *	300	29,30	12,17
Monterey	bus	Monterey Salinas Transit Buses	2,000	29,30	12,17
Monterey	loc	Imjin Road Widening to 4 Lanes *	1,650	29,30	12,17

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Monterey	101	South County Frontage Roads	*	5,000	29,30	12,17
Monterey	68	Corral de Tierra Intersection	*	1,700	29,30	12,17
Monterey	156	4-Lane Expressway, Castroville-Prunedale	*	28,000	29,30	12,17
Napa	loc	Devlin Road & Vine Trail Extension	*	1,665	4	3
Napa	loc	Eucalyptus Drive Extension	*	1,154	4	3
Napa	loc	California Avenue Roundabouts	*	1,070	4	3
Napa	128	Petrified Forest Road Intersection Improvements	*	475	4	3
Napa	loc	Hopper Creek Pedestrian Path, Oak Circle-Mission		500	4	3
Napa	loc	Airport Boulevard Rehabilitation	*	1,332	4	3
Nevada	49	La Barr-McKnight Widening	*	3,000	1	4
Orange	rail	Passing Siding, Laguna Niguel-San Juan Capistrano	*	3,000	73	36
Orange	5	Widening, Segment 1, Route 73-Oso Parkway	*	78,949	73	36
Orange	5	HOV Lane Buffer Removal/Continuous Access, Route 57-Route 91	*	3,600	65,69	29,32,34
Orange	57	Lambert Road Interchange Improvements	*	22,100	55	29
Orange	405	Auxiliary Lane Southbound, University-Route 133	*	15,851	74	37
Orange	5	HOV Lanes, Route 55-Route 57	*	36,262	69	34
Placer	rail	Sacramento-Roseville Track Improvements	*	3,000	6	1,4
Plumas	loc	Graeagle-Johnsonville Road Reconstruction		2,327	1	1
Plumas	loc	North Loop, Phase 1		2,581	1	1
Riverside	loc	CV Link, Palm Springs-Coachella, Multi-Use Path, Phase 1	*	2,000	42,56	28
Riverside	15	French Valley Parkway Interchange	*	41,545	75	28
Riverside	60	Truck Climb/Descend Lanes with Shoulders	*	31,555	42,61	23,31
Riverside	215	Southbound Connector (SHOPP)	*	8,975	67	24
Sacramento	loc	Grant Line Road, Waterman-Mosher, Widen, Signals	*	3,800	9	6
Sacramento	loc	ITS Master Plan, Phase 4 Implementation	*	2,312	9	6
Sacramento	loc	Green Valley Road, E. Natoma-Sophia, Widen, Bike	*	3,000	6,7	1
Sacramento	loc	Zinfandel Drive, Olson Dr-White Rock Rd, Improvements	*	700	8	4
Sacramento	loc	14th Avenue Extension, Power Inn-Florin Perkins	*	4,008	7	6
Sacramento	loc	Hazel Avenue, Sunset-Madison, Widen, Signals	*	7,000	6	1
Sacramento	loc	Old Town Florin Streetscape Improvements, Phase 2	*	3,328	9	6
Sacramento	5	HOV Lanes/Soundwalls, Route 50-Laguna Blvd, Phase 1	*	2,000	7,9	6
Sacramento	bus	39 CNG Replacement Buses, Spare Parts	*	18,500	7,8,9	1,4,6
Sacramento	loc	Laguna Creek Trail - North Camden Spur	*	500	8	6
Sacramento	51	Northbound Transition Lane, E Street-Elvas, Close E Street Onramp	*	900	7	6
Sacramento	51	Ramp Meters at Various Locations on Routes 51, 80, 99		11,500	7	6
San Benito	156	4-Lane Expressway, San Juan Bautista	*	38,881	30	12
San Bernardino	10	HOV Lanes Haven Avenue-Ford Street	*	39,745	31,35	20,23
San Bernardino	210	Highland Avenue-San Bernardino Avenue, Widen	*	25,000	40	23
San Bernardino	58	4-Lane Expressway, Kramer Junction, Phase 1	*	155,095	34	18
San Bernardino	215	Mt Vernon/Washington Street Interchange Improvement	*	38,523	47	20
San Bernardino	215	Barton Interchange Reconstruction	*	22,611	47	20
San Diego	rail	Del Mar Bluffs Stabilization	*	2,000	78	39
San Diego	5	Soundwalls, Manchester Avenue-Route 78	*	36,000	76	36
San Diego	5	HOV Extension, Manchester Avenue-Route 78	*	49,000	76	36
San Francisco	loc	Chinatown Broadway Complete Streets, Phase 4		1,910	17	11
San Joaquin	99	Turner Road Interchange Operational Improvements	*	3,061	9	5
San Joaquin	120	McKinley Avenue, New Interchange	*	12,300	12	5
San Joaquin	loc	Stockton Avenue, 2nd Street-Doak Blvd, Widen	*	1,000	12	5
San Joaquin	rail	Stockton to Escalon Double Track, Segment 4	*	23,000	12,13	5
San Luis Obispo	101/46	Interchange Improvements, Phase 3 Roundabouts	*	1,100	35	17
San Luis Obispo	46	Cholame, Convert to 4-Lane Expressway		55,200	35	17

County	Route	Project Title	*	Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
San Luis Obispo	46	Wye, Convert to 4-Lane Expressway	*	19,100	35	17
San Luis Obispo	101	Brisco Road Interchange Improvements/Auxiliary Lane	*	6,624	35	17
San Mateo	loc	Countywide ITS Improvements		4,298	19,22,24	11,13
San Mateo	1	Operational Improvements, Pacifica, Calera Parkway, Phase 1	*	6,900	22	13
San Mateo	loc	El Camino Real Grand Boulevard Initiative	*	1,991	19	13
San Mateo	92/82	Interchange Improvements	*	5,000	22	13
San Mateo	92	Route 101 Interchange Improvements	*	23,839	22	13
San Mateo	101	Willow Road Interchange Reconstruction, Phase 1	*	17,399	24	13
<i>Santa Barbara</i>	<i>rail</i>	<i>Siding Upgrade and Extension</i>	*	12,450	37	19
Santa Barbara	217	Fowler and Ekwill Streets Extensions	*	11,372	37	19
Santa Barbara	101	Carpenteria Creek-Sycamore Creek, Widen	*	15,890	37	19
Santa Barbara	246	East of Lompoc, Widen, Landscaping	*	390	37	19
Santa Clara	101	Adobe Creek Bike/Pedestrian Bridge	*	4,350	24	13
Santa Clara	rail	BART Extension, Berryessa - Santa Clara	*	14,672	25,27,28	10,15
Santa Clara	680	Soundwall, Capitol - Mueller		4,361	25,27	10,15
Santa Cruz	1	Harkins Slough Road Interchange	*	7,340	30	17
Santa Cruz	1	Freeway Service Patrol	*	150	29	17
Santa Cruz	1	Mar Vista Bike/Pedestrian Overcrossing	*	6,064	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 7	*	805	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 18	*	950	30	17
Santa Cruz	loc	Airport Boulevard Improvements	*	1,195	30	17
Santa Cruz	loc	Cassery Road Bridge Replacement	*	125	29,30	17
Santa Cruz	1/9	Intersection Modifications	*	1,329	29	17
Santa Cruz	1	41st-Soquel Auxiliary Lanes, Bike/Pedestrian Bridge	*	4,000	29	17
Shasta	loc	Browning Street, Canby Road-Churn Creek Road, Complete Street	*	275	1	1
Shasta	loc	Sacramento River Trail to Downtown, Multiple Street Pedestrian Improv.	*	400	1	1
Shasta	5	Redding-Anderson, Knighton-Churn Creek Overcrossing, 6-Lanes		12,122	1	1
Sierra	loc	Smithneck Creek Road Rehabilitation		500	1	1
Sierra	89	Truck Pull-Outs	*	750	1	1
Sierra	loc	Smithneck Creek Bike Path		500	1	1
Siskiyou	loc	South Oregon Street, Lawrence-4H Way		867	1	1
Siskiyou	loc	Oregon Street, Miner Street-North End, Rehabilitation		597	1	1
Siskiyou	loc	Lincoln Road, Union Avenue, Angel Valley Road, Rehab.		785	1	1
Siskiyou	loc	Rehabilitate 6th & Ridgeview		497	1	1
Siskiyou	loc	Vista Drive Rehabilitation		1,795	1	1
Siskiyou	loc	Ream Avenue Rehabilitation		242	1	1
Siskiyou	loc	South 9th Street Rehabilitation		340	1	1
Siskiyou	loc	Overlay & Rehabilitation of Various Streets		812	1	1
Siskiyou	loc	Big Springs Road Rehabilitation, Phase 1		2,700	1	1
<i>Siskiyou</i>	<i>loc</i>	<i>Dunsmuir Road Rehabilitation</i>		188	1	1
Siskiyou	loc	California Street Rehabilitation		130	1	1
Siskiyou	loc	Howell Avenue Rehabilitation		370	1	1
Siskiyou	loc	Matthews & Carlock Streets Pedestrian Improvements		376	1	1
Siskiyou	loc	Mount Shasta Boulevard Rehabilitation		184	1	1
Siskiyou	loc	Ager Road Rehabilitation		1,650	1	1
Solano	loc	Jepson Parkway, Leisure Town Road, Commerce-Orange		9,360	11	3
Stanislaus	132	4-Lane Expressway, Dakota Ave-Route 99, Phase 1A	*	9,641	21	12
Stanislaus	108	Widen McHenry Avenue, Route 108-McHenry Bridge	*	4,100	12	5
Stanislaus	99	Pelandale Avenue Interchange Reconstruction	*	4,336	12	5
Sutter	loc	Replace 5th Street Feather River Bridge, Improve Approaches	*	17,415	3	4
Tehama	loc	Kirkwood Road Bridge, Jewett Creek	*	265	3	4

