



**CITY COUNCIL AGENDA
CITY COUNCIL REGULAR MEETING
CITY OF HALF MOON BAY**

TUESDAY, SEPTEMBER 15, 2026

**TED ADCOCK COMMUNITY CENTER, 535 KELLY
AVENUE, HALF MOON BAY, CALIFORNIA 94019**

**Debbie Ruddock, Mayor
Deborah Penrose, Vice Mayor
Robert Brownstone, Councilmember
Patric Jonsson, Councilmember
Paul Nagengast, Councilmember**

7:00 PM

This agenda contains a brief description of each item to be considered. Those wishing to address the City Council on any matter not listed on the agenda, but within the jurisdiction of the City Council to resolve, may come forward to the podium during the Public Forum portion of the agenda and will have a maximum of three minutes to discuss their item. Those wishing to speak on a Business or Public Hearing matter will be called forward at the appropriate time during that item's consideration.

NOTE: Anyone wishing to present materials to the City Council, please submit seven copies to the City Clerk.

Copies of written documentation relating to each item of business on the agenda are on file in the Office of the City Clerk at City Hall where they are available for public inspection. If requested, the agenda shall be available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132.) Information may be obtained by calling 650-726-8271.

In compliance with the Americans with Disabilities Act, special assistance for participation in this meeting can be obtained by contacting the City Clerk's Office at 650-726-8271. A 48-hour notification will enable the city to provide reasonable accommodation to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II).

<http://halfmoonbay.gov/>

HYBRID MEETING PARTICIPATION PROTOCOLS

*This meeting will be held in-person and via Zoom for public participation. Public comments may be made in-person or remotely via Zoom, and interpretation will be available. During any public comment portions, attendees may use the “raise your hand” feature and will be called upon and unmuted when it is their turn to speak. The meeting will also be streamed on Channel 27, on pacificcoast.tv, and on the City website at <https://www.halfmoonbay.gov/315/City-Council-Agendas>. Please click to join the webinar: <https://us06web.zoom.us/j/87674804231> or join by phone at 669-900-9128, using Webinar ID 876-7480-4231. If joining by phone, use *9 to raise your hand, *6 to mute and unmute.*

- 1. ROLL CALL / PLEDGE OF ALLEGIANCE**
- 2. APPROVAL OF AGENDA**
- 3. PROCLAMATIONS AND PRESENTATIONS**
 - 3.A MIDCOAST COMMUNITY COUNCIL UPDATE**
 - 3.B PICKLEBALL PROCLAMATION**
- 4. MAYOR'S ANNOUNCEMENTS OF COMMUNITY ACTIVITIES AND COMMUNITY SERVICE**
- 5. REPORT OUT FROM RECENT CLOSED SESSION MEETINGS**
- 6. COMMISSION / COMMITTEE UPDATES**
- 7. CITY MANAGER UPDATES TO COUNCIL**
 - 7.A COASTSIDE WOMEN'S CLUB 40TH ANNIVERSARY PROCLAMATION**
 - 7.B WINTER STORM UPDATE**
- 8. PUBLIC FORUM**
- 9. CONSENT CALENDAR**
 - 9.A WAIVE READING OF ORDINANCES AND RESOLUTIONS**
 - 9.B APPROVE MINUTES OF THE SEPTEMBER 1, 2026 SPECIAL MEETING**

[ATTACHMENT - September 1, 2026 Special Meeting Minutes](#)
 - 9.C APPROVE MINUTES OF THE SEPTEMBER 1, 2026 REGULAR MEETING**

9.D ACCEPT THE WARRANTS FOR THE MONTH OF AUGUST 2026

Staff Recommendation: Accept the warrants list for the month of August 2026.

[STAFF REPORT](#)

[ATTACHMENT 1 - Check Disbursement List](#)

9.E HIGHWAY 1 - NORTH (CIP PROJECT NO. 0538) PROJECT MANAGEMENT PROFESSIONAL SERVICES AGREEMENT

Staff Recommendation:

Adopt a resolution authorizing the City Manager to execute a professional services agreement with Peninsula Municipal Engineering, Inc. (PME) in an amount not to exceed \$191,000 for project management services for the Highway 1 Safety and Operational Improvements Project - North (CIP Project No. 0538).

[STAFF REPORT](#)

[ATTACHMENT 1 - Resolution](#)

[ATTACHMENT 2 - PME Proposal](#)

9.F IMPLEMENTATION OF MEDICAL, DENTAL, AND VISION BENEFITS FOR ELECTED OFFICIALS

Staff Recommendation:

Adopt 1) A resolution establishing medical, dental, and vision benefits for City Councilmembers; and 2) A resolution extending medical eligibility under the Public Employees' Medical and Hospital Care Act (PEMHCA) to the City's Non-PERS Elected Officials group.

[STAFF REPORT](#)

[ATTACHMENT 1 - Resolution For Benefits Summary for Elected Officials](#)

[ATTACHMENT 2 - Resolution for CalPERS](#)

10. ORDINANCES AND PUBLIC HEARINGS

11. RESOLUTIONS AND STAFF REPORTS

11.A LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE; VOTING DELEGATE AND RESOLUTION PACKET

Staff Recommendation:

By motion, designate the City's voting delegate and alternates for the League of California Cities 2026 Annual Conference and provide direction regarding the Council's position on the 2026 Annual Conference Resolutions Packet.

[STAFF REPORT](#)

[ATTACHMENT - 2026 Annual Conference Resolution Packet](#)

11.B REQUEST FOR PROPOSALS FOR REVENUE ADMINISTRATION AND CONSULTING SERVICES

Staff Recommendation:

By motion, authorize staff to release a Request for Proposals (RFP) for revenue administration and consulting services, including Transient Occupancy Tax administration and audit services, business license administration, and sales tax reporting and forecasting services.

[STAFF REPORT](#)

11.C FINANCIAL REPORT FOR THE QUARTER ENDED ON JUNE 30, 2026

Staff Recommendation:

Accept the Financial Report for the quarter ended on June 30, 2026.

[STAFF REPORT](#)

[ATTACHMENT 1 - Quarterly Financial Report](#)

11.D AUTOMATED LICENSE PLATE READERS PILOT PROGRAM UPDATE

Staff Recommendation:

Receive a report on the two-year ALPR pilot project, which expires on October 28, 2026, and provide direction on a potential continuation of the program and agreement with Fock Group, Inc. ("Flock").

[STAFF REPORT](#)

[ATTACHMENT 1 - SMC ALPR Administrative Policy](#)

[ATTACHMENT 2 - City of Half Moon Bay ALPR Policy](#)

[ATTACHMENT 3 - Grand Jury Report](#)

[ATTACHMENT 4 - 2026 ALPR Annual Report](#)

11.E STUDY SESSION ON E-BIKE-RELATED AMENDMENTS TO MUNICIPAL CODE SECTIONS 10.30.010 AND 10.30.140

Staff Recommendation:

Receive a report on development of ordinance language related to electric bicycles (e-bikes) and provide staff with direction on amending Section 10.30.010 (Bicycle Defined) and Section 10.30.140 (Operation of bicycle, skateboard, or scooter) of the Half Moon Bay Municipal Code.

[STAFF REPORT](#)

[ATTACHMENT - Draft Ordinance](#)

11.F PUBLIC ELECTRIC VEHICLE CHARGING PROGRAM RATE AND INFRASTRUCTURE IMPROVEMENTS

Staff Recommendation:

Staff recommends that the City Council adopt a resolution: 1) Amending the Master Fee Schedule to establish a public EV charging rate of \$0.48 per kilowatt-hour (kWh); and 2) Authorizing the City Manager to implement necessary electrical and metering improvements, and execute related agreements to reduce the City's operating costs for public EV charging.

[STAFF REPORT](#)

[ATTACHMENT 1 - Resolution](#)

[ATTACHMENT 2 - Public EV Financial Analysis](#)

[ATTACHMENT 3 - CC Resolution No 2015-08](#)

11.G CITY COUNCIL PRIORITIES WORKPLAN FOR FISCAL YEARS 2026-28

Staff Recommendation:

Receive a report and provide feedback on the City Council Priorities Workplan for FYs 2026-28.

[STAFF REPORT](#)

[ATTACHMENT 1 - FY 2026-28 Strategic Priorities Workplan Separated](#)

[ATTACHMENT 2 - FY 2026-28 Strategic Priorities Workplan Merged](#)

12. FOR FUTURE DISCUSSION / POSSIBLE AGENDA ITEMS

13. CITY COUNCIL REPORTS

14. ADJOURNMENT

TRANSLATIONS

TRANSLATED AGENDA

[September 15, 2026 Spanish Agenda](#)

LATE CORRESPONDENCE

PUBLIC COMMENTS

[Comments Received 9.10.26-9.14.26](#)

[Comments Received 9.15.26](#)



**CITY OF HALF MOON BAY CITY COUNCIL
TUESDAY, SEPTEMBER 1, 2026
SPECIAL MEETING
ADCOCK COMMUNITY CENTER, 535 KELLY AVENUE**

1. CONVENE SPECIAL MEETING / ROLL CALL

Mayor Ruddock called the Special Meeting to order at approximately 6:00 p.m.

PRESENT: Councilmembers Brownstone, Jonsson, Nagengast and Mayor Ruddock in person.

ABSENT: Vice Mayor Penrose

OPEN SESSION IDENTIFICATION OF CLOSED SESSION ITEMS

2. PUBLIC COMMENT ON CLOSED SESSION ITEMS

3. CLOSED SESSION

4.A CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(D)(1)

Name of case: The People of the State of California et al. v. City of Half Moon Bay, San Mateo County Superior Court, Case No. 26-CIV-05579

4.B CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One Potential Case)

4.C CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 and paragraph (1) of subdivision (e) of Section 54956.9: (One Potential Case)

4.D PUBLIC EMPLOYEE PERFORMANCE EVALUATION-PURSUANT TO GOVERNMENT CODE SECTION 54957

Title: City Manager Matthew Chidester

4. ADJOURN SPECIAL MEETING

Mayor Ruddock adjourned the Special Meeting at approximately 7:00 p.m.

Respectfully Submitted:

Maggie Rodriguez, City Clerk

*Approved by the City Council at the August ____, 2026 Regular meeting.



**CITY OF HALF MOON BAY CITY COUNCIL
TUESDAY, September 1, 2026
REGULAR MEETING MINUTES
ADCOCK COMMUNITY CENTER, 535 KELLY AVENUE**

1. ROLL CALL / PLEDGE OF ALLEGIANCE

Mayor Ruddock called the Regular Meeting to order at 7:13 p.m. and led the pledge of allegiance. City Clerk Rodriguez called the Roll Call.

PRESENT: Councilmembers Brownstone, Jonsson, Nagengast, Mayor Ruddock

ABSENT: Vice Mayor Penrose

2. APPROVAL OF AGENDA

MOTION

Councilmember Brownstone moved and Councilmember Nagengast seconded a motion to approve the agenda hearing item 11A immediately after consent agenda. The motion carried by unanimous vote 4-0, with Vice Mayor Penrose absent.

3. PROCLAMATIONS AND PRESENTATIONS

3.A SUICIDE PREVENTION MONTH PROCLAMATION

San Mateo County Suicide Prevention Committee Member Verna Barrientos said a few words.

3.B SAMUEL RAMOS PALOMINO RECOGNITION

Captain Eamonn Allen recognized Mr. Palominos for his heroic help on the evening of August 18, 2026.

The following individuals addressed the council on items 3.A and 3.B:

- Joaquin Jimenez
- Willa Chapman
- Jimmy Benjamin

4. MAYOR'S ANNOUNCEMENTS OF COMMUNITY ACTIVITIES AND COMMUNITY SERVICE

None.

5. REPORT OUT FROM RECENT CLOSED SESSION MEETINGS

City Attorney Bazzano reported the Council met in Closed Session on September 1, 2026, on four items. There was no reportable action.

6. COMMISSION / COMMITTEE UPDATES

6.A PARKS AND RECREATION COMMISSION REPORT OUT

Interim Deputy City Manager Decker provided updates from the August Parks and Recreation Commission Meeting, where they welcomed two new Youth Representatives, Commissioner Meyer and Commissioner Del Nagro.

6.B PLANNING COMMISSION REPORT OUT

Community Development Director Lacko provided updates from the recent Planning Commission Meetings.

7. CITY MANAGER UPDATES TO COUNCIL

7.A MEASURE I AND Q UPDATE

City Clerk Rodriguez and City Manager Chidester provided updates to the new city webpages that inform the community about the two ballot measures for the November 3, 2026, Election.

The following individuals addressed the council:

- Evelyn DeSouza
- Nancy Fontana
- Sandy Vella

The Council asked clarifying questions of staff.

7.B ONLINE CITY COUNCIL PUBLIC COMMENT FORM

City Clerk Rodriguez informed the council and community of a new way to submit public comments before a City Council Meeting.

The following individuals addressed the council:

- Curt Bianchi
- Nancy Fontana

8. PUBLIC FORUM

The following individuals addressed the Council:

- Jimmy Benjamin
- Joaquin Jimenez
- Jade Cling

9. CONSENT CALENDAR

Councilmember Nagengast asked to hear item 9H.

9.A WAIVE READING OF ORDINANCES AND RESOLUTIONS

9.B APPROVE MINUTES OF THE AUGUST 18, 2026 SPECIAL MEETING

9.C APPROVE MINUTES OF THE AUGUST 18, 2026 REGULAR MEETING

9.D RESOLUTION NO. 2026-81 CONFLICT OF INTEREST CODE UPDATE

9.E APPROVE THE AMENDED 2026 CALENDAR OF CITY COUNCIL MEETINGS

9.F APPROVE THE MAYOR'S LIST OF UPDATED CITY COUNCIL REPRESENTITIVES AND DESIGNATED ASSIGNMENTS FOR 2026.

9.G RESOLUTION NO. 2026-82 AWARD PROFESSIONAL SERVICES AGREEMENT TO ROBERT D. NIEHAUS, INC. FOR SEWER RATE STUDY

9.H ADOPT ORDINANCE NO. 2026-03 AMENDING THE MUNICIPAL CODE AND LOCAL COASTAL PROGRAM TO IMPLEMENT THE SIXTH CYCLE HOUSING ELEMENT

The following individuals address the council:

- Dan Haggarty

MOTION

Councilmember Nagengast moved and Councilmember Brownstone seconded a motion to approve the consent calendar items 9A-9G. The motion carried unanimously 4-0 with Penrose absent.

9.H ADOPT AN ORDINANCE AMENDING THE MUNICIPAL CODE AND LOCAL COASTAL PROGRAM TO IMPLEMENT THE SIXTH CYCLE HOUSING ELEMENT

Councilmember Nagengast asked questions and provided a statement. Community Development Director Lacko provided answers.

MOTION

Councilmember Brownstone moved and Councilmember Jonsson seconded a motion to revising section 6 verbiage within the ordinance as follows: "**Section 6. Effective date.** This Ordinance shall take effect and be in force on the thirtieth (30th) day from and after its final passage and upon certification by the California Coastal Commission." The motion carried unanimously 3-1 with Nagengast voting no and Penrose absent.

RECESS

Mayor Ruddock called for a recess at 8:35 the meeting reconvened at approximately 8:45pm with all four councilmembers present.

10. ORDINANCES AND PUBLIC HEARINGS

10.A APPROVE 2026 MEASURE D TRANSFERS

Assistant City Planner Zalduondo and Community Development Director Lacko presented their staff report. The Council asked questions of staff.

Mayor Ruddock opened the Public Hearing. The following individuals address the council:

- Sophia Whiting
- Amy Miller

MOTION

Councilmember Nagengast moved and Councilmember Brownstone seconded a motion to adopt Resolution No. 2026-83 approving the transfer of 19 of the remaining Downtown base Measure D allocations, to be used for new dwelling units proposed in the Outside Downtown area, prioritized according to the scoring within the Measure D application checklist and as shown within Exhibit A to the Resolution (Attachment 1). The motion carried unanimously 4-0 with Penrose absent.

11. RESOLUTIONS AND STAFF REPORTS

11.A CONSIDERATION OF EXTENDING HEALTH BENEFITS ELIGIBILITY TO ELECTED OFFICIALS

Interim Administrative Services Director Stiles presented the staff report to the council. The council discussed the item. Council directed staff to return to the September 15, 2026 Regular Meeting with a consent item.

11.B SANITARY SEWER SYSTEM SUMMARY AND APPROVAL OF PROFESSIONAL SERVICES AGREEMENT WITH V.W. HOUSEN & ASSOCIATES

Interim Public Works Director Leda presented the staff report to the council. Council discussed the item and made suggestions.

MOTION

Councilmember Nagengast moved and Councilmember Brownstone seconded a motion to 1) Receive a summary report on the condition of the City's sanitary sewer collection system, including the results

of the recent infiltration and inflow assessment; and 2) Adopt a resolution authorizing the City Manager to execute a Professional Services Agreement with V.W. Housen & Associates for wastewater collection system engineering support services in an amount not to exceed \$99,217. The motion carried unanimously 4-0, with Penrose absent.

11.C COMMUNITY BANNER PROGRAM

Interim Public Works Director Leda and Interim Economic and Community Vitality Manager Acosta presented the staff report. City Council discussed the item and asked clarifying questions.

The following individuals addressed the council:

- Amber Stow

MOTION

Councilmember Nagengast moved and Councilmember Brownstone seconded the motion to adopt Resolution No. 2026-85: 1) Establishing the Community Banner Program and approving the Community Banner Program authorizing the City Manager, or his designee, to make amendments to effectively implement and administer the program, subject to the approved Special Sign Program; 2) Amending the Master Fee Schedule to establish a Community Banner Program Application Fee in the amount of \$450 per approved banner cycle; 3) Authorizing the City Manager to negotiate and execute an agreement with the Half Moon Bay Beautification Committee for the installation and removal of community banners, in a form approved by the City Attorney; and 4) Authorizing the City Manager to procure services, supplies, materials and equipment necessary for initial implementation of the Community Banner Program, including banner hardware, banners, paint and related materials, at a total cost not to exceed \$100,000. The motion carried unanimously 4-0, with Penrose absent.

11.D CARTER PARK DONOR PROGRAM UPDATE

Interim Deputy City Manager Decker and Interim Economic and Community Vitality Manager Acosta presented the item. Council asked clarifying questions of staff and discussed the item.

MOTION

Councilmember Nagengast moved and Councilmember Brownstone seconded the motion to adopt Resolution No. 2026-86 approving an update to the Donor Recognition and Naming Program for Carter Park, replacing the policy adopted on June 7, 2022, with the Carter Park Donor & Sponsorship Policy. The motion carried unanimously 4-0, with Penrose absent.

12. FOR FUTURE DISCUSSION / POSSIBLE AGENDA ITEMS

None.

13. CITY COUNCIL REPORTS

None.

14. ADJOURNMENT

Mayor Ruddock adjourned the meeting at approximately 10:49 p.m.

Respectfully Submitted:

Maggie Rodriguez, City Clerk

*Approved by the City Council at the ____ Regular meeting.

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

From: Kenneth Stiles, Interim Administrative Services Director

TITLE: **ACCEPT THE WARRANTS FOR THE MONTH OF AUGUST 2026**

RECOMMENDATION:

Accept the warrants list for the month of August 2026.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

DISCUSSION:

During this month, the City processed 5 check runs. The table below outlines each check run and their individual totals:

Check Run Date	Amount
August 04	24,946
August 06	75,756
August 13	144,513
August 20	1,081,465
August 27	28,906
Total	1,355,586

The City processed payments related to 2 capital improvement projects, in total amount of \$19,831: Eastside Parallel Trail Expansion, Main Street Bridge Maintenance.