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Tehama	loc	Baker Road at Brickyard Creek Bridge	*	130	3	4
Tehama	99	Los Molinos Enhancements, Phase 3		1,200	3	4
Tehama	loc	99W, Glenn County Line to City of Corning		3,055	3	4
Tehama	loc	99W, Gyle to South Main at I-5 Overcross		2,950	3	4
Tehama	99	Grant Street, Route 99-Baily Rd, Los Molinos Enhancements, Phase 3		1,200	3	4
Trinity	loc	Wildwood Road Reconstruction, Segment 1	*	60	2	4
Trinity	loc	Lewiston Road No. 202, Postmiles 4.8-5.84, Rehabilitation		400	2	4
Trinity	299	Weaverville, Route 299-Coffee Creek, Turnouts	*	850	2	4
Trinity	loc	Lewiston Road Bike/Pedestrian Lane	*	331	2	4
Tulare	65	Align Road 204, Route 65-Route 198, 4 Lanes	*	1,557	23	14,16
Tulare	99	Tulare, 6-lane Freeway, Prosperity Ave Interchange-Ave 200	*	4,000	23	16
Tulare	99	Tagus 6-Lane Southbound Widening		49,000	23	16
Tulare	99	Tagus 6-Lane Northbound Widening	*	10,250	23	16
Tuolumne	loc	Mono Way Operational Improvements	*	1,536	25	14
Tuolumne	108	Peaceful Oaks Road Interchange Ramps		8,311	25	14
Various	rail	Capitalized Maintenance (Capitol Corridor)		3,000		
Various	rail	Capitalized Maintenance (San Joaquin Corridor)		2,000		
Various	rail	Capitalized Maintenance (Surfliner)		2,000		
Various-MTC Region	80	Improved Bike/Ped Access to San Francisco Bay Bridge East Span	*	15,000	18	9
Ventura	rail	Seacliff Siding Upgrade and Extension		7,870	37	19
<i>Ventura</i>	<i>118</i>	<i>Widening, Los Angeles Avenue-Tapo Canyon Road</i>		<i>3,000</i>	<i>38,44</i>	<i>27</i>
<i>Ventura</i>	<i>101</i>	<i>HOV lanes, Moorpark Road to Route 33</i>		<i>14,000</i>	<i>37,44</i>	<i>19,27</i>
Yolo	loc	Village Pkwy Extension, Stonegate-Pioneer Bluff bridge	*	2,500	4,7	3,6
Yolo	loc	Mace Blvd Complete Street, Blue Oak-Cowell Blvd	*	1,912	4,7	3,6
Yolo	loc	Third Street Improvements, A Street -B Street	*	3,292	4,7	3,6
Yolo	loc	East Main Street Improvements, East St-Pioneer Ave	*	580	4,7	3,6
Yuba	loc	Olivehurst Avenue Roundabout at Powerline/Chesnut	*	717	3	4
<i>Yuba</i>	<i>loc</i>	<i>Powerline Road Safe Route to School, 9th-15th, Phase 2</i>	<i>*</i>	<i>500</i>	<i>3</i>	<i>* 4</i>
Total				2,004,014		

NOTES:

1. This list represents all STIP projects programmed in fiscal years 2016/17 through 2018/19 except Planning, Programming & Monitoring, and AB 3090 Reimbursement projects.
2. Projects in italics were proposed to be deleted from the STIP in the RTIPs and ITIP submitted to the Commission by December 15, 2015.
3. Route acronyms:
number = state highway
loc = local road
gsep = rail grade separation
rail = heavy or light rail project
bus = bus transit

* These projects leverage other funds.

Background Attachment:

The California Transportation Commission has a statutory responsibility to advise the Legislature on transportation policy matters. In our 2015 Annual Report, our primary recommendation to the Legislature was to approve additional funding to support the state's transportation program. This communication serves as a supplement to provide a clear and stark reminder of the magnitude of the program's funding shortfall and the urgent need to respond to this critical problem.

As stated previously, California faces a transportation funding crisis of significant and increasing proportions. We have underinvested in our transportation infrastructure for the past several decades and have failed to fund needed repairs to an aging and failing system that we rely on to move people and goods in this state. Further, we have little capacity to pay for necessary road, transit and rail improvements to meet the demands of a growing population and an expanding economy.

In his inaugural address last year, Governor Brown called attention to this problem and challenged the Legislature to respond. A number of bills were introduced in 2015 but little progress was made in moving this legislation. Over the summer, the Governor convened a special session for the purpose of resolving the issue, and, in late August, he proposed a plan of his own. The plan, subsequently incorporated into his 2016-17 budget proposal, includes new revenue and several reform measures sought by members of the Legislature. Over the fall, Legislative Leadership appointed a conference committee to consider solutions for addressing the funding shortfall.

Currently, there are two comprehensive bills pending in the Legislature (SB 1x1 by Senator Beall and AB 1591 by Assembly Member Frazier) along with the Governor's budget proposal. Each of these measures would provide more revenue and implement serious program reforms. The Governor and legislative authors are seeking a compromise for their proposals that can be supported by enough members to gain approval of a package that begins to address the state's crumbling transportation infrastructure.

While these proposals are appropriately focused on repairing our failing transportation facilities, the programmatic vehicle used to fund other state transportation projects is broken. The Commission previously advised you of the annual gas tax swap adjustment and how it affects the State Transportation Improvement Program (STIP, for short). The requirement for yearly adjustments created by the swap seriously exacerbates the funding picture by reducing transportation revenue at a time when we need to increase investment in our mobility system.

As the Commission considers the upcoming five-year STIP for 2016, the effect of this swap mechanism on a portion of the existing gas tax has been nothing short of catastrophic. As a result of reduced revenue due to the swap, a whopping \$876 million in 2015 alone, the 2016 Fund Estimate adopted by the CTC in August included virtually no money for new projects in the updated program. Now, the Department of Finance is estimating a further reduction in the excise tax for the coming year and that has prompted Caltrans to prepare a revised fund estimate reflecting the additional decline in revenue. The Commission adopted these revisions at its January meeting.

The revised estimate shows a negative programming capacity of more than \$750 million over the five-year STIP period. This means that in addition to no new projects for the upcoming STIP, existing projects already programmed must be deleted. To put this into context, the 2014 STIP included \$4.7 billion in programmed projects. The 2016 STIP will likely include only \$3.2 billion or less in programmed projects, and, in addition to deleting planned projects, it will be necessary to move many projects into the outer years of the five-year plan. The attached is a list of those projects that may be delayed or removed from the new STIP.

All three of the funding proposals before the Legislature include provisions to remedy the impact of the yearly swap adjustment on transportation funding, and the Commission supports any reform and revenue measure that will responsibly address the serious problems identified in this letter. We also recognize the difficult challenges facing the Legislature in coming to agreement on these issues and appreciate the efforts being expended by all parties to identify possible solutions to this enormous problem. While we will provide whatever assistance we can to support you in this task, we strongly urge legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Thank you for your urgent consideration of this important matter.

C/CAG AGENDA REPORT

Date: February 11, 2016

To: City/County Association of Governments Board or Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of the Alternative Fuel Readiness Plan for San Mateo County

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

RECOMMENDATION

That the C/CAG Board review and approve the Alternative Fuel Readiness Plan for San Mateo County.

FISCAL IMPACT

\$356,418 (\$275,810 - Grant; \$80,608 - In-kind match)

SOURCE OF FUNDS

California Energy Commission; C/CAG Congestion Relief Plan

BACKGROUND

C/CAG received a grant from the California Energy Commission in June 2014 to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County and 20 cities therein to prepare for the commercialization of alternative transportation fuels including electric, hydrogen, biofuels, propane, and natural gas. A project Task Force was formed comprising of cities (Menlo Park, San Mateo, South San Francisco, Portola Valley) and industry representatives to help guide the development process.

The AFRP Report includes the following elements:

- Analysis existing and potential incentives for increased usage of alternative fuels;
- Challenges and opportunities for sharing best practices for planning, permitting, deployment, maintenance and inspection of Alternative Fuel Infrastructure (AFI);
- Training materials for fleet operators, planners, first responders, and decision-makers regarding AFI development;
- Strategies and best practices to increase procurement of alternative fuels;
- Marketing analyses, marketing materials, and outreach strategies that communicate the benefits of alternative fuel usage to targeted groups such as fleet owners/operators; and
- Strategies to assist alternative fuel wholesalers/retailers, with the intent of increasing the availability and/or reducing the cost of alternative fuels.

At the November 12, 2015 meeting, the C/CAG Board received a presentation that highlighted key elements of the AFRP Report. This information was also presented to the C/CAG Resource

Management and Climate Protection Committee (RMCP), Congestion Management Technical Advisory Committee (TAC), and the Congestion Management and Environmental Quality (CMEQ) Committee.

At the respective meetings in January, both the TAC and CMEQ Committees recommended approval of the Draft Final AFRP Report and Summary Reports. These reports are provided to the C/CAG Board for review and approval. The Draft Final AFRP Report will subsequently be submitted to the California Energy Commission for review and applicable comments will be incorporated as appropriate prior to finalizing for publication.

ATTACHMENTS

1. Draft Final Alternative Fuel Readiness Plan for San Mateo County – Summary Report
For Board Members Only (Under separate cover)
2. Draft Final Alternative Fuel Readiness Plan for San Mateo County (Full Report) available online only at: <http://ccag.ca.gov/committees/board-of-directors/>

C/CAG AGENDA REPORT

Date: February 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-01 authorizing the adoption of the Fiscal Year 2016/17 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County

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

RECOMMENDATION

That the that the Board of Directors approve Resolution 16-01 authorizing adoption of the Fiscal Year 2016/17 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

\$1,279,674.76 (Admin. - \$54,674.76; Projects - \$1,225,000.00)

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and the Peninsula Traffic Congestion Relief Alliance (Commute.org). Funds provided to SamTrans help fund the SamTrans Shuttle Program for the BART shuttles, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips as well as shuttle program management and includes carpool incentives, vanpool incentives, school pool incentives and a "Try Transit Program". Commute.org also manages shuttles on behalf of member cities.

The BAAQMD County Program Manager Fund Expenditure Plan Guidance for TFCA (Guidance) for Fiscal Year 2017 is utilized for the FY 2016/17 Program. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects (e.g., Voluntary Trip Reduction Program, implemented by Commute.org) must result in a C-E of less than \$90,000 per ton of reduced emissions. Existing Shuttle/Feeder bus Service (e.g., SamTrans BART Shuttles) must show a C-E of less than \$175,000 per ton of reduced emissions.