Staff has included a list of all vendors who received \$30,000 or more during this reporting period, as shown in the table below.

City of Half Moon Bay Vendor Payments Exceeding \$30,000 By Vendor and Funding Source August 2026			
Payee	General Fund	Other Funds	Description
AYUDANDO LATINOS A SONAR	35,000	-	CSFA FUNDING AGREEMENT FOR ALAS 2026/27
BURKE WILLIAMS & SORENSEN LLP	47,567	-	JUNE'26- LEGAL SERVICES
C/CAG	4,873	40,116	FY 26/27 GEN. FUND & GAS TAX ASSMNTS., CONGESTION RELIEF
MERCY HOUSING CALIFORNIA 110, LP	-	210,869	DRAW REQUEST #01 BECKER GRANT FUNDS 555 KELLY
MILLER PLANNING ASSOCIATES, LLC	-	50,175	JULY'26-IMPLEMENTATION PLAN UPDATE
SEWER AUTHORITY MID-COASTSIDE	-	610,031	AUG'26 SEWER OPERATIONS AND MAINTENANCE

ATTACHMENTS:

Attachment 1 - Check Disbursement List by Check Date

Report Criteria:

Report type: GL detail

ABAG POWER PURCHASING POOL

58383	ASSOCIATION OF BAY AREA GOVERNMENTS	08/20/2026	08/26 LEVELIZED CHARGE-NAT GAS	169.80
58383	ASSOCIATION OF BAY AREA GOVERNMENTS	08/20/2026	8/26 PG&E TRANSPORTATION COST	19.76

Total ABAG POWER PURCHASING POOL: 189.56

ABUNDANT GRACE COASTSIDE WORKER

58381	ABUNDANT GRACE COASTSIDE WORKER	08/20/2026	CSFA FUNDING AGREEMENT FY 26/27	30,000.00
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Total ABUNDANT GRACE COASTSIDE WORKER: 30,000.00

ALAS

58343	ALAS	08/13/2026	REFUND DEPOSIT- CARTER PARK 7/31/26	300.00
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Total ALAS: 300.00

ALONDRA ALCANTAR

58311	ALONDRA ALCANTAR	08/06/2026	DEPOSIT REFUND 0725/26 TRAIN DEPOT	500.00
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Total ALONDRA ALCANTAR: 500.00

ALTA PLANNING & DESIGN INC.

58382	ALTA PLANNING & DESIGN	08/20/2026	CO 6 INDEPENDANT CHECK OF THE STRUCTURAL CALCULATIONS FOR THE BIKE/PED BRIDGE FOR THE	1,387.50
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Total ALTA PLANNING & DESIGN INC.: 1,387.50

AMERICAN DEBRIS BOX SERVICE INC.

58344	AMERICAN PORTABLES	08/13/2026	RENTAL AND SERVICING OF PORTABLE RESTROOMS	4,362.00
58344	AMERICAN PORTABLES	08/13/2026	PORTABLE TOILET RENTAL AND SERVICES	2,800.00
58344	AMERICAN PORTABLES	08/13/2026	RENTAL AND SERVICING OF PORTABLE RESTROOMS	1,305.00
58344	AMERICAN PORTABLES	08/13/2026	RENTAL AND SERVICING OF PORTABLE RESTROOMS	200.00

Total AMERICAN DEBRIS BOX SERVICE INC.: 8,667.00

ANDREINI BROTHERS INC.

58345	ANDREINI BROTHERS INC.	08/13/2026	GRANDVIEW BLVD TRENCH PLATES	1,187.50
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Total ANDREINI BROTHERS INC.: 1,187.50

ANTONIO RONQUILLO

58346	ANTONIO RONQUILLO	08/13/2026	REFUND DEPOSIT - TACC OAK ROOM 8/7	300.00
58346	ANTONIO RONQUILLO	08/13/2026	REFUND DEPOSIT - TACC KITCHEN 8/7	100.00
58346	ANTONIO RONQUILLO	08/13/2026	REFUND 2 HOURS - TACC KITCHEN 8/7	60.00

Total ANTONIO RONQUILLO:

460.00

ASRA ZAVERI

58322	Henna Creationz LLC	08/06/2026	SUMMER'S END HENNA ARTIST 2026 - DEPOSIT	250.00
58357	Henna Creationz LLC	08/13/2026	SUMMER'S END HENNA ARTIST 2026 - BALANCE	500.00

Total ASRA ZAVERI:

750.00

AYUDANDO LATINOS A SONAR

58384	AYUDANDO LATINOS A SONAR	08/20/2026	CSFA FUNDING AGREEMENT FOR ALAS 2026/27	35,000.00
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Total AYUDANDO LATINOS A SONAR:

35,000.00

BIG CREEK LUMBER

58314	BIG CREEK LUMBER	08/06/2026	SDWS .22X6 TIMBER STAR DRIVE SCREW DB	226.03
58314	BIG CREEK LUMBER	08/06/2026	DISCOUNT AMOUNT	2.26-
58314	BIG CREEK LUMBER	08/06/2026	LUMBER FOR MAIN ST BRIDGE MAINTENANCE PROJECT	18,443.14
58314	BIG CREEK LUMBER	08/06/2026	LUMBER FOR MAIN ST BRIDGE MAINTENANCE PROJECT	414.42
58314	BIG CREEK LUMBER	08/06/2026	DISCOUNT AMOUNT	188.58-

Total BIG CREEK LUMBER:

18,892.75

BLACK & VEATCH CORPORATION

58385	BLACK & VEATCH CORPORATION	08/20/2026	JULY-AUG'26-STORMWATER (NPDES) AND ANNUAL REPORTING SERVICES FOR 2026	8,273.50
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Total BLACK & VEATCH CORPORATION:

8,273.50

BURKE WILLIAMS & SORENSEN LLP

58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0001	23,811.13
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0002	5,118.50
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0003	655.50
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0005	5,833.50
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0007	2,380.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0008	560.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0001.001	826.50
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0008.001	2,330.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0012	35.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0013	102.80

58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0014	2,839.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0015	1,050.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0016	765.00
58386	BURKE WILLIAMS & SORENSEN LLP	08/20/2026	JUNE'26-PROFESSIONAL SERVICES FILE# 09446-0009	1,260.00
Total BURKE WILLIAMS & SORENSEN LLP:				47,566.93
CA DEPT OF JUSTICE				
58347	CA DEPT OF JUSTICE	08/13/2026	JUNE'26 FINGERPRINT APPS	32.00
Total CA DEPT OF JUSTICE:				32.00
CALNET3				
58312	AT&T	08/06/2026	JULY '26 PHONE SERVICE	63.22
58313	AT&T	08/06/2026	JULY '26 PHONE SERVICE	882.64
58418	AT&T MOBILITY	08/27/2026	JULY '26 PHONE SERVICE	431.16
Total CALNET3:				1,377.02
CAPITAL ONE TRADE CREDIT				
58315	CAPITAL ONE TRADE CREDIT	08/06/2026	MAINT SUPPLIES JULY26	2,707.73
Total CAPITAL ONE TRADE CREDIT:				2,707.73
CCAG				
58387	C/CAG	08/20/2026	GENERAL FUND ASSESSMENT FY 26/27	4,873.00
58387	C/CAG	08/20/2026	GAS TAX ASSESSMENT FY 26/27	7,256.00
58387	C/CAG	08/20/2026	CONGESTION RELIEF FY 26/27	32,860.00
Total CCAG:				44,989.00
CITY OF SAN MATEO				
58388	CITY OF SAN MATEO	08/20/2026	COUNCIL OF CITIES - RUDDOCK	50.00
Total CITY OF SAN MATEO:				50.00
CLEARGOV INC.				
58348	CLEARGOV INC.	08/13/2026	SINGLE SIGN-ON, DIGITAL BUDGET BOOK, AND TRANSPARENCY SUBSCRIPTION RENEWAL FEES FY 26/	13,946.20
Total CLEARGOV INC.:				13,946.20
COAST RIDGE ECOLOGY				
58316	COAST RIDGE ECOLOGY	08/06/2026	REPORTING 145 & 165 MAY-JUNE'26, 2026 PDP2025-049	6,055.00

58316	COAST RIDGE ECOLOGY	08/06/2026	REPORTING 145 & 165 MAY-JUNE'26, 2026 PDP2025-049	6,055.00
58316	COAST RIDGE ECOLOGY	08/06/2026	REPORTING 145 & 165 MAY-JUNE'26, 2026 PDP2025-049	6,055.00-
58419	COAST RIDGE ECOLOGY	08/27/2026	REPORTING 145 JULY 1-31, 2026 PDP2025-049	1,015.00
58419	COAST RIDGE ECOLOGY	08/27/2026	REPORTING 145 JULY 1-31, 2026 PDP2025-049	1,015.00
58419	COAST RIDGE ECOLOGY	08/27/2026	REPORTING 145 JULY 1-31, 2026 PDP2025-049	1,015.00-
Total COAST RIDGE ECOLOGY:				7,070.00
COASTSIDE AQUATICS CENTER				
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	55.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	385.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	440.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	385.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	330.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	385.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT-SWIM LESSONS SESSION 3 7/20/26-7/30/26	110.00
58317	COASTSIDE AQUATICS CENTER	08/06/2026	INSTRUCTOR PAYMENT - SWIM LESSONS - 2 SUNDAY LESSONS	550.00
Total COASTSIDE AQUATICS CENTER:				2,640.00
COASTSIDE COUNTRY LP				
58349	COASTSIDE COUNTRY LP	08/13/2026	PAYMENT TO INSTRUCTOR-SUMMER LINE DANCE SERIES ENDING ON 8/6	1,816.50
58349	COASTSIDE COUNTRY LP	08/13/2026	PAYMENT TO INSTRUCTOR-SUMMER LINE DANCE SERIES ENDING ON 8/6	84.00
58349	COASTSIDE COUNTRY LP	08/13/2026	PAYMENT TO INSTRUCTOR-SUMMER LINE DANCE SERIES ENDING ON 8/6	1,470.00
58349	COASTSIDE COUNTRY LP	08/13/2026	PAYMENT TO INSTRUCTOR-SUMMER LINE DANCE SERIES ENDING ON 8/6	931.00
Total COASTSIDE COUNTRY LP:				4,301.50
COASTSIDE COUNTY WATER DISTRICT				
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	723 MILL ST # IRRIGATION	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	501 MAIN ST	98.46
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	501 MAIN ST_DC	48.45
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	CITY OF HMB/ COAST.COMM.SENIOR.CNTR	48.45
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	503 JOHNSTON ST	79.45
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	MEDIAN STRIP/HWY 1 # IRRIGATION	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	1310 LORYN LN # IRRIGATION	383.61
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	FERNANDES PARK/MAIN ST # IRRIGATION	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	555 KELLY AVE	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	461 OAK AVE	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	LIFT STATI FAIRWAY DR	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	535 KELLY AVE	146.96
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	537 KELLY AVE	190.66
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	201 WAVECREST RD	3,860.62