In previous years, the Voluntary Trip Reduction Program has met the C-E criteria and it is anticipated that the program will continue to meet the criteria for the upcoming FY 2016/17. The SamTrans BART Shuttle, however, has had issues meeting the C-E over the recent years. Meeting the C-E goal has been challenging due to a variety of factors including the methodology, assumptions, and survey data used in the calculation as well as the requirement to evaluate each shuttle route individually as opposed to evaluating all the route together as part of one project. With the expectation that only some of the seven (7) SamTrans BART shuttle route currently receiving TFCA fund will meet the C-E requirements, it was determined that the total amount of funds allocated to SamTrans be reduced in the FY 2016/17 program cycle.

For FY 2016/17, the estimated administration budget is \$54,674.76 (approx. 5%) with the remaining \$1,225,000 proposed to be available for projects. It is recommended that the SamTrans Shuttle Program receive an allocation of \$200,000 for its current shuttle program. This funding recommendation, which is lower than previous years due to identified challenges in meeting the program effectiveness requirements, shall be contingent upon SamTrans submitting an acceptable work plan and C-E calculations to qualify for use of the funds. It is also recommended that the Commute.org receive an allocation of \$525,000, which is slightly more than last year's allocation amount. The funds allocated for Commute.org will be subjected to the submission of an acceptable work plan for use of the funds. In addition, these funds will be combined with C/CAG Congestion Relief Plan funds for the Countywide Voluntary Trip Reduction Program.

The remaining \$500,000 will be allocated towards a new program to fund either alternative fuel related or arterial management related projects. Staff will be developing the project guidelines in the next months and will provide information to the Board at a future meeting.

A summary of the recommended C/CAG TFCA Program for Fiscal Year 2016/17 is shown below:

Administration	\$54,674.76
SamTrans	\$200,000
Commute.org	\$525,000
Alternative Fuel or Arterial Management (New)	\$500,000
Total funds obligated	\$1,279,674.76
Total funds anticipated	\$1,279,674.76
Balance	\$0

For information, the TFCA funding distribution for the past four years are as follows:

<i>Agency</i>	<i>Project</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>	<i>2015/16</i>
C/CAG	Administration	\$47,781	\$52,526	\$53,337	\$54,940
SamTrans	Employer Based Shuttle Projects	\$554,400	\$566,000	\$582,000	\$601,000
Commute.org	Countywide Voluntary Trip Reduction Program	\$435,600	\$445,000	\$457,500	\$472,300
Totals		\$1,037,781	\$1,063,526	\$1,092,837	\$1,128,240

ATTACHMENTS

Resolution 16-01

RESOLUTION 16-01

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE ADOPTION OF THE FISCAL YEAR 2016/17 EXPENDITURE PLAN FOR THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND FOR SAN MATEO COUNTY

WHEREAS, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and

WHEREAS, the Board of Directors of the City/County Association of Governments has approved certain projects and programs for funding through San Mateo County's 40 percent local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, the total TFCA funds available from the Bay Area Quality Management District in Fiscal Year 2016/17 for San Mateo County is \$1,279,674.76; and

WHEREAS, C/CAG will act as the Program Manager for \$1,225,000 of TFCA funded projects; and

WHEREAS, C/CAG will allocate \$200,000 of TFCA County Program Manager funds to the San Mateo County Transit District (SamTrans) for the SamTrans Shuttle Program; and

WHEREAS, C/CAG will allocate \$525,000 of TFCA County Program Manager funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the Countywide Voluntary Trip Reduction Program; and

WHEREAS, C/CAG will allocate \$500,000 of TFCA County Program Manager funds for either alternative fuel related or arterial management related projects, which will be defined further and brought back to the Board for approval; and

WHEREAS, the projects included in this expenditure plan will be evaluated using the cost-effectiveness worksheet provided by the Bay Area Air Quality Management District to determine that they meet the required cost-effectiveness threshold. All proposed expenditures will be consistent with the *Clean Air Plan* and Section 44241(b) of the California Health and Safety Code.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Staff is authorized to submit the Fiscal Year 2016/17 Expenditure Plan for the TFCA County Program Manager Fund for San Mateo County to the Bay Area Air Quality Management District.

PASSED, APPROVED, AND ADOPTED THIS 11th DAY OF FEBRUARY 2016.

Mary Ann Nihart, C/CAG Chair

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Councilmember Gina Papan of the City of Millbrae to the Legislative Committee

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

RECOMMENDATION

That the Board review and approve the appointment of Councilmember Gina Papan of the City of Millbrae to the Legislative Committee

FISCAL IMPACT

Unknown

SOURCE OF FUNDS

N/A

BACKGROUND

Currently, there are two vacant elected seats on the Legislative Committee, vacated by former committee members Art Kiesel of Foster City, and Laurence May of Hillsborough.

Recruitment letters were issued on December 10, 2015 to all elected officials in San Mateo County. Letters of interest were received from Councilmember Gina Papan of the City of Millbrae by the January 15, 2016. A recruitment letter for the second vacancy was sent out again on January 27, 2016 with a due date of February 26, 2016.

The Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills. The Legislative Committee is also the liaison with C/CAG's advocating firm.

ATTACHMENTS

1. Roster for the Legislative Committee
2. Letter from Councilmember Gina Papan

Legislative Committee 2016 Roster

Chair - Deborah Gordon
 Vice Chair - Vacant
 Staff Support: Jean Higaki (jhigaki@smcgov.org)
 (650) 599-1462

Name	Representing
Irene O'Connell	City of San Bruno
Richard Garbarino	City of South San Francisco
Deborah Gordon	Town of Woodside
Catherine Carlton	City of Menlo Park
Karen Ervin	City of Pacifica
Mary Ann Nihart (C/CAG Chair)	City of Pacifica
Alicia Aguirre (C/CAG Vice Chair)	City of Redwood City
Vacant	
Vacant	

The Legislative Committee is composed of seven City Council Members/Members of the Board of Supervisors appointed by the C/CAG Board plus the Chair and Vice Chair of C/CAG.



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

GINA PAPAN
Councilwoman

January 15, 2016

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

Re: Letter of Interest for Legislative Committee

Dear Ms. Wong:

I wish to be considered for appointment to the C/CAG Legislative Committee.

I was re-elected to the Millbrae City Council in November of 2015 after having previously served on the Millbrae City Council from November 2005 to November of 2013. I served as the Mayor of Millbrae in 2008-2009 and again in 2012-2013. I have recently been reassigned by the City of Millbrae to serve on the C/CAG Board of Directors. I previously represented the City of Millbrae on the C/CAG Board of Directors from 2008 to 2009 and again in 2012 to 2013. During my tenure on C/CAG I was the liaison to the HEART board and the Legislative Committee.

I worked in an office of the Governor of California from 1999 to 2002, where I was very active with legislative matters and worked regularly with both houses of the Legislature. Amongst the many legislative efforts in which I participated, I am most proud my work to implement the California "Amber Alert" program and creating protection protocols to prevent elder abuse and child abuse. In response to a, then new, category of crimes, I helped create one of the first high tech crime prevention programs. Following the tragedy in Columbine, Colorado, I worked with a broad coalition of educators, law enforcement agencies and advocates to pass the California Student Safety and Violence Prevention Act of 2000.

As a Deputy Attorney General, I have years of experience in dealing with State and Federal laws. I am committed to working for legislation that would not only benefit the City of Millbrae, but the County as well, and would diligently work to oppose legislation that would be detrimental to our mutual interests.

Sincerely,

Gina Papan
Councilmember

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Councilmember Ann Schneider from the City of Millbrae to the Bicycle and Pedestrian Advisory Committee (BPAC) elected official seat.

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

RECOMMENDATION

That the C/CAG Board review and approve of the appointment of Councilmember Ann Schneider from the City of Millbrae to the Bicycle and Pedestrian Advisory Committee (BPAC) elected official seat.

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Currently the Bicycle and Pedestrian Advisory Committee (BPAC) has one vacant seat for an elected official due to the departure of Marge Colapietro from the BPAC. Staff distributed a recruitment letter to the elected officials and city managers in San Mateo County on December 16, 2015 requesting letters of interest for appointment to the BPAC. Staff received one letter of interest for the elected official seat on the BPAC. The letter of interest was received from Ann Schneider, Councilmember for the City of Millbrae. Staff has offered the opportunity for Councilmember Schneider to speak before the C/CAG Board regarding her interest to be on the BPAC.

ATTACHMENTS

- BPAC Member Roster 2016
- Bicycle and Pedestrian Advisory Committee letter of interest from Ann Schneider
- Resume from Ann Schneider

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

Bicycle and Pedestrian Advisory Committee Members 2016

ELECTED OFFICIALS

Member Name	Jurisdiction Represented
<u>Karen Ervin</u>	City of Pacifica
<u>Eric Reed</u>	City of Belmont
<u>Don Horsley</u>	County of San Mateo (Unincorporated)
<u>Ken Ibarra</u>	City of San Bruno
<u>Karyl Matsumoto</u>	South San Francisco
<u>Marina Fraser</u>	City of Half Moon Bay
<u>Gary Pollard</u>	City of Foster City
<u>(vacant)</u>	

PUBLIC MEMBERS

<u>Andrew Boone</u>	East Palo Alto
<u>Jeffrey Tong</u>	San Bruno
<u>Matthew Self</u>	County of San Mateo (Unincorporated)
<u>Daina Lujan</u>	South San Francisco (seat up for appointment)
<u>Frank Markowitz</u>	San Mateo (seat up for appointment)
<u>Julia Dzierwa</u>	San Carlos (seat up for appointment)
<u>(vacant)</u>	



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

ANN SCHNEIDER
Councilwoman

Sandy Wong
C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
slwong@smcgov.org

January 14, 2016

Dear Executive Director Wong:

I write to request your consideration and support to be appointed to the Bicycle and Pedestrian Advisory Committee (BPAC). I am a newly elected Councilmember for the City of Millbrae. I come on board at a time when Millbrae will be redeveloping a major portion of our City. It is my guess that we are not perceived as being bicycle or pedestrian friendly. Millbrae has a great need and a great opportunity to create safer bicycle and pedestrian routes all along El Camino Real and to the approaches to our multi-model BART/Caltrain and future High Speed Rail station. I would like to serve on this committee to both support countywide actions but also to bring information on best practices to Millbrae to include as we go forward with redevelopment.

I am a former bicycle commuter from Mountain View to Santa Clara and San Jose although this was well before showers in the workplace and any form of dedicated bike lanes. When I was much younger and braver I also cycled from Millbrae to San Mateo and Aragon High Schools. In today's road conditions this is a scary commute although not all that different from the 1970 other than the addition of a great many more cars.

I am semi-retired which gives me considerable time to give to supporting our community. In addition I am excited to learn more about how to make our County and Millbrae better for pedestrians and cyclists as we redevelop along El Camino Real and the Millbrae Station Area. I believe I can learn from what other communities have done and pledge to bring these new and better conditions to Millbrae.

I am also applying to serve on Resource Management and Climate Protection Committee (RMPCP). While I believe I have the available time to serve on both C/CAG Committees, my preference would be to serve on the RMCP. This doesn't mean I am putting PBAC in second place. If I had to choose one, RMCP work plan is a closer fit to my professional skill set. I admit that I will have much to learn about BPAC issues.

I would be deeply honored to receive this appointment. I promise to do all the required reading and be prepared for making difficult and critical recommendations to ensure the safety of our County. I look forward to hearing from you. Please feel free to contact me if you need any additional information in helping make this decision. I can be reached at 650-697-6249 or on my cell phone at 650-218-7497 or via email at aschneider@ci.millbrae.ca.us or my direct email at SchneiderAnn@juno.com.

A handwritten signature in cursive script that reads "Ann Schneider".

Ann Schneider
City of Millbrae Councilwoman

cc: Tom Madalena / tmadalena@smcgov.org

Ann Schneider
406 Palm Ave.
Millbrae CA 94030
(650) 697-6249 / 650 692-1908 fax
Ann@Vote4AnnSchneider.com
Vote4AnnSchneider.com

OBJECTIVE

To serve Millbrae as a City Council Member.

EDUCATION

Emerge – Class of 2015 – Graduation June 2015

Millbrae CERT – Class of 2014

American Redcross – Disaster Volunteer- numerous certifications – 2005 and ongoing

Integrated Pest Management Program – Certified IPM Trainer – spring 1999

Santa Clara County Home Composting Program - Certified Master Composter - October 1996

Mountain View Chamber of Commerce Leadership Program - Graduate - June 1996

University of San Francisco - M.S. Environmental Management, pending - Barriers to Reuse of Products

University of California, Los Angeles - B.A. Analysis of Ecosystems/Geography - 1980. Dean's List

Experiment in International Living, Brattleboro, VT – Semester Abroad - Italy – 1977

Capuchino High School, San Bruno, CA – Class of 1975

Taylor Intermediate School, Millbrae, CA – Class of 1971

Meadows Elementary School, Millbrae, CA – Class of 1969

EXPERIENCE

Millbrae Lions Club – September 2014 –Volunteer at various Millbrae Lion sponsored events: Co-Chaired Halloween Monster Madness carnival games and parade for children, Co-Chair Used Eye Glasses Collection Service, Advisor to Millbrae Leo's our youth service group. Serve food at American Cancer Society Relay for Life, Mills Mania and pancake fund raisers for other community organizations.

Millbrae Citizen Emergency Response Team (CERT) – March 2014 to present – Certified and participate in community training and outreach to residents at public events. On call for local disaster actions.

Millbrae Community Cable Television (MCTV) – November 2013 to present – Board member – Support staff and goals of public access, education and government using live broadcast and video tapes city based programming. Specific duties include grant writing and assisting professional staff as 'talent' or interviewer at different events.

Northern Peninsula Democratic Club – November 2013 – Elected to Treasurer – June 2014 – One of four officers of this Club serving Hillsborough to Brisbane. Responsibilities include financial reporting, banking, supporting membership chair, identification of speakers for monthly meetings, recruiting new Democratic Party volunteers and members.

Millbrae Historical Society – June 2013 to present – Member – Help set up, sell and clean-up for annual rummage sale, help set up holiday decorations.

Mills Sierra Student Coalition – August 2014 to present / formerly Green Youth Alliance – February 2013 to August 2014 – Advisor – Guide Mills High School students working on green projects on campus and within the community. Obtained a grant to take 30 students and their chaperones to the International Zero Waste Week Youth Convergence at San Francisco City College, March 2013. Oversee student projects include energy and zero waste audits, environmental film series (with Friends of Millbrae Library), drafting public education fact sheets, trips to nature. New project helping to educate Millbrae residents and businesses in the new food scrap collection program (January 2015)

Sierra Club National Zero Waste Committee-2006 to present Chair 2007 to 2009 & 2012 - Pushed for the creation of this Committee so the Club would get back to educating members and the public about the importance of recycling. Manage a team of high level recycling volunteers, created Zero Waste and Extended Producer Responsibility Policy adopted by the Sierra Club Board of Directors in Feb. 2008, updated landfill management guidance, worked to add zero waste to Club's energy program and to state and federal energy legislation. Designed the public and internal websites and create or partner with other groups to maximize content on both websites so members and the public can find zero waste and extended producer responsibility information quickly. Beta tested social networking tools to reach younger more diverse audiences. Brought 30 local high school students to the International Zero Waste Youth Convergence in San Francisco in March 2013 and working to get youth and young adults involved in zero waste actions.

Sierra Club Loma Prieta Chapter - 2000 - present - Executive Committee member 2002-2004, Co-Chair Political Committee 2004 to October 2014, Communications Chair, Chair Zero Waste Committee 2004 to present. Train volunteers to serve on endorsement teams for local, Assembly and Senate races. Represent the Club at meetings and hearings at all levels of government. Coordinated Chapter efforts to enact plastic bag and polystyrene take-out food container bans and organics from landfill actions.

Sierra Club California - Executive Committee 2005-2007, State Political Committee 2004 to present, Chair California Zero Waste Committee. Lead contact for lobby staff on zero waste issues. Worked on endorsement actions for Lt. Governor, Secretary of State and Insurance Commissioner and all Congressional races within Loma Prieta boundaries (San Mateo, Santa Clara and San Benito Counties).

Supporting Progressive Candidates & Issues - California and Nationwide – 1998 to present

Precinct walked for Jerry McNerney, Sally Lieber, Jerry Hill, Gene Mullin, David Pine and other local Democratic candidates. Participated in numerous phone banks for Democratic Presidential candidates Al Gore and Barack Obama and down ticket races including Senate races in Oregon and Hawaii. Spent a week in 2004, precinct walking in Reno and Carson City for John Kerry. Participated in voter registration drives at San Jose City Hall, Citizen Naturalization events, League of Women Voters and for Santa Clara County Registrar of Voters.

American Red Cross – Disaster Volunteer – 2005 to present – Cross trained in multiple disciplines including shelter operations, client services, disaster assessments, logistics, donations, government relations, public information officer, media relations including photo journalism, and disaster psychology. Worked on the Gas Bruno Gas Explosion emergency response and recovery, local fires, disaster drills including plane crashes and epidemics.

VoterMarch – following the Bush v. Gore decision on 12/12/2000, Lead the west coast efforts of VoterMarch to protest the election organizing a protest march in San Francisco on May 19, 2001 and continued working on identifying voter disenfranchisement actions around the county. Conducted meet ups and events to publicize voter rights.

University of California, Santa Cruz Extension, Santa Clara, CA April 1995 – June 1999

Northern California Business Environmental Assistance Center (BEAC)

Reuse & Recycling Market Development Program Manager for R-TEAM Project

- Developed, recruited students and developed and taught the first Master Composting Training Program for the County of San Mateo. Identified volunteer opportunities for Master Composters and scheduled workshops and public information booths.
- Researched and wrote a Facilities White Paper for the County of Del Norte to implement a Zero Waste Action Plan. The Paper identified reuse and recycling & composting based businesses that would need to be developed to for the County to reach zero waste. Facilitated the Border Coast Regional Market Development Summit on deconstruction and used building materials resale opportunities as part of the Border Coast Regional Market Development Summit.
- Developed, coordinated and participated in the Fort Ord Deconstruction Pilot Project. Designed deconstruction tasks, collected data, prepared marketing materials, conducted sale of materials, managed videographer in filming deconstruction steps for use in documentary and training videos. Developed training manual and other documents to support deconstruction and used building material stores. Identified potential toxins in used building materials and researched safe markets for used materials. Conducted a design charrette to develop new uses for abandoned wooden military barracks buildings and sited new reuse and recycling based businesses on the former Fort Ord Army Base. Coordinated an exhibit of furniture made from vintage lumber at CRRA Conference in Monterey in 1997.
- The R-TEAM Project was funded by the U.S. Environmental Protection Agency with the goal to create, expand and convert manufacturing businesses to use reusable or recyclable material feedstocks and to assist businesses and agencies in the purchase of recycled content products. This grant was shared with the California Integrated Waste Management Board (CIWMB). Assisted over 1,500 clients in the first three years of this project. Provided technical assistance that included review of business plans, sourcing and marketing assistance, financial and environmental permitting assistance. Conducted on-site and telephone waste audits to most of the clients. Wrote articles, made presentations and developed workshops to assist in reuse and recycling based business expansion. Also involved in several military base closure projects. Conducted site review for deconstruction and drafted deconstruction bid specifications and contracts, e.g., Yosemite & Sequoia National Parks. Coordinated activities with CIWMB, wrote monthly & quarterly reports, invoiced expenses, maintained project budget.

Environmental Science & Management Program

Recycling and Solid Waste Certificate Program Coordinator & Instructor

- Developed new certificate program within the Environmental Science & Management Program, developed new courses and upgraded courses formerly taught at San Jose State University, identified and recruited and hired new instructors. Work with instructors to ensure minimum overlap of material in different courses. Identify, recruit and host advisory board to assist in program direction. Wrote curriculum and taught courses, including Principles to Integrated Waste Management and Commercial Recycling. Liaised with other certificate and undergraduate programs within California and Nationwide. Lobbied at state and federal level for university programs.

California Resource Recovery Association - Repair, Resale and Reuse Technical Council (RRaRC)

Mtn. View/Sacramento/Statewide Association – Board member – May 1998 to 2004 and Chair of Executive Committee of RRaRC - April 1994 to September 2004

- Board member responsibilities included being Board Secretary and member of the Policy & Legislation Committee and Membership Committee. Conference Liaison for the 1999 Annual Conference in San Francisco. Participated in monthly board meetings and conference calls. Developed a media outreach process to quickly respond to source reduction, reuse and recycling issues in the media.
- RRaRC is a statewide 501c(3) non-profit association chartered to ensure that local governments, legislators, businesses, and residents understand the existing reuse and repair infrastructure, and their importance in achieving a sustainable future and AB939 goals. RRaRC acts as a focal point for reuse problems and issues. Scheduled and chaired executive committee meetings, develop work plan, plan workshops, e.g., deconstruction and events, recruited members and leaders, write articles and editorials.
- Represent RRaRC and the University of California/BEAC on several National Recycling Coalition committees including definitions, source reduction and other ad hoc groups. Drafted documents and definitions, exchanged information, and participated in conference calls and e-mail discussions on national level issues.