58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	HIGGINS CYN RD	250.54
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	529 RUISSEAU FRANCAIS AVE # IRRIGATION	645.99
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	627 ALSACE LORAIN AVE	402.62
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	502 MAIN ST	744.80
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	MAIN & HWY 1 # IRRIGATION	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	HWY 92 MEDIAN # WEST IRRIG	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	HWY 92 MEDIAN # EAST IRRIG	41.43
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	620 CORREAS/LIBRARY	531.93
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	620 CORREAS/LIBRARY # DC	123.41
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	620 CORREAS/LIBRARY # IRRIGATION	108.94
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	10 STONE PINE RD #IRRIGATION	417.87
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	880 STONE PINE RD # COMM	324.76
58350	COASTSIDE COUNTY WATER DISTRICT	08/13/2026	HYDRANT METER	207.41
Total COASTSIDE COUNTY WATER DISTRICT:				8,987.80
COASTSIDE PRINTERS				
58159	COASTSIDE PRINTERS	08/06/2026	UNIFORM EXPENSE FOR J BUTCHER	246.13-
58318	COASTSIDE PRINTERS	08/06/2026	UNIFORM EXPENSE FOR J BUTCHER	246.13
Total COASTSIDE PRINTERS:				.00
COASTWEST FIRE PROTECTION				
58389	COASTWEST FIRE PROTECTION	08/20/2026	INSPECTIONS COMPLETED	1,800.00
Total COASTWEST FIRE PROTECTION:				1,800.00
COLANTUONO HIGHSMITH WHATLEY PC				
58390	COLANTUONO HIGHSMITH WHATLEY PC	08/20/2026	APRIL '26 LEGAL SERVICES-SAM	5,852.99
Total COLANTUONO HIGHSMITH WHATLEY PC:				5,852.99
COLORPRINT				
58319	COLORPRINT	08/06/2026	IMPLEMENTATION PLAN BC'S	130.59
58319	COLORPRINT	08/06/2026	SUMMER'S END BUSINESS CARDS	130.59
58351	COLORPRINT	08/13/2026	NET PROGRAM BUSINESS CARDS	120.60
58391	COLORPRINT	08/20/2026	LANDLORD AND TENANT LETTERS	1,669.92
Total COLORPRINT:				2,051.70
CORODATA RECORDS MANAGEMENT INC				
58352	CORODATA RECORDS MANAGEMENT INC	08/13/2026	JULY '26 RECORDS MANAGEMENT	502.16

Total CORODATA RECORDS MANAGEMENT INC:				502.16
COUNTY OF SAN MATEO				
58374	SAN MATEO COUNTY ENVIRONMENTAL HEALTH	08/13/2026	HEALTH INSPECTION - TED ADCOCK COMMUNITY CENTER	2,555.00
58392	COUNTY OF SAN MATEO	08/20/2026	JULY '26 MICROWAVE MUX DSO	82.25
Total COUNTY OF SAN MATEO:				2,637.25
CRUZIO INTERNET				
58353	CRUZIO INTERNET	08/13/2026	INTERNET SERVICE	24.95
Total CRUZIO INTERNET:				24.95
DAILY JOURNAL				
58423	SAN MATEO DAILY JOURNAL	08/27/2026	ADVERTISING PUBLIC NOTICE PDP-25-054	1,044.00
58423	SAN MATEO DAILY JOURNAL	08/27/2026	ADVERTISING PUBLIC NOTICE PDP-25-054	1,044.00
58423	SAN MATEO DAILY JOURNAL	08/27/2026	ADVERTISING PUBLIC NOTICE PDP-25-054	1,044.00-
Total DAILY JOURNAL:				1,044.00
EDDIE BEHLE				
58320	EDDIE BEHLE	08/06/2026	REIMBURSEMENT - SUPPLIES	29.22
Total EDDIE BEHLE:				29.22
EWING IRRIGATION PRODUCTS				
58393	EWING IRRIGATION PRODUCTS INC.	08/20/2026	IRRIGATION MATERIALS	219.49
58393	EWING IRRIGATION PRODUCTS INC.	08/20/2026	IRRIGATION MATERIALS	809.06
58393	EWING IRRIGATION PRODUCTS INC.	08/20/2026	IRRIGATION MATERIALS	39.60
Total EWING IRRIGATION PRODUCTS:				1,068.15
FLOWBIRD AMERICA INC.				
58354	FLOWBIRD AMERICA INC.	08/13/2026	JULY '26 MAINT SERVICE	124.00
Total FLOWBIRD AMERICA INC.:				124.00
FLYERS ENERGY LLC				
58394	FLYERS ENERGY, LLC	08/20/2026	JUNE'26 FUEL	2,568.65
58394	FLYERS ENERGY, LLC	08/20/2026	JULY'26 FUEL	2,530.98

Total FLYERS ENERGY LLC:				5,099.63
GOOD CITY COMPANY				
58395	GOOD CITY COMPANY	08/20/2026	GOOD CITY COMPANY PLANNER SERVICES AS NEEDED	2,401.25
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-26-003	38.75
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-26-003	38.75
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-26-003	38.75-
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-25-059	77.50
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-25-059	77.50
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-019	77.50-
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-016	310.00
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-016	310.00
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-016	310.00-
58395	GOOD CITY COMPANY	08/20/2026	CONTRACT PLANNING SERVICES: PDP-25-059	77.50-
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-25-060	697.50
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-25-060	697.50
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-25-060	697.50-
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-019	77.50
58395	GOOD CITY COMPANY	08/20/2026	ASSISTANT PLANNER SERVICES PDP-26-019	77.50
Total GOOD CITY COMPANY:				3,602.50
GRANICUS LLC				
58355	GRANICUS LLC	08/13/2026	AUG '26, GRANICUS SERVICE	651.56
Total GRANICUS LLC:				651.56
GRANITE ROCK CO				
58396	GRANITE ROCK CO	08/20/2026	PENINSULA ROAD MATERIALS	479.88
Total GRANITE ROCK CO:				479.88
HALF MOON BAY BUILDING & GARDEN				
58321	HALF MOON BAY BUILDING & GARDEN	08/06/2026	50LBS FAST SET CONCRETE	24.04
58397	HALF MOON BAY BUILDING & GARDEN	08/20/2026	DRAIN ROCKS	6.00
58397	HALF MOON BAY BUILDING & GARDEN	08/20/2026	MIXED TOP SOIL	21.88
Total HALF MOON BAY BUILDING & GARDEN:				51.92
HDL SOFTWARE LLC				
58356	HDL SOFTWARE LLC	08/13/2026	FY 25/26 HDL TOT AND BL ADMINISTRATION	4,240.34

Total HDL SOFTWARE LLC:			4,240.34	
HMB COASTSIDE CHAMBER OF COMMERCE				
58323	HMB COASTSIDE CHAMBER	08/06/2026	MAY '26 BID	23,416.00
58323	HMB COASTSIDE CHAMBER	08/06/2026	MAY '26 BID OOC	6,032.00
Total HMB COASTSIDE CHAMBER OF COMMERCE:			29,448.00	
HUE & CRY SECURITY SYSTEMS INC.				
58324	HUE & CRY SECURITY SYSTEMS INC.	08/06/2026	JULY '26 FIRE ALARM REPAIR	504.98
58398	HUE & CRY SECURITY SYSTEMS INC.	08/20/2026	SEPT '26 SECURITY SERVICE	197.77
58398	HUE & CRY SECURITY SYSTEMS INC.	08/20/2026	SEPT '26 SECURITY SERVICE	499.95
58398	HUE & CRY SECURITY SYSTEMS INC.	08/20/2026	SEPT '26 SECURITY SERVICE	24.00
Total HUE & CRY SECURITY SYSTEMS INC.:			1,226.70	
INFINITY TECHNOLOGIES				
58399	INFINITY TECHNOLOGIES	08/20/2026	JULY-IT MANAGEMENT RENEWAL FY 26/27	16,604.00
58399	INFINITY TECHNOLOGIES	08/20/2026	JULY-IT MANAGEMENT RENEWAL FY 26/27	236.25
Total INFINITY TECHNOLOGIES:			16,840.25	
INTELLI-TECH				
58358	INTELLI-TECH	08/13/2026	ANNUAL ADOBE RENEWAL	5,833.00
Total INTELLI-TECH:			5,833.00	
INTERSTATE TRAFFIC CNTL PROD., INC				
58325	INTERSTATE TRAFFIC CNTL PROD., INC	08/06/2026	YELLOW PAINT	146.13
Total INTERSTATE TRAFFIC CNTL PROD., INC:			146.13	
JAMES J HENDERSON				
58330	NEIGHBORHOOD RADIO	08/06/2026	ADVERTISING SERVICE-JULY 2026	350.00
58367	NEIGHBORHOOD RADIO	08/13/2026	ADVERTISING SERVICE-JUNE 2026	210.00
Total JAMES J HENDERSON:			560.00	
JEN GODINEZ				
58359	JEN GODINEZ	08/13/2026	REFUND DEPOSIT - TRAIN DEPOT 8/2/26	500.00