Construction Materials Recycling Association (CMRA)

Chicago, IL June 1997 to 2003 – *Board member*

- Developed national construction and demolition (C&D) recycling advocacy organization, review C&D related research papers, work to build bridges between CMRA and the Used Building Material Association, develop membership services. Represent deconstruction and used building materials interests.

City of San Jose, Environmental Services Dept., San Jose, CA July 1989 - April 1995

Environmental Specialist - Commercial Recycling and Source Reduction Program Manager

- **Contract Management:** Designed and implemented model corrugated and mixed recycling collection programs for small businesses, schools and city parks. Negotiated with contractors, developed contracts, monitored compliance, and purchased equipment valued at over \$250,000 utilizing the competitive and sole source bidding processes. Developed contracts with local non-profit reuse organizations to support their operations and to offset increases in their disposal costs.
- **Data Management:** Created a computerized system for monitoring outreach efforts and to quantify diversion from private sector recycling service providers. Developed conversion factors to assist in quantifying source reduction, reuse and recycling activities.
- **Program Development:** Created the Source Reduction Program emphasizing actual measurement of source reduction activities. Incorporated non-profit reuse organizations into City garbage system ensuring increased levels of reuse of bulky goods by reducing disposal costs. Created & chaired the Business Recycling Advisory Committee to facilitate communication between various departments within the City and the private sector involved in recycling, reuse, packaging, market development, technology transfer, education and other local and state government agencies.
- **Policy Development:** Developed definitions and associated franchise fees for wet and dry wastes, mixed and source separated recyclables. Developed AB939 Fee cost recovery rational. Wrote source reduction section and edited entire Source Reduction and Recycling Element. Designed new commercial solid waste system for San Jose, including rate setting, updating the municipal ordinance and regulating (permitting) collectors of recyclables.

- **Public Education & Outreach:** Conducted telephone and on-site waste audits at large and small businesses of all types and at institutions including hospitals, schools and other government agencies. Developed a technical information packet to guide businesses and institutions through planning and implementing source reduction, recycling and the purchase of recycled content products. Developed display materials for presentations and public fairs. Organized speakers, awards, displays, exhibitors, and registration at the Don't Let Your Bottom Line Go to Waste conference. Speaker at many state and national level conferences on commercial recycling, source reduction and technology transfer.
- **Training & Management:** Supervised staff of 7 professional employees. Trained staff in contract and data management, presentation skills, performing waste audits, budget and project development and other skills required in implementing recycling and source reduction activities. Provided technical assistance to all staff members within the Environmental Services Department and to peers within the solid waste industry.
- **Technical Involvement:** Acting advisor to the Santa Clara County Manufacturing Group's Solid Waste Task Force. Developed format and wrote several chapters of the "Guide to Commercial Recycling". Developed source reduction workshop format, confirmed speakers and moderated seminar for businesses sponsored by the Manufacturing Group. {Now Silicon Valley Leadership Group} .

Advisor & member of the Institute of Packaging Professionals, Reduce, Reuse, and Recycle in Protective Packaging Task Force. Provided solid waste handling expertise to packaging engineers. Contributed to the "Handbook for Environmentally Responsible Packaging in the Electronics Industry".

NASA, Garbage in Space Technology Transfer: Provided alternative waste systems for space station development and suggested earth bound uses for new technology.

University San Jose State Continuing Education, San Jose, CA June 1991-August 1995
Academic Program Advisor/Associate Professor/Instructor

- Created the Integrated Waste Management Certificate Program at San Jose State University. New courses include: Intro to IWM, Contract Management, Environmental Ethics, Composting, Media & Community Relations, Economics, Program Development, Legislative Issues, Commercial Recycling and Sustainable Business Practices. Developed and taught many of the courses in the Certificate Program. Hire new instructors for the Certificate Program.

Sierra Club, Palo Alto, CA January 1987 - September 1989
Recycling Chair and representative on the San Mateo County Recycling Task Force.

- Created countywide curbside recycling program, numerous workshops and created a recycling comic book. Contributed to a grassroots activist booklet for Greening your Business as part of the Corporate Task Force.

Hewlett-Packard, Mountain View, CA February 1985 - June 1989
Had multiple responsibilities under direct and indirect supervision.

- Lead the Santa Clara County Manufacturing Group's Solid Waste Task Force. Developed source reduction and recycling policy adopted by all member companies. Voting member of Santa Clara County's Intergovernmental Council's Solid Waste Technical Advisory Committee.
- Recycling Specialist: Initiated & coordinated office recycling programs at various Hewlett Packard locations.

- Customer Service Coordinator: Solved customer problems and ensured customer satisfaction with HP equipment and software. Primary contact for scheduling, writing and implementing procedures, training of new staff.
- Corporate Sports Program Manager: Created several company sponsored sport teams for competition with other corporations. Teams won three regional titles, one national title (and appeared on ESPN), and one World Title in the inaugural World Corporate Games. Managed budget of over \$100,000 and 26 individual sport coordinators (engineers in their off-time.)

GTE Sprint, Burlingame, CA August 1983 - February 1985
Department Assistant for Health & Safety and Affirmative Action.

- Developed earthquake emergency procedures, monitored indoor air quality, compiled data and completed compliance reports for health and safety and affirmative action programs.

City of Daly City, Daly City, CA September 1974 - September 1982
Pool Manager, Head Coach, Instructor

- Supervised 32 to 50 employees. Responsible for health and safety of the public. Developed, implemented and taught aquatic programs.

PERSONAL DATA

Enjoy swimming, yoga, cycling, home remodeling & gardening - (using integrated pest control techniques of course), photography, comic book and native North American Indian art collector.

REFERENCES AVAILABLE UPON REQUEST

Printed on 100% total recycled paper including at least 50% post-consumer fiber or sent electronically with no paper at all.

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of appointments to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

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

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Of the seven public seats on the BPAC there is one vacant seat and three seats up for appointment. Staff issued a Call for Applicants for the available public seats on the BPAC and broadcasted the announcement via the BPAC email distribution list and posted it to the C/CAG website. The Silicon Valley Bicycle Coalition also posted the announcement on their website. Staff received a total of three applications for the four seats. The member appointments will be for two-year terms.

The three seats up for appointment are available due to the end of the two-year terms for Daina Lujan, Frank Markowitz, and Julia Dzierwa. The vacant seat has been available due to the departure of Meredith Schneider from the BPAC.

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

- For reappointment of existing members, past attendance records should be a consideration. The attendance policy should be in accordance with the adopted Board Policy which is that members are required to attend a minimum of 75% of all meetings (including regular meetings that did not achieve a quorum) in the past consecutive 12 months.
- No more than two (2) members, either elected or public, should reside in the same jurisdiction.
- Candidates will complete the BPAC Membership Application Form.
- Recruitment announcements should be sent to local Bicycle and Pedestrian groups.

Three members of the public have applied to serve on the BPAC.

<u>Applicant</u>	<u>City of Residence</u>
• Daina Lujan	South San Francisco
• Marge Colapietro	Millbrae
• Rob Lawson	Burlingame

The current members on the BPAC are listed below.

<u>Elected Official Members</u>	<u>City of Residence</u>
• Eric Reed	Belmont
• Don Horsley	County of San Mateo (Unincorporated)
• Ken Ibara	San Bruno
• Karyl Matsumoto	South San Francisco
• Gary Pollard	Foster City
• Karen Irvin	Pacifica
• Marina Fraser	Half Moon Bay

<u>Public Members</u>	<u>City of Residence</u>
• Matthew Self	County of San Mateo (Unincorporated)
• Jeffrey Tong	San Bruno
• Andrew Boone	East Palo Alto
• Daina Lujan	South San Francisco (seat up for appointment)
• Julia Dzierwa	San Carlos (seat up for appointment)
• Frank Markowitz	San Mateo (seat up for appointment)

Each of the applicants has been invited to come before the Board and will have two minutes to speak as to why they would make a good appointment and then answer any questions that the Board may have.

ATTACHMENTS

- BPAC application from Daina Lujan
- BPAC application from Marge Colapietro
- BPAC application from Rob Lawson
- BPAC Meeting Attendance

C/CAG

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

Bicycle and Pedestrian Advisory Committee Public Membership Application

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

FOR INCUMBENTS:

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

As an almost lifelong resident of San Mateo County, I have witnessed San Mateo County's growth firsthand and the impacts this growth has had on the many facets of daily living, particularly in the area of transportation. Facilitating efficient travel throughout the county positively impacts the economy and the quality of life for residents of San Mateo County. As an elementary school principal who is also a certified League of American Cyclists Instructor (#3679), I am committed to supporting children with developing travel habits that enable them to consider alternatives to sitting in a car as a means of getting to and from school. Supporting youth to bike and walk to school enables them to develop travel patterns they will carry with them into adulthood and ideally facilitate a shift away from car dependence.

However, one elementary school principal can only effect change on the students and families of their own school community. For change to be impactful and sustainable, it must include many stakeholders. As such, I also hold a position as a Planning Commissioner for the City of South San Francisco and am a member of the Transportation Authority's Citizen's Advisory Committee. In these roles, I share lessons learned from promoting and facilitating biking and walking at a micro level and inform the thinking of fellow committee members as we work toward sustainable changes on macro levels. It is my goal to support sustainable growth and positive quality of life in San Mateo County. Along these lines, supporting residents in biking and walking promotes health, decreases emissions, and decreases much of the traffic the plagues parts of the County.

While much has been accomplished in recent years, as evidenced by the increasing participation in events such as Bike to Work Day, there is still work to be done in this area. My commitment to supporting more biking and walking through education, engineering, evaluation, enforcement, and encouragement has only strengthened during my term on BPAC. As such, I would like to continue my work with the committee.

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

Members of the BPAC often bring knowledge of bicycle and pedestrian needs that are specific to certain areas of the county as opposed to knowledge of the entire county. Having one city or the county present at each BPAC meeting on a rotating basis may help increase greater awareness of needs throughout the county. The presentation would provide representatives an opportunity to present their perspective on key accomplishments and ongoing areas of need. Building the collective knowledge of BPAC members would greatly assist in addressing needs in targeted ways that are beneficial to the entire region.

3. How long have you served on the BPAC?

I have served on the C/CAG BPAC for 2 years, since my appointment in 2013.

FOR ALL APPLICANTS:

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

At this time, I do not have any other commitments that will prohibit my attendance at C/CAG BPAC meetings or any of the weekend field trips to view project proposals.

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

I am a certified League of American Cyclists Instructor (#3679), a member of the Transportation Authority's Citizen Advisory Committee and a Planning Commissioner for the City of South San Francisco.

C. Please mention the city in which you reside.

I reside in the city of South San Francisco and have lived in San Mateo County for over 35 years.

Marge Colapietro
PO Box 399 Millbrae CA 94030-0399
Telephone: (650) 692-3195 Email: Marge4Millbrae@att.net

January 10, 2016

Mr. Tom Madalena
City/County Association of Governments
of San Mateo County (C/CAG)
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Madalena,

I recently became aware that the C/CAG has issued a Call for Applicants to fill four vacant seats with “public members” on the Bicycle and Pedestrian Advisory Committee (BPAC). I herewith submit my application for consideration.

I have been, and continue to be a lifetime resident of San Mateo County. I reside in the City of Millbrae. I am available to meet on the fourth Thursday of the month at 7:00pm at the San Mateo City Hall and I will do my best to be available at other times that may be required of BPAC members.

I spent almost thirty-eight years in the transportation industry, specifically as a cargo forwarder via air, land, rail and sea. The last 26 of those years was successfully owning and operating my own business in that arena. “Safety” for people and goods was a number one priority at all times no matter what the transportation mode.

My expertise/experience pertaining to service on this committee includes being assigned by the respective Mayor of the City of Millbrae in 2008 as a City Council “alternate” to BPAC, then from 2011 to the end of 2015 I was assigned as the “delegate” to BPAC. I served as Vice Chair of BPAC in 2015. My attendance and participation during those years were responsible and steady. The previous on-going BPAC experience is my strength. I can continue with the continuity of BPAC members with appointment to BPAC.

I would like to serve on BPAC as a “public member” because I was recently termed out of Millbrae City Council service after eight years and my dedication to, and enthusiasm for the work of BPAC has not faltered – BPAC was one of my best and favorite regional appointments. My strength is my past service to the BPAC and being a part of a Board with many accomplishments, i.e.: the successful completion of the “San Mateo County Comprehensive Bicycle and Pedestrian Plan” adopted in 2011 and the many opportunities to participate in the recommendations for allocations of funding of a variety of projects for the cities, towns and county within in San Mateo County. Additionally, there is such a demand for thoughtful, smart and experienced members on BPAC because transportation as we knew it to be continues to evolve all around our County and beyond. Our roadways can no longer continue to handle the continuous growth of vehicular traffic. Public transportation is essential as are alternative modes such as bicycling and walking. Careful updating of policies is essential and funding allocations need to be maximized. I would like to continue to be a part of the BPAC program of work – not only for SMC but also for my community and others that are developing near and around transit hubs. Our neighborhoods and schools need out attention as well.

At this particular time the only appointment I maintain is that of member of the City of Millbrae Oversight Board for the dissolution of Millbrae’s RDA. However, I continue to “volunteer” in my community for *non-city government* groups: Central County Fire Emergency Preparedness CERT/LEND, Friends of Millbrae Library, Millbrae Chamber of Commerce, Millbrae Community Television and the Millbrae Historical Society. I am a member of the Women’s Community Leadership Network and I hope to resume volunteering in our local K-5 schools. These should not interfere with service on BPAC – I did about three times as much while previously serving on BPAC.

I hope that the above is sufficient to indicate my thoughts of what I believe the role of SMC BPAC is and should be moving forward.

If any additional information is needed for this application, please contact me.

Thank you for your consideration of my application.

Sincerely,

Marge Colapietro

FOR NEW MEMBERS:

1. What expertise/experience do you have pertaining to serving on this committee?
 - I'm a committed cyclist. I cycled to school in the North of England as a child, I cycled to work in London and New York. I rode 6,000 miles in 2015 – mostly on the roads of San Mateo county.
 - I have 2 kids who cycle to school daily, in Burlingame. Before they cycled, I walked them to school daily.
 - My wife cycles to school regularly in San Mateo.
 - I am the founder of a bike based business - <https://perfecto.bike/>
 - I believe that in largely flat, mostly sunny San Mateo County, many car journeys are wasted, and walking and cycling are superior modes of transport for many journeys.

2. Why do you want to serve on this committee?
 - I'd like to spend a portion of my time giving back to the local community
 - I want to improve local facilities for pedestrians and cyclists

3. What special strengths would you bring to the committee?
 - I've founded and run many businesses, and am used to making complex decisions quickly.
 - Born in Europe, I've lived in San Mateo County 10+ years. I bring an international as well as a local perspective.
 - LinkedIn: <https://www.linkedin.com/in/roblawson>
 - Strava: <https://www.strava.com/athletes/415524>

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?
 - *"The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on matters relating to bicycle and pedestrian facilities planning. The BPAC advises the C/CAG Board on priority projects for funding through the Transportation Development Act Article 3 grant program and through federal funds allocated through the One Bay Area Grant program."*
 - My interpretation of this is that the committee reviews proposals from across the county and makes recommendations based on fair merit for what should be prioritized for funding.

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

- No

FOR ALL APPLICANTS:

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

- No

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

- No

C. Please mention the city in which you reside.

- Burlingame

Bicycle and Pedestrian Advisory Committee (BPAC) Attendance Report - 2015

Agency	Name	Feb	Mar	May	Aug	Oct
Millbrae	Marge Colapietro	X	X			X
Half Moon Bay	Marina Fraser		X			X
County of San Mateo	Don Horsley	X	X			X
San Bruno	Ken Ibarra					X
South San Francisco	Karyl Matsumoto	X	X			X
Hillsborough	Laurence May	X	resigned			
Foster City	Eric Reed	X	X			
Pacifica	Karen Ervin	X	X			X
Public (East Palo Alto)	Andrew Boone	X	X			
Public (San Carlos)	Julia Dzierwa	X	X			X
Public (County)	Matthew Self	X	X			X
Public (South San Francisco)	Daina Lujan	X	X			X
Public (San Mateo)	Frank Markowitz	X	X			X
Public (County)	Meredith Schneider	X	resigned			
Public (San Bruno)	Jeffrey Tong	X	X			X

X - Committee Member Attended

 No Committee Meeting

C/CAG AGENDA REPORT

Date: February 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of an elected official appointment to the Resource Management and Climate Protection Committee (RMCP)

(For further information please contact Kim Springer at 650-599-1412)

RECOMMENDATION

That the C/CAG Board review and approve an elected official appointment the Resource Management and Climate Protection Committee (RMCP).

FISCAL IMPACT

There will be no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

Currently the Resource Management and Climate Protection Committee (RMCP) has one vacant seat for an elected official due to the departure of Barbara Pierce from the RMCP. Staff distributed a recruitment letter to the elected officials as well as all City and County Managers on December 16, 2015 requesting letters of interest to serve on the committee. By the deadline, staff received two letters of interest. They are from Councilmember Diane Papan (City of San Mateo) and Councilmember Ann Schneider (City of Millbrae). Staff has offered the opportunity for both candidates to speak before the C/CAG Board regarding their interest and qualifications for appointment to the RMCP.

ATTACHMENTS

- RMCP Roster - January 2016
- Letter of Interest – Diane Papan
- Letter of Interest –Ann Schneider

C/CAG

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

Resource Management and Climate Protection Committee (January 2016)	
Elected Officials (7)	
Deborah Gordon – Committee Chair Former Mayor/Councilwoman Woodside	Dave Pine President, Board of Supervisors County of San Mateo
Maryann Moise Derwin – Vice-Chair Former Mayor/Councilwoman Portola Valley	Don Horsley Supervisor County of San Mateo – District 3
Pradeep Gupta Councilmember South San Francisco	Vacant
Rick DeGolia Vice Mayor Atherton	
Stakeholder Representatives (8)	
<u>Energy – Ecology Action</u>	Vacant
<u>Water - BAWSCA</u>	Nicole Sandkulla, P.E. CEO and General Manager
<u>Utility – PG&E</u>	Kathy Lavezzo Senior Account Manager Pacific Gas and Electric Company
<u>Nonprofit</u>	Robert Cormia Professor, Foothill - De Anza Community College
<u>Large Business</u>	Was Facebook
<u>Small Business</u>	Was A+ Japanese Auto Repair
<u>Chamber of Commerce</u>	Was SMC Hispanic Chamber of Commerce
<u>Environmental</u>	Beth Bhatnagar, Board member, Sustainable San Mateo County



January 13, 2016

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

Dear Ms. Wong:

I am pleased to express my interest in serving on C/CAG's Resource Management and Protection Committee ("RMCP") to represent the City of San Mateo and communities throughout San Mateo County.

Energy conservation and sustainability are two of the greatest challenges facing our community. I am very interested in working collaboratively within the County and our cities regarding water, energy, alternative generation and climate protection to reduce energy costs, reduce our carbon footprint and lessen the impact of energy-related infrastructure.

Prior to being elected as a councilmember, I spent many years working as a consensus-builder in the San Mateo Community, serving in our neighborhood associations, working on stakeholder taskforces on issues such as the downtown master plan, field turf, and parking, each of which emphasized sustainability. I have also chaired our local school site council. As an attorney, I have worked on many public works projects and am familiar with the implementation of public contracts and resource policies.

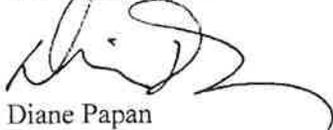
San Mateo has been at the forefront of protecting our resources. It was the first city to join Peninsula Clean Energy. It adopted a comprehensive Climate Action Plan to reduce Green House Gas Emissions and promote sustainable initiatives by providing ways for residents to reduce their utility bills and protect natural resources. It built a state-of-the-art LEED-certified fire station. It has just broken ground on the construction of a digester to convert biogas to compressed natural gas.

In serving on the RMCP, I would be honored to promote energy-efficient behavior throughout our County, both in the public and private sectors. I envision working across city boundaries to address environmental challenges collectively, including promoting the use of less and cleaner energy and innovative ways to recycle and/or recapture water so as to become less dependent upon Hetch Hetchy water. I would welcome the opportunity to work on updating the Energy Strategy.