Total JEN GODINEZ:			500.00	
JULISSA ACOSTA				
58400	JULISSA ACOSTA	08/20/2026	MILEAGE REIMBURSEMENT: CALED RURAL EXCHANGE	145.92
Total JULISSA ACOSTA:			145.92	
KARENN CASTILLO				
58360	KARENN CASTILLO	08/13/2026	REFUND DEPOSIT - TRAIN DEPOT 8/8	500.00
Total KARENN CASTILLO:			500.00	
KARLAS JANITORIAL & SUPPLIERS, LLC				
58361	KARLAS JANITORIAL & SUPPLIERS, LLC	08/13/2026	FY 26/27 JANITORIAL SERVICES-AMENDMENT 2 PROFESSIONAL SERVICES AGREEMENT	16,946.84
Total KARLAS JANITORIAL & SUPPLIERS, LLC:			16,946.84	
KQED INC.				
58420	KQED INC.	08/27/2026	SUMMER'S END ADVERTISING	3,000.00
Total KQED INC.:			3,000.00	
KRISCH & COMPANY				
58401	KRISCH & COMPANY	08/20/2026	JULY-SEWER RATE PROJECT PM SERVICES	4,578.50
Total KRISCH & COMPANY:			4,578.50	
LARRY D. FISHER				
58421	LARRY D. FISHER	08/27/2026	SOFTBALL UMPIRE 8/04/26-8/26/25	1,440.00
Total LARRY D. FISHER:			1,440.00	
LAURA L. BECKER				
58326	LAURA L. BECKER	08/06/2026	INSTRUCTOR PAYMENT- ZUMBA JULY '26	315.00
58326	LAURA L. BECKER	08/06/2026	PAID DIRECTLY TO INSTRUCTOR	12.00-
Total LAURA L. BECKER:			303.00	
LORAL LANDSCAPING INC.				
58362	LORAL LANDSCAPING INC.	08/13/2026	JULY 25/26 MEDIAN MAINTENANCE	929.00
58362	LORAL LANDSCAPING INC.	08/13/2026	JULY 25/26 MEDIAN MAINTENANCE	3,368.00

Total LORAL LANDSCAPING INC.:			4,297.00	
MAIRA SANCHEZ				
58363	MAIRA SANCHEZ	08/13/2026	REFUND DEPOSIT - TRAIN DEPOT 8/1/26	500.00
Total MAIRA SANCHEZ:			500.00	
MARCELA CORDOVA				
58327	MARCELA CORDOVA	08/06/2026	FACE PAINTING SERVICES-SUMMER'S END 2026	900.00
Total MARCELA CORDOVA:			900.00	
MARIAN ELIZABETH POTT				
58328	MARIAN ELIZABETH POTT	08/06/2026	INSTRUCTOR-DOG TRAINING 7/1-7/29	224.00
58328	MARIAN ELIZABETH POTT	08/06/2026	INSTRUCTOR-DOG TRAINING 7/1-7/29	560.00
58328	MARIAN ELIZABETH POTT	08/06/2026	INSTRUCTOR-DOG TRAINING 7/1-7/29	560.00
58328	MARIAN ELIZABETH POTT	08/06/2026	INSTRUCTOR-DOG TRAINING 7/1-7/29	315.00
Total MARIAN ELIZABETH POTT:			1,659.00	
MARK HOFMANN				
58364	MARK HOFMANN	08/13/2026	INSTRUCTOR-PICKLEBALL-PRIVATE LESSON 8/4	84.00
Total MARK HOFMANN:			84.00	
MAZE & ASSOCIATES				
58402	MAZE & ASSOCIATES	08/20/2026	FY 25/26 INDEPENDANT AUDITING SERVICES	19,120.00
Total MAZE & ASSOCIATES:			19,120.00	
MCA DIRECT				
58365	MCA DIRECT	08/13/2026	JUNE'26-MUNICIPAL ELECTION HANDBOOK	494.32
Total MCA DIRECT:			494.32	
MERCY HOUSING CALIFORNIA 110, LP				
58403	MERCY HOUSING CALIFORNIA 110, LP	08/20/2026	DRAW REQUEST #01 BECKER GRANT FUNDS 555 KELLY	210,868.73
Total MERCY HOUSING CALIFORNIA 110, LP:			210,868.73	
METROPOLITAN PLANNING GROUP				
58404	M-GROUP	08/20/2026	PLANNING STAFF SERVICES AS NEEDED	16,469.25

Total METROPOLITAN PLANNING GROUP:			16,469.25	
MILLER PLANNING ASSOCIATES, LLC				
58366	MILLER PLANNING ASSOCIATES, LLC	08/13/2026	JULY'26-IMPLEMENTATION PLAN UPDATE	50,174.50
Total MILLER PLANNING ASSOCIATES, LLC:			50,174.50	
MONICA RUIZ				
58405	MONICA RUIZ	08/20/2026	REFUND DEPOSIT- TRAIN DEPOT 8/15	500.00
Total MONICA RUIZ:			500.00	
MOONALICE TOURING, INC.				
58329	MOONALICE TOURING, INC.	08/06/2026	SUMMER'S END MUSIC PERFORMANCE 2026	3,000.00
Total MOONALICE TOURING, INC.:			3,000.00	
NATALIA ARELLANO				
58406	NATALIA ARELLANO	08/20/2026	REFUND DEPOSIT- TACC 8/15	500.00
Total NATALIA ARELLANO:			500.00	
NICOLAS LASZKIEWICZ				
58407	NICHOLAS TRANSLATIONS & INTERPRETATIONS	08/20/2026	JULY'26 TRANSLATION SERVICES	380.00
Total NICOLAS LASZKIEWICZ:			380.00	
NORA VITALIANI				
58408	NORA VITALIANI	08/20/2026	REFUND DEPOSIT-KITCHEN RENTALS 8/12 8/13 8/14	500.00
Total NORA VITALIANI:			500.00	
OFFICE DEPOT				
58368	ODP BUSINESS SOLUTIONS, LLC	08/13/2026	OFFICE SUPPLIES	10.31
58409	ODP BUSINESS SOLUTIONS, LLC	08/20/2026	METAL SIGNS	22.16
58409	ODP BUSINESS SOLUTIONS, LLC	08/20/2026	OFFICE SUPPLIES	140.94
58409	ODP BUSINESS SOLUTIONS, LLC	08/20/2026	OFFICE SUPPLIES	21.31
Total OFFICE DEPOT:			194.72	
PACIFIC GAS & ELECTRIC				
58422	PACIFIC GAS & ELECTRIC	08/27/2026	KEHOE PARK	9.91

58422	PACIFIC GAS & ELECTRIC	08/27/2026	OCEAN VIEW PARK	25.16
58422	PACIFIC GAS & ELECTRIC	08/27/2026	MAINTENANCE YARD OFFICE - ELECTRIC	123.58
58422	PACIFIC GAS & ELECTRIC	08/27/2026	CITY OF HMB/ STREET LIGHTS	6,682.01
58422	PACIFIC GAS & ELECTRIC	08/27/2026	STREETLIGHT PROJECT	485.98
58422	PACIFIC GAS & ELECTRIC	08/27/2026	BELL MOON LIFT STATION	34.28
58422	PACIFIC GAS & ELECTRIC	08/27/2026	10 STONE PINE RD - CARTER PARK	144.12
58422	PACIFIC GAS & ELECTRIC	08/27/2026	DOWNTOWN ST TREE LIGHTS NORTH HOOK UP @ 700 MILL	1,001.64
58422	PACIFIC GAS & ELECTRIC	08/27/2026	SMITH FIELD	23.91
58422	PACIFIC GAS & ELECTRIC	08/27/2026	SMITH FIELD SNACK BAR	336.97
58422	PACIFIC GAS & ELECTRIC	08/27/2026	401 SEYMOUR ST	48.31
58422	PACIFIC GAS & ELECTRIC	08/27/2026	401 SEYMOUR ST	112.72
58422	PACIFIC GAS & ELECTRIC	08/27/2026	OCEAN COLONY PARTNERS/OCP LIFT STATION	1,150.94
58422	PACIFIC GAS & ELECTRIC	08/27/2026	PILARCITOS CREEK BRIDGE	108.68
58422	PACIFIC GAS & ELECTRIC	08/27/2026	PACIFIC RIDGE LIGHT POLES	42.83
58422	PACIFIC GAS & ELECTRIC	08/27/2026	CITY HALL BUILDING	938.42
58422	PACIFIC GAS & ELECTRIC	08/27/2026	FERNANDEZ PARK	9.53
58422	PACIFIC GAS & ELECTRIC	08/27/2026	NW HWY 1 & MAIN ST	128.82
58422	PACIFIC GAS & ELECTRIC	08/27/2026	PELICAN POINT LIFT STATION	224.79
58422	PACIFIC GAS & ELECTRIC	08/27/2026	HWY 1 & MIRAMONTES LIGHTING	36.72
58422	PACIFIC GAS & ELECTRIC	08/27/2026	HWY 1 & MIRAMONTES LIGHTING	85.69
58422	PACIFIC GAS & ELECTRIC	08/27/2026	HWY 1 & FAIRWAY LIGHTING	37.18
58422	PACIFIC GAS & ELECTRIC	08/27/2026	HWY 1 & FAIRWAY LIGHTING	86.74
58422	PACIFIC GAS & ELECTRIC	08/27/2026	HWY 1 & MIRAMONTES TRAFFIC SIGNAL	65.15
58422	PACIFIC GAS & ELECTRIC	08/27/2026	MOON SCULPTURE SPOTLIGHTS	11.67
58422	PACIFIC GAS & ELECTRIC	08/27/2026	MOON SCULPTURE SPOTLIGHTS	27.23
58422	PACIFIC GAS & ELECTRIC	08/27/2026	LIBRARY ELECTRICITY ONLY	387.58
58422	PACIFIC GAS & ELECTRIC	08/27/2026	DOWNTOWN ST TREE LIGHTS SOUTH HOOK UP @ 650 MIRAMONTES	1,092.62
58422	PACIFIC GAS & ELECTRIC	08/27/2026	SHERIFF SUB-STATION	1,968.61
58422	PACIFIC GAS & ELECTRIC	08/27/2026	COMMUNITY CENTER	1,719.93
58422	PACIFIC GAS & ELECTRIC	08/27/2026	TRAIN DEPOT RSTMS	154.74
58422	PACIFIC GAS & ELECTRIC	08/27/2026	PILARCITOS CREEK UNDERPASS	28.78
58422	PACIFIC GAS & ELECTRIC	08/27/2026	DUTRA PARK	103.96
58422	PACIFIC GAS & ELECTRIC	08/27/2026	CITY OF HMB 501 MAIN ST A	7.84
58422	PACIFIC GAS & ELECTRIC	08/27/2026	CORREAS EV CHARGERS	1,152.78
Total PACIFIC GAS & ELECTRIC:				18,599.82
PATRICK WALLACH				
58410	PATRICK WALLACH	08/20/2026	REFUND- 1/2 OF REGISTRATION-LATE WITHDRAWAL	250.00
Total PATRICK WALLACH:				250.00