Ms. Sandy Wong
Re: C/CAG MRCP Committee
Page 2 of 2

Thank you for the opportunity to apply for one of the vacancies on the Resource Management and Protection Committee. I look forward to the possibility of working with you and will bring the same attention to detail and thoroughness to this role as I do to my role on the San Mateo City Council. If you have any questions or need additional information, please contact me at 415-377-4462.

With best regards,

A handwritten signature in black ink, appearing to read 'Diane Papan', with a long, sweeping underline that extends to the right.

Diane Papan
San Mateo City Councilmember



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

ANN SCHNEIDER
Councilwoman

Sandy Wong
C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
slwong@smcgov.org

January 14, 2016

Dear Executive Director Wong:

I write to request your consideration and support to be appointed to the Resource Management and Climate Protection Committee (RMCP). While I am a newly elected Councilmember for the City of Millbrae, I have worked in the environmental field for over 30 years and can bring a lifetime of practical experience dealing with natural resources.

Professionally I specialized in recycling and solid waste issues and am a founding member of the Zero Waste movement. In this field I have worked in both the private sector (Recycling Coordinator and Governmental Affairs Representative for Hewlett Packard); government sector (Commercial Solid Waste Manager, City of San Jose); Academic Sector (UC Santa Cruz and San Jose State as both an Instructor and as Director of Recycling Market Development); and, in the non-profit advocacy arena as the Chair of the Sierra Club's Zero Waste Committee at the National, State and local level. My degrees are in Analysis of Ecosystems / Geography from UCLA and Environmental Science from USF. My resume is attached.

In addition, I have been a regular attendee at Peninsula Choice Energy meetings. For years I have participated with the Sierra Club California Climate and Energy Committee and have prepared and given testimony on AB32 Scoping plan issues at the State and CPUC levels.

I am semi-retired which gives me considerable time to give to supporting our community. In addition I am excited to be able to use my academic and professional background in working on programs that can help our region implement climate change and climate adaptation actions.

I am also applying to serve on the Bicycle and Pedestrian Advisory Committee. While I believe I have the available time to serve on both C/CAG Committees, my preference would be to serve on the RMCP.

I would be deeply honored to receive this appointment. I promise to do all the required reading and be prepared for making difficult and critical recommendations to ensure the safety of our County. I look forward to hearing from you. Please feel free to contact me if you need any additional information in helping make this decision. I can be reached at 650-697-6249 or on my cell phone at 650-218-7497 or via email at aschneider@ci.millbrae.ca.us or my direct email at SchneiderAnn@juno.com.

A handwritten signature in cursive script that reads "Ann Schneider".

Ann Schneider
City of Millbrae Councilwoman

Attachment:
cc: Kim Springer / kspringer@smcgov.org

C/CAG AGENDA REPORT

Date: February 11, 2016
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of Resolution 16-02 approving the population data to be used by C/CAG

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

RECOMMENDATION

That the C/CAG Board review and approve resolution 16-02 approving the population data to be used by C/CAG.

FISCAL IMPACT

Adopted population data will be used to determine C/CAG member contributions, special voting procedures, and other C/CAG programs.

BACKGROUND

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the population data to be used in C/CAG programs. It is recommended that the C/CAG Board adopt the most recent population data available, which is dated January 1, 2015 released by the State Department of Finance May 1, 2015, as the population to be used by C/CAG.

ATTACHMENTS

Resolution 16-02
Population figures provided by the State Department of Finance as of 1/1/2015

Resolution 16-02

* * * * *

**REVIEW AND APPROVAL OF RESOLUTION 16-02
APPROVING THE POPULATION DATA TO BE
USED BY C/CAG**

* * * * *

WHEREAS the C/CAG Joint Powers Agreement uses the population to perform county-wide planning activities as approved by or directed by two-thirds (2/3) of the members representing two-thirds (2/3) of the population of the County, and

WHEREAS the C/CAG Joint Powers Agreement uses the population for special voting procedures, and

WHEREAS the C/CAG Joint Powers Agreement determines C/CAG Member's contribution to C/CAG based upon its population, and

WHEREAS the C/CAG Joint Powers Agreement uses the population for termination and disposition of property, and

WHEREAS the C/CAG Joint Powers Agreement may be amended at any time with the agreement of the majority of the members representing a majority of the population of the County,

WHEREAS the C/CAG Board of Directors shall establish by resolution the population figures to be utilized in determining the population of local governments based on the results of the decennial Federal census or population figures provided by the State Department of Finance,

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG approves the attached table as the population data to be used by CCAG.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF FEBRUARY, 2016.

Mary Ann Nihart, Chair

City/County Population Estimates by Department of Finance

	Jan 1, 2015	January 1, 2014 (Info Only)	January 1, 2013 (Info Only)	January 1, 2012 (Info Only)	January 1, 2011 (Info Only)
County/City	Population				
Total San Mateo County	753,123	745,193	735,678	727,795	724,702
Atherton	6,935	6,917	6,893	6,873	6,917
Belmont	26,748	26,559	26,316	26,065	26,031
Brisbane	4,541	4,431	4,379	4,337	4,328
Burlingame	29,890	29,685	29,426	29,041	29,009
Colma	1,480	1,470	1,458	1,444	1,805
Daly City	105,810	105,076	103,347	102,308	101,920
East Palo Alto	29,137	28,934	28,675	28,402	28,366
Foster City	32,390	32,168	31,120	30,824	30,790
Half Moon Bay	12,051	11,721	11,581	11,452	11,415
Hillsborough	11,420	11,260	11,115	10,981	10,927
Menlo Park	33,273	32,896	32,679	32,441	32,319
Millbrae	22,898	22,605	22,228	22,019	21,714
Pacifica	38,551	38,292	37,948	37,572	37,526
Portola Valley	4,527	4,480	4,448	4,401	4,391
Redwood City	81,838	80,768	79,074	78,068	77,712
San Bruno	44,409	43,223	42,828	42,355	41,842
San Carlos	29,449	29,219	28,931	28,654	28,615
San Mateo	101,429	100,106	99,061	98,076	97,966
South San Francisco	66,193	65,710	65,127	64,161	64,067
Woodside	5,539	5,496	5,441	5,374	5,336
Balance of County	64,615	64,177	63,603	62,947	61,706

Department of Finance

Demographic Research Unit

Phone: (916) 323-4086

For more information: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>

Released on May 1, 2015

<http://www.dof.ca.gov/research/demographic/Estimates/>

C/CAG AGENDA REPORT

Date: February 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review the 2016 State Transportation Improvement Program (STIP), discuss impacts to San Mateo County, and potential actions.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Board review the 2016 State Transportation Improvement Program (STIP), discuss impacts to San Mateo County, and potential actions.

FISCAL IMPACT

Reduction in the STIP will delete programmed projects from funding. Potential impacts to San Mateo County will be between \$10- \$31 million.

SOURCE OF FUNDS

The 2016 State Transportation Improvement Program (STIP) fund comes from State and Federal fund sources.

BACKGROUND

The 2016 STIP for San Mateo County was approved by the C/CAG Board on November 11, 2015 and submitted to the Metropolitan Transportation Commission (MTC) to be included in the Bay Area regional STIP proposal. On December 16, 2015 the MTC commission adopted the bay area STIP proposal and sent it to the California Transportation Commission (CTC) in late 2015. This proposal had zero additional programming capacity but moved existing funding between projects.

The CTC was scheduled to adopt the 2016 STIP in mid-March however, on January 21, 2016; the CTC approved a revised fund estimate which reduced the STIP by \$754 million. This reduction is a result of reduced gas prices exacerbated by the annual gas tax swap adjustments. If the reduction of \$754 million was prorated, based on the CTC county allocation formula, the San Mateo County target for reduction would be approximately \$10 million and the Bay Area reduction target would be approximately \$96 million. However, because several other bay area counties do not have a capacity to reduce, San Mateo County may be forced to make further reductions to the program. MTC has identified candidate projects in each county for deletion in an effort to develop a regional strategy by February 26, 2016.

Staff is participating in regional meetings to determine how to respond to the revised fund estimate. During the coming weeks/ months, it is anticipated that region wide and statewide negotiations will continue to take place regarding the exact amount of funds each county will be forced to cut and how

much funding will be available for each county in each fiscal year.

The CTC has sent a letter to the state legislature regarding the state transportation funding crisis, which is included under Item 6.1 of the February 11, 2016 Board packet. Also included is a proposed letter from C/CAG urging for a legislative solution to address this funding issue as well as a letter of support for AB 1591 (Frazier), which is an aggressive transportation funding proposal.

ATTACHMENTS

1. Excerpt from MTC adopted bay area 2016 STIP proposal submitted to CTC
2. January 2016 CTC Revised 2016 STIP fund estimate

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0
Marin County Total				1,313	0	485	802	26	0	0
Napa County Shares										
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	0	0	0	0	0	0	0
Napa	American Cyn	2130E	Eucalyptus Dr Extension	3,116	0	297	0	2,819	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0
Napa County Total				7,621	0	953	2,133	4,535	0	0
San Francisco County Shares										
San Francisco	SF DPW	642F	Chinatown Broadway Complete Streets, Ph. 4	0	0	0	0	0	0	0
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0
San Francisco County Total				4,779	0	2,424	2,284	71	0	0
San Mateo County Shares										
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	3,217	18,211	0
San Mateo	SM C/CAG	new	US-101 HOV/HOT Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0
San Mateo County Total				62,377	0	16,531	20,508	7,127	18,211	0
Santa Clara County Shares										
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0

REVISED 2016 STIP FUND ESTIMATE

Calculation of Programming Targets

(\$1,000's)