PAULO VINICIUS DE CARVALHO SULTANUM

58369	PAULO VINICIUS DE CARVALHO SULTANUM	08/13/2026	SUMMER'S END MUSIC PERFORMANCE 2026	1,300.00
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Total PAULO VINICIUS DE CARVALHO SULTANUM:				1,300.00
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PHILS TIRE & AUTO CARE INC

58332	PHILS TIRE & AUTO CARE INC	08/06/2026	VEHICLE SERIVCE	185.21
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58411	PHILS TIRE & AUTO CARE INC	08/20/2026	VEHICLE SERIVCE	593.40
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Total PHILS TIRE & AUTO CARE INC:				778.61
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PLAN JPA

58370	PLAN JPA	08/13/2026	JULY'26 GENERAL LIABILITY CLAIMS	9,891.38
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58412	PLAN JPA	08/20/2026	WORKERS COMPENSATION CLAIMS JULY'26	467.75
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Total PLAN JPA:				10,359.13
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QUADIENT FINANCE USA, INC

58175	QUADIENT FINANCE USA, INC	08/13/2026	JUNE FY 25/26 QUADIENT LEASE & POSTAGE	461.00-
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58371	QUADIENT FINANCE USA, INC	08/13/2026	JUNE FY 25/26 QUADIENT LEASE & POSTAGE	461.00
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58371	QUADIENT FINANCE USA, INC	08/13/2026	FY 25/26 QUADIENT LEASE & POSTAGE	400.00
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58371	QUADIENT FINANCE USA, INC	08/13/2026	FY 25/26 QUADIENT LEASE & POSTAGE	49.00
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Total QUADIENT FINANCE USA, INC:				449.00
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R STOCKAM ENTERTAINMENT

58333	R STOCKAM ENTERTAINMENT	08/06/2026	SUMMER'S END MUSIC PERFORMANCE 2026 - DEPOSIT	750.00
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58372	R STOCKAM ENTERTAINMENT	08/13/2026	SUMMER'S END MUSIC PERFORMANCE 2026 - BALANCE	750.00
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Total R STOCKAM ENTERTAINMENT:				1,500.00
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RENTOKIL NORTH AMERICA INC

58417	WESTERN EXTERMINATOR COMPANY	08/20/2026	JULY'26 EXTERMINATOR SERVICES	1,942.23
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Total RENTOKIL NORTH AMERICA INC:				1,942.23
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RUDOLF A. HAAS

58334	RUDOLF A. HAAS	08/06/2026	INSTRUCTOR PAYMENT-TAI CHI JULY '26	315.00
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Total RUDOLF A. HAAS:				315.00
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RYAN RAFAEL SARRIA

58335	RYAN RAFAEL SARRIA	08/06/2026	SUMMER'S END MUSIC PERFORMANCE 2026 - DEPOSIT	1,000.00
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58373	RYAN RAFAEL SARRIA	08/13/2026	SUMMER'S END MUSIC PERFORMANCE 2026 - BALANCE	1,000.00
Total RYAN RAFAEL SARRIA:				2,000.00
SAN MATEO COUNTY EMERGENCY MANAGERS ASSO				
58413	SAN MATEO COUNTY EMERGENCY MANAGERS	08/20/2026	EMERGENCY MANAGERS ASSOCIATION DUES RENEWAL	100.00
Total SAN MATEO COUNTY EMERGENCY MANAGERS ASSO:				100.00
SCOTT D. PHILLIPS				
58424	SCOTT D. PHILLIPS	08/27/2026	REIMBURSEMENT-DOCUMENT RECORDATION	76.00
Total SCOTT D. PHILLIPS:				76.00
SERVICE PRESS INC				
58375	SERVICE PRESS INC	08/13/2026	BUSINESS CARDS	64.38
Total SERVICE PRESS INC:				64.38
SEWER AUTHORITY MID-COASTSIDE				
58414	SEWER AUTHORITY MID-COASTSIDE	08/20/2026	AUG-FY 26/27 SEWER GENERAL OPERATIONS AND MAINTENANCE	582,412.58
58414	SEWER AUTHORITY MID-COASTSIDE	08/20/2026	AUG-FY 26/27 SAM COLLECTIONS -SEWER COLLECTION SYSTEM CLEANING, PREVENTATIVE MAINTENA	27,617.92
Total SEWER AUTHORITY MID-COASTSIDE:				610,030.50
SHARP ELECTRONICS CORPORATION				
58425	SHARP ELECTRONICS CORPORATION	08/27/2026	PRINTER LEASE- 48 MONTHS	800.43
Total SHARP ELECTRONICS CORPORATION:				800.43
SHYLAJA NAGINENI				
58336	SHYLAJA NAGINENI	08/06/2026	INSTRUCTOR PAYMENT-YOGA 7/19/26	63.00
Total SHYLAJA NAGINENI:				63.00
STAR ELEVATOR INC				
58376	STAR ELEVATOR INC	08/13/2026	AUG'26-ELEVATOR MAINTENANCE-2 SITES	273.55
58376	STAR ELEVATOR INC	08/13/2026	AUG'26-ELEVATOR MAINTENANCE-2 SITES	273.55
Total STAR ELEVATOR INC:				547.10
STERICYCLE SPECIALTY WASTE SOLUTIONS INC				
58377	STERICYCLE, INC.	08/13/2026	PAPER SHREDDING	258.29

Total STERICYCLE SPECIALTY WASTE SOLUTIONS INC:			258.29	
SUSTAINABLE SAN MATEO COUNTY				
58426	SUSTAINABLE SAN MATEO COUNTY	08/27/2026	FY 26/27 SSMC SUPPORT	2,000.00
Total SUSTAINABLE SAN MATEO COUNTY:			2,000.00	
SWCA INCORPORATED				
58378	SWCA INCORPORATED	08/13/2026	ON-CALL/AS-NEEDED ENVIRONMENTAL AND BIOLOGICAL SERVICES	709.22
58378	SWCA INCORPORATED	08/13/2026	ON-CALL ENVIRONMENTAL AND BIOLOGICAL SERVICES	1,070.53
Total SWCA INCORPORATED:			1,779.75	
T-MOBILE USA INC.				
58337	T-MOBILE	08/06/2026	ACCT 997385192 JULY '26	400.24
Total T-MOBILE USA INC.:			400.24	
TRICOR EMPLOYMENT SCREENING				
58338	TRICOR EMPLOYMENT SCREENING	08/06/2026	EMPLOYMENT SCREENING	7.50
Total TRICOR EMPLOYMENT SCREENING:			7.50	
TURBO DATA SYSTEMS INC				
58379	TURBO DATA SYSTEMS	08/13/2026	JULY '26 CITATION PROCESSING	1,697.08
Total TURBO DATA SYSTEMS INC:			1,697.08	
VAYA CONSULTING, LLC.				
58380	VAYA CONSULTING, LLC.	08/13/2026	JUNE'26-HUMAN RESOURCES CONSULTING	625.00
Total VAYA CONSULTING, LLC.:			625.00	
VESTIS GROUP INC				
58339	VESTIS	08/06/2026	MATS - CITY HALL	209.05
58339	VESTIS	08/06/2026	MATS - PUBLIC LIBRARY	133.12
58415	VESTIS	08/20/2026	MATS - CITY HALL	209.05
58415	VESTIS	08/20/2026	MATS - PUBLIC LIBRARY	133.12
58415	VESTIS	08/20/2026	MATS - CITY HALL	209.05
58415	VESTIS	08/20/2026	MATS - PUBLIC LIBRARY	133.12