County		
Alameda	3.46153%	-19,565
Alpine	0.10287%	-581
Amador	0.23362%	-1,320
Butte	0.69068%	-3,904
Calaveras	0.27831%	-1,573
Colusa	0.18487%	-1,045
Contra Costa	2.36889%	-13,389
Del Norte	0.17261%	-976
El Dorado LTC	0.48442%	-2,738
Fresno	2.60703%	-14,735
Glenn	0.19363%	-1,094
Humboldt	0.69597%	-3,934
Imperial	1.22915%	-6,947
Inyo	0.95664%	-5,407
Kern	3.51423%	-19,863
Kings	0.51569%	-2,915
Lake	0.30234%	-1,709
Lassen	0.44252%	-2,501
Los Angeles	20.93443%	-118,325
Madera	0.47975%	-2,712
Marin	0.64742%	-3,659
Mariposa	0.18094%	-1,023
Mendocino	0.64993%	-3,674
Merced	0.85589%	-4,838
Modoc	0.23612%	-1,335
Mono	0.71072%	-4,017
Monterey	1.23216%	-6,964
Napa	0.42624%	-2,409
Nevada	0.36644%	-2,071
Orange	6.45388%	-36,478
Placer TPA	0.87885%	-4,967
Plumas	0.26385%	-1,491
Riverside	5.70656%	-32,254
Sacramento	3.27901%	-18,533
San Benito	0.22693%	-1,283
San Bernardino	6.56094%	-37,083
San Diego	7.33455%	-41,456
San Francisco	1.75681%	-9,930
San Joaquin	1.77716%	-10,045
San Luis Obispo	1.89007%	-9,987
San Mateo	1.78783%	-10,105
Santa Barbara	1.13670%	-6,228
Santa Clara	4.11222%	-23,243
Santa Cruz	0.70825%	-4,003
Shasta	0.75799%	-4,284
Sierra	0.12532%	-708
Siskiyou	0.51970%	-2,937
Solano	1.07293%	-6,064
Sonoma	1.31912%	-7,456
Stanislaus	1.31465%	-7,431
Sutter	0.30298%	-1,712
Tahoe RPA	0.16089%	-909
Tehama	0.38534%	-2,178
Trinity	0.27317%	-1,544
Tulare	1.62384%	-9,178
Tuolumne	0.30193%	-1,707
Ventura	2.19267%	-12,393
Yolo	0.63327%	-3,579
Yuba	0.23192%	-1,311
Statewide Regional	100.00000%	
Interregional		
TOTAL		

C/CAG AGENDA REPORT

DATE: February 11, 2016

TO: C/CAG Board of Directors

FROM: Sandy Wong, Executive Director

SUBJECT: Nominations for C/CAG Chair and Vice Chair for the March Election of Officers

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

RECOMMENDATION:

That the C/CAG Board of Directors make nominations for Chair and Vice Chair for the March Election of Officers in accordance with the C/CAG By-Laws.

FISCAL IMPACT:

None.

REVENUE SOURCE:

None.

BACKGROUND/DISCUSSION:

The C/CAG By-Laws established a process to have nominations at the February meeting and then have voting at the following meeting, in March. The objective was to provide Board Members with background information to assist them in casting their vote. Nominations shall only be made by voting members of the Board of Directors. The Chairperson and Vice Chairpersons shall be voting members of the Board, as well. Nominations do not require a second or vote to be a candidate. Nominations should be taken for the Chair and Vice Chair position. Nominations for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations and election of the Chairperson shall precede nominations and election of the Vice Chairperson.

All candidates should provide background information in advance of the March Board meeting such that the material can be included in the packet for the Board's consideration. For those candidates nominated, please provide the background information to Mima Guilles (mguilles@smcgov.org) by February 26, 2016.

CURRENT OFFICERS:

Mary Ann Nihart has served two terms as Chair and is not eligible to serve another term.

Alicia has served one term as Vice Chair and is eligible to serve another term as Vice Chair.

ATTACHMENTS:

1. Article IV of the Bylaws related to Officers.
2. Cover sheet for nominees to submit background information

ARTICLE IV. OFFICERS

Section 1. The officers of the Board of Directors shall consist of a Chairperson and one Vice Chairperson.

Section 2. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. There shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson. An officer shall hold his or her office until he or she resigns, is removed from office, is otherwise disqualified to serve, or until his or her successor qualifies and takes office.

Section 3. Nomination for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations shall be made only by voting members of the Board of Directors.

Section 4. The Chairperson and Vice Chairperson must be a regularly designated, voting member (e.g., not an alternate, or an ex-officio member) of the Board of Directors.

Section 5. Nominations and election of the Chairperson shall precede nominations and election of the Vice Chairperson. Voting shall be public for all offices.

Section 6. The Chairperson shall preside at all meetings of the Board, may call special meetings when necessary, and shall serve as the principal executive officer. The Chairperson shall have such other powers, and shall perform such other duties which may be incidental to the office of the Chairperson, subject to the control of the Board.

Section 7. In the absence or inability of the Chairperson to act, the Vice Chairperson shall exercise all of the powers and perform all of the duties of the Chairperson. The Vice Chairperson shall also have such other powers and shall perform such other duties as may be assigned by the Board of Directors.

Section 8. A special election to fill the vacant office shall be called by the Board of Directors if

the Chairperson or the Vice Chairperson is unable to serve a full term of office.

Section 9. All officers shall serve without compensation.

Section 10. The Chairperson or the Vice Chairperson may be removed from office at any time by a majority vote of those members present at a duly constituted meeting of the Board.

If nominated, please attach candidate background material and return a copy to:

C/CAG

Attn: Mima Guilles
555 County Center, 5th Floor
Redwood City, CA 94063

By: February 26, 2016

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

Date: January 27, 2016

To: All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors
All City/County Managers

From: Mary Ann Nihart, C/CAG Chair

Subject: **C/CAG Committee Vacancies for Elected Officials**

The City/County Association of Governments of San Mateo County (C/CAG) currently has vacancies on two of its standing Committees for elected officials of City Councils and/or the Board of Supervisors. The vacancies are:

- 1 Seat – Congestion Management & Environmental Quality (CMEQ) Committee**
- 1 Seat – Legislative Committee**

Individuals wishing to be considered for appointment to any of these Committees should send a letter of interest to:

Sandy Wong, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
or e-mail to slwong@smcgov.org

Individuals must be an elected official on one of the twenty City Councils in San Mateo County or an elected official on the San Mateo County Board of Supervisors. Individuals may send a letter of interest for a specific committee or a letter expressing interest in serving on any of the committees where there are vacancies.

About the committees:

1. **The Congestion Management and Environmental Quality Committee (CMEQ)** provides advice and recommendations to the full C/CAG Board on all matters relating to transportation planning, congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing the local jurisdictions in San Mateo County. The role of the CMEQ Committee also includes making recommendations to the C/CAG Board on the allocation of funding for specific projects and activities addressing these programmatic areas. The Committee meets on the last Monday of each month from 3:00 p.m. to 5:00 p.m. in the San Mateo City Hall. There is one vacancy on this committee.

2. **The Legislative Committee** provides advice and recommendations to the full C/CAG Board on matters dealing with State Legislation, ballot measures, and positions to take on specific bills. The Committee is also the liaison with C/CAG's Lobbyist in Sacramento. The Committee meets at 5:30 p.m. on the 2nd Thursday of the month, immediately before the regular C/CAG Board meeting. The Committee generally cancels its meetings when the State Legislature is in recess. There are two vacancies on this committee.

If you would like to be considered for any of these Committees, please submit your letter of interest by **February 26, 2016**.

If you have any questions about these Committees or this appointment process, please feel free to contact any of the C/CAG Staff as follows:

For CMEQ:
Jeff Lacap
650-599-1455
jlacap@smcgov.org

For Legislative Committee:
Jean Higaki
650-599-1462
jhigaki@smcgov.org

Sincerely,



Mary Ann Nihart
C/CAG Chair

Hal Bohner

Attorney

115 Angelita Avenue • Pacifica, CA 94044

phone 650-359-4257

hbohner@earthlink.net

Sent by email

February 3, 2016

Ms. Sandy Wong

C/CAG Executive Director [slwong@smcgov.org]

Mr. Jeffrey Lecap

Liaison to the Congestion Management and Environmental
Quality Committee (CMEQ) of C/CAG [jlacap@smcgov.org]

Ms. Jean Higaki

C/CAG [jhigaki@smcgov.org]

Re: Termination of certain STIP / RTIP projects

Ladies and Gentleman:

We are writing to you on behalf of a citizens group in Pacifica called Pacificans for Highway One Alternatives (PH1A). We are writing concerning an LA Times article dated January 22, 2016 and titled "California's falling gas tax revenue leads to massive cut in transit project funding." The article is located at <http://www.latimes.com/local/california/la-me-pol-sac-transportation-cuts-20160123-story.html>

The article says:

Because of the funding cut, the state for the first time in a decade was asking counties to terminate some of the 200-plus projects previously offered funding, according to Susan Bransen, chief deputy director for the commission. Past cuts have resulted only in projects being delayed, she said. Local agencies, including the Los Angeles County Metropolitan Transportation Authority, have until next month to come up with a list of projects to be deleted or delayed, Bransen said.

I understand that soon C/CAG will decide which pending projects to terminate or delay in San Mateo County.

PH1A is opposed to a proposed Caltrans project in Pacifica called the Calera Parkway project (CPP) and the purpose of this letter is to urge you to terminate that project. I understand that the STIP/RTIP includes \$6.9 million for acquisition of right of way for the project.

PH1A representatives have spoken at C/CAG and CMEQ meetings urging termination of the project, and many members of the CMEQ have voted to terminate the project. Our reasons for opposing the CPP are many. The majority of voters in Pacifica oppose the project. In a recent City Council election voters elected John Keener whose primary campaign promise was to oppose the CPP. At a C/CAG meeting last year County Supervisor Don Horsley noted that the project is "highly controversial" in Pacifica. Pacifica's City Council has not approved the project.

The CPP would widen Highway One from 2 lanes in each direction to 3 for about 1.3 miles in southern Pacifica. It would result in a highway more than twice its present width a quarter mile from the ocean, and destroy wetlands and habitat for endangered species. There are two lawsuits against the project, and Caltrans, the San Mateo County Transportation Authority and the City of Pacifica have already spent large sums of money fighting the litigation. More litigation is likely in the future.

The present STIP/RTIP funding shortage is an excellent opportunity for C/CAG to finally put the CPP to rest so that scarce funding can be spent on good projects that should be built.

Sincerely,



Hal Bohner



Peter Loeb

Stan Zeavin

for the Government Liaison Committee
of Pacificans for Highway One Alternatives

Copies -

Members of C/CAG

Elizabeth Lewis
Doug Kim
Terry O'Connell
Ricardo Ortiz
Joseph Silva
Judith Christensen
Lisa Gauthier
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Rick Kowalczyk
Larry May
Catherine Carlton
Gina Papan
Mary Ann Nihart
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Maureen Freschet
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