Total VESTIS GROUP INC:				1,026.51
VICTOR HERNANDEZ				
58331	ON POINT LANGUAGE SOLUTIONS LLC	08/06/2026	JULY '26 TRANSLATION SERVICES	726.25
Total VICTOR HERNANDEZ:				726.25
VICTOR SILVA				
58427	VICTOR SILVA	08/27/2026	REFUND DEPOSIT - TACC GRAND OAK ROOM 8/21	500.00
Total VICTOR SILVA:				500.00
WELLS FARGO				
58428	WELLS FARGO	08/04/2026	JUNE'26-PRINT AND BIND BPMP	98.77
58428	WELLS FARGO	08/04/2026	JUNE'26-PRINT AND BIND BPMP DESIGN GUIDELINES	79.03
58428	WELLS FARGO	08/04/2026	PARKING FOR FILING N.O.C. - JULY	1.00
58428	WELLS FARGO	08/04/2026	JUNE'26-CONSTANT CONTACT	206.00
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLY	87.49
58428	WELLS FARGO	08/04/2026	ADVERTISING JULY	249.40
58428	WELLS FARGO	08/04/2026	JUNE'26-COFFEE	69.95
58428	WELLS FARGO	08/04/2026	JUNE'26-WRENCHES	78.35
58428	WELLS FARGO	08/04/2026	JUNE'26-TRACTOR PARTS	335.98
58428	WELLS FARGO	08/04/2026	JUNE'26-TEA	48.99
58428	WELLS FARGO	08/04/2026	JUNE'26-TRAILER PARTS	21.96
58428	WELLS FARGO	08/04/2026	JUNE'26-OUTLETS	105.05
58428	WELLS FARGO	08/04/2026	JUNE'26-PLANTS	342.89
58428	WELLS FARGO	08/04/2026	JUNE'26-TRACTOR PARTS	557.55
58428	WELLS FARGO	08/04/2026	SOAP DISPENSERS	125.80
58428	WELLS FARGO	08/04/2026	HAY 4TH OF JULY	118.52
58428	WELLS FARGO	08/04/2026	GLOVES	150.67
58428	WELLS FARGO	08/04/2026	TRAFFIC SAFETY CERT	970.00
58428	WELLS FARGO	08/04/2026	JUNE'26-WEBINAR-WILDLAND URBAN INTERFACE - BEN	95.00
58428	WELLS FARGO	08/04/2026	JUNE'26-COUNCIL MEETING	56.18
58428	WELLS FARGO	08/04/2026	JUNE'26-ELECTION MATERIALS	549.38
58428	WELLS FARGO	08/04/2026	JUNE'26-COUNCIL MEETING	94.17
58428	WELLS FARGO	08/04/2026	JUNE'26 MEETING EXPENSE	65.73
58428	WELLS FARGO	08/04/2026	JUNE'26-ZOOM SUBSCRIPTION	343.92
58428	WELLS FARGO	08/04/2026	JUNE'26-CANVA SUBSCRIPTION	18.00
58428	WELLS FARGO	08/04/2026	NEW STAFF ERGONOMICS-JULY	156.56
58428	WELLS FARGO	08/04/2026	NEW STAFF ERGONOMICS-JULY	62.62
58428	WELLS FARGO	08/04/2026	IIMC MEMBERSHIP-26-27	105.00
58428	WELLS FARGO	08/04/2026	MEETING EXPENSE-JULY	39.97

58428	WELLS FARGO	08/04/2026	JUNE'26-ELECTION SUPPLIES	112.29
58428	WELLS FARGO	08/04/2026	JUNE'26-MEETING EXPENSE	71.00
58428	WELLS FARGO	08/04/2026	JUNE'26-COUNCIL MEETING	91.55
58428	WELLS FARGO	08/04/2026	4TH OF JUY SUPPLIES-JULY	121.94
58428	WELLS FARGO	08/04/2026	4TH OF JUY SUPPLIES-JULY	97.73
58428	WELLS FARGO	08/04/2026	4TH OF JUY SUPPLIES-JULY	78.50
58428	WELLS FARGO	08/04/2026	RECONCILING ITEMS FROM PRIOR PERIOD	66.53-
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	27.83
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	29.39
58428	WELLS FARGO	08/04/2026	JUNE'26-REMOTE ACCESS LICENSE	316.80
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	29.07
58428	WELLS FARGO	08/04/2026	JUNE'26-CITY HALL INTERNET	356.82
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	205.17
58428	WELLS FARGO	08/04/2026	ZOOM SUBSCRIPTION	33.98
58428	WELLS FARGO	08/04/2026	JUNE'26-ZOOM SUBSCRIPTION	5.09
58428	WELLS FARGO	08/04/2026	JUNE'26-EOC INTERNET	55.00
58428	WELLS FARGO	08/04/2026	PARMA MEMBERSHIP	300.00
58428	WELLS FARGO	08/04/2026	GOOGLE SUBSCRIPTION	12.00
58428	WELLS FARGO	08/04/2026	SHERIFF INTERNET	249.43
58428	WELLS FARGO	08/04/2026	CORP YARD INTERNET	293.26
58428	WELLS FARGO	08/04/2026	JUNE'26-TRAINING	197.15
58428	WELLS FARGO	08/04/2026	JUNE'26-APA CA-HIRING COSTS	250.00
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	100.00
58428	WELLS FARGO	08/04/2026	JUNE'26-TRAINING	299.00
58428	WELLS FARGO	08/04/2026	JUNE'26-FORM 94X E-FILING	6.99
58428	WELLS FARGO	08/04/2026	JUNE'26-WELCOME BREAKFAST	318.09
58428	WELLS FARGO	08/04/2026	JUNE'26-CERTIFIED MAIL PDP-26-035	185.60
58428	WELLS FARGO	08/04/2026	JUNE'26-CERTIFIED MAIL PDP-26-035	185.60
58428	WELLS FARGO	08/04/2026	JUNE'26-CERTIFIED MAIL PDP-26-035	185.60-
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	32.95
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	24.58
58428	WELLS FARGO	08/04/2026	JUNE'26-ZOOM SUBSCRIPTION	95.97
58428	WELLS FARGO	08/04/2026	JUNE'26-POSTAGE	10.48
58428	WELLS FARGO	08/04/2026	NEWSPAPER SUBSCRIPTION-JULY	120.00
58428	WELLS FARGO	08/04/2026	JUNE'26-NEWSPAPER SUBSCRIPTION	19.96
58428	WELLS FARGO	08/04/2026	JUNE'26-EMPLOYEE ENGAGEMENT SUPPLIES	13.73
58428	WELLS FARGO	08/04/2026	JUNE'26-EMPLOYEE ENGAGEMENT SUPPLIES	109.62
58428	WELLS FARGO	08/04/2026	JUNE'26-EMPLOYEE ENGAGEMENT SUPPLIES	3.46
58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	44.87
58428	WELLS FARGO	08/04/2026	JUNE'26 OFFICE SUPPLIES	6.99
58428	WELLS FARGO	08/04/2026	JUNE'26-EVENT SUPPLIES	15.36
58428	WELLS FARGO	08/04/2026	JUNE'26-EVENT SUPPLIES	177.23
58428	WELLS FARGO	08/04/2026	JUNE'26-CLOSED SESSION	156.12

58428	WELLS FARGO	08/04/2026	JUNE'26-OFFICE SUPPLIES	32.95
58428	WELLS FARGO	08/04/2026	MEETING EXPENSE-JULY	147.59
58428	WELLS FARGO	08/04/2026	JUNE'26-DUMP TRUCK REPAIRS	2,352.59
58428	WELLS FARGO	08/04/2026	JUNE'26-QAL-MASON	70.00
58428	WELLS FARGO	08/04/2026	JUNE'26-DETOUR SIGNS	27.13
58428	WELLS FARGO	08/04/2026	JUNE'26-CORE DRILL KIT	2,075.54
58428	WELLS FARGO	08/04/2026	JUNE'26-UNIFORMS	1,680.18
58428	WELLS FARGO	08/04/2026	JUNE'26-BARRICADE RENTAL	1,149.75
58428	WELLS FARGO	08/04/2026	JUNE'26-BACKFLOW GAUGE CALIBRATION	231.75
58428	WELLS FARGO	08/04/2026	GENERATOR LICENSES-JULY	2,416.00
58428	WELLS FARGO	08/04/2026	MEETING EXPENSE-JULY	4.00
58428	WELLS FARGO	08/04/2026	MEETING EXPENSE-JULY	3.00
58428	WELLS FARGO	08/04/2026	JUNE'26-SUPPLIES	164.80
58428	WELLS FARGO	08/04/2026	JUNE'26-MEMBERSHIP	16.47
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	48.32
58428	WELLS FARGO	08/04/2026	JUNE'26-SUPPLIES	94.18
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	38.00
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	136.23
58428	WELLS FARGO	08/04/2026	SUPPLIES-JULY	18.45
58428	WELLS FARGO	08/04/2026	SUPPLIES-JULY	51.62
58428	WELLS FARGO	08/04/2026	ADVERTISING-JULY	21.99
58428	WELLS FARGO	08/04/2026	MEMBERSHIP-JULY	12.99
58428	WELLS FARGO	08/04/2026	SUPPLIES-JULY	90.65
58428	WELLS FARGO	08/04/2026	ADVERTISING-JULY	38.00
58428	WELLS FARGO	08/04/2026	SUMMER'S END-JULY	414.46
58428	WELLS FARGO	08/04/2026	MEMBERSHIP-JULY	549.00
58428	WELLS FARGO	08/04/2026	JUNE'26-SUMMER'S END	1,750.77
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	212.93
58428	WELLS FARGO	08/04/2026	JUNE'26-MEMBERSHIP	9.99
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	38.00
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	119.99
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	46.90
58428	WELLS FARGO	08/04/2026	JUNE'26-SUPPLIES	17.57
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SUMMER'S END	395.58
58428	WELLS FARGO	08/04/2026	JUNE'26-MEMBERSHIP	549.00
58428	WELLS FARGO	08/04/2026	JUNE'26-ADVERTISING	48.32
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49
58428	WELLS FARGO	08/04/2026	JUNE'26-SITE PHOTO	.49

58428	WELLS FARGO	08/04/2026	JUNE'26-SUPPLIES	25.90
Total WELLS FARGO:				24,946.42
WEST COAST ARBORISTS INC				
58416	WEST COAST ARBORISTS INC	08/20/2026	JUNE-FY 25/26 TREE MAINTENANCE AND URBAN FOREST MANAGEMENT	9,448.00
Total WEST COAST ARBORISTS INC:				9,448.00
WESTWIND COMPUTER PRODUCTS, INC.				
58340	WESTWIND COMPUTER PRODUCTS, INC	08/06/2026	EMERGENCY OPERATIONS COMMUNICATION DEVICES	2,400.00
Total WESTWIND COMPUTER PRODUCTS, INC.:				2,400.00
ZACH TRENHOLM				
58341	ZACH TRENHOLM	08/06/2026	SUMMER'S END VENDOR 2026 - CARICATURES	950.00
Total ZACH TRENHOLM:				950.00
Grand Totals:				1,355,586.34

Report Criteria:

Report type: GL detail

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Dale Leda, Interim Public Works Director / City Engineer

TITLE: **HIGHWAY 1 - NORTH (CIP PROJECT NO. 0538) PROJECT MANAGEMENT PROFESSIONAL SERVICES AGREEMENT**

RECOMMENDATION:

Adopt a resolution authorizing the City Manager to execute a professional services agreement with Peninsula Municipal Engineering, Inc. (PME) in an amount not to exceed \$191,000 for project management services for the Highway 1 Safety and Operational Improvements Project - North (CIP Project No. 0538).

FISCAL IMPACT:

The Highway 1 Safety and Operational Improvements Project - North is included in the City's adopted FY 2026-27 Capital Improvement Program. The proposed agreement with PME is for an amount not to exceed \$191,000, with services provided on a time-and-materials basis.

Costs will be charged to CIP Project No. 0538 and are eligible for reimbursement under the City's grant funding agreement with the San Mateo County Transportation Authority (SMCTA). The overall CIP project has a total, fully funded budget of approximately \$25.5 million, and sufficient funding is available within the project budget for these services.

STRATEGIC ELEMENT:

This action supports the *Infrastructure and Environment* and *Healthy Communities and Public Safety* Elements of the Strategic Plan.

ENVIRONMENTAL REVIEW:

The Planning Commission adopted the project's Negative Declaration and approved the Coastal Development Permit on December 11, 2018. The proposed agreement provides professional project management services needed to implement the project and does not change the approved scope. No additional environmental review is required for this action.

BACKGROUND:

The Highway 1 North project will improve safety and operations along Highway 1 between North Main Street and Spindrift Way. Major improvements include:

- New signalized intersection at Terrace Avenue
- Grand Boulevard and Frontage Road extensions to Terrace Avenue
- Improvements to the Naomi Patridge Trail
- Extension of the Eastside Parallel Class I Trail from North Main Street to Spindrift Way
- Extension of taper lanes north of Terrace Avenue
- Turning-lane and median improvements
- Green infrastructure and upgraded transit stops

The City is currently managing nearly \$90 million in active Capital Improvement Program projects while operating with reduced staffing levels. Given the size, complexity, and level of coordination required for the Highway 1 North project, additional consultant support will provide needed project management capacity as the project advances into construction, while allowing City staff to continue effectively managing the City's broader capital program.

PME has a long history of providing transportation engineering and capital project management services to the City. The City initially entered into an agreement with PME in January 2017 to provide traffic and transportation engineering assistance and capital project management.

In July 2018, the City issued a competitive Request for Proposals (RFP) for consultant services to provide management support for major Capital Improvement Program projects. The Highway 1 North project was specifically included in the RFP, with responsibilities including management of PS&E, Caltrans permitting, coordination of funding with SMCTA, community outreach, City Council support, and management of the project through bidding and award.

Six firms submitted proposals and were determined to be qualified. Following review and ranking by City staff, PME was determined to be the best-qualified consultant to support the City's transportation and traffic engineering efforts based on its ranking, familiarity with similar projects, and project background.

Following that selection, PME continued to provide project management support for the Highway 1 North project through June 2025, gaining extensive familiarity with the project's history, constraints, and coordination requirements.

As of July 2026, Caltrans has approved the project's 100% Plans, Specifications, and Estimate (PS&E). Remaining preconstruction activities include finalizing the Storm Water Data Report and Quality Management Plan, obtaining right-of-way certification, completing a cooperative agreement associated with additional SMCTA funding, and obtaining the Caltrans encroachment permit. The City currently anticipates advertising the project for construction around December 2026.

DISCUSSION:

With the Highway 1 North Project approaching bidding and construction, staff recommends resuming PME's project management support. PME has extensive prior involvement with the project and is familiar with its design history, Caltrans coordination, funding requirements, utilities, right-of-way issues, and key project stakeholders. This continuity will allow PME to immediately support the remaining preconstruction activities and transition into construction without the inefficiency of bringing a new project manager up to speed.

PME's proposed services include coordination of bidding and award, grant reimbursement and reporting, project budget and schedule monitoring, Caltrans and right-of-way coordination, construction funding agreements, construction management coordination, public outreach, utility coordination, and biological mitigation and landscaping requirements. PME would serve as an extension of City staff under the direction of the Public Works Director/City Engineer and would complement the design and construction management consultants assigned to the project as it advances through final preconstruction, bidding, and construction.

ATTACHMENTS:

1. Resolution
2. PME Proposal

RESOLUTION NO. C-2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH PENINSULA MUNICIPAL ENGINEERING, INC. FOR PROJECT MANAGEMENT SERVICES FOR THE HIGHWAY 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT – NORTH (CIP PROJECT NO. 0538) IN AN AMOUNT NOT TO EXCEED \$191,000

WHEREAS, the City of Half Moon Bay (City) is implementing the Highway 1 Safety and Operational Improvements Project – North, which includes roadway, bicycle and pedestrian, intersection, and related safety improvements along Highway 1; and

WHEREAS, Peninsula Municipal Engineering, Inc. (PME) has previously provided the City with transportation engineering and capital project management services, including extensive project management support for the Highway 1 North Project; and

WHEREAS, in July 2018, the City conducted a competitive Request for Proposals process for consultant management support services for major Capital Improvement Program projects, which specifically included the Highway 1 North Project; and

WHEREAS, City staff determined that PME was the best-qualified consultant to provide transportation and traffic engineering management support based on its qualifications, experience with similar projects, and project background; and

WHEREAS, the project is now advancing through final preconstruction activities and toward bidding and construction, requiring continued coordination with Caltrans, the San Mateo County Transportation Authority, utility companies, property owners, consultants, funding agencies, and other project stakeholders; and

WHEREAS, PME's extensive prior involvement with the Project provides substantial project-specific knowledge and continuity that will assist the City in efficiently advancing the Project through bidding and construction; and

WHEREAS, PME has submitted a proposal to provide project management and engineering support services under the direction of the Public Works Director/City Engineer, including bidding and award support, grant administration, budget and schedule monitoring, Caltrans and right-of-way coordination, construction funding coordination, public outreach, utility coordination, and related project management services; and

WHEREAS, PME proposes to provide these services on a time-and-materials basis, for a total amount not to exceed \$191,000.

NOW, THEREFORE, BE IT RESOLVED THAT that the City Council of the City of Half Moon Bay hereby authorizes the City Manager to execute a Professional Services Agreement with

Peninsula Municipal Engineering, Inc. for project management services for the Highway 1 Safety and Operational Improvements Project – North, CIP Project No. 0538, in an amount not to exceed \$191,000, in a form approved by the City Attorney.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 15th of September 2026, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

APPROVED:

Maggie Rodriguez, City Clerk

Debbie Ruddock, Mayor

PENINSULA MUNICIPAL ENGINEERING, INC. (PME)

1260 PARROTT DR
SAN MATEO, CA 94402
(650) 483-1618
RAZAVI1@ME.COM

September 1, 2026

City of Half Moon Bay
Public Works Department
501 Main Street, Half Moon Bay, CA 94019
Attention: Dale Leda, P.E., Interim Public Works Director/City Engineer

Subject: Project Management Services for Highway 1 North Project

Dear Mr. Leda,

PME is pleased to submit the following proposal for providing Engineering Consulting Services - Project Management for the City's Highway 1 North Project under the direction of the City Engineer/Public Works Director.

PME has extensive experience managing federally, state and local measure-funded transportation and infrastructure projects in coordinations with Caltrans, Transportation Authority, utility companies, environmental agencies, and construction contractors. This experience enables PME to efficiently manage projects while maintaining compliance with grant requirements.

PME is very familiar with the operations of the City of Half Moon Bay and the Highway 1 North Project, having worked with the City's engineering and public works staff for the design and environmental clearance of this project. In the past, PME has also provided project management services for the Highway 1 South project in Half Moon Bay..

Under the direction of the Public Works Director/City Engineer, the proposed engineering consulting activities may include the following:

- Manage preparation of construction bid package, estimates and advertisement for bid and award
- Assist with bid opening and evaluation of contractor background and references
- Coordinate grant reimbursement requests
- Monitor project budgets and schedules

- Attend construction progress meetings as needed
- Prepare status report for the grant agencies
- Meet with Caltrans staff and private properties for right-of-way agreements and certification
- Coordinate agreements for construction funding through SMCTA and other governmental grant sources
- Coordinate project schedule with construction manager
- Coordinate public outreach and social media informational broadcasts
- Coordinate utilities with PG&E, AT&T and Comcast
- Manage biological mitigation areas and planting specifications

Compensation shall be on a time-and-materials basis at an hourly rate of \$285 (Principal Civil Engineer), with total compensation not to exceed \$191,000 without prior written authorization from the City. The total compensation is based approximately on an average of 40 hours per month until December 2027. The hourly rate will be adjusted in accordance with the yearly CPI effective January 1st of every year.

PME appreciates the opportunity to submit this proposal and is looking forward to working with the City of Half Moon Bay on this important project.

Sincerely,

Ray Razavi, P.E.

Principal Civil Engineer/President, PME, Inc.

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Kenneth Stiles, Interim Administrative Services Director
Mary Huerta, Management Analyst – Human Resources

TITLE: IMPLEMENTATION OF MEDICAL, DENTAL, AND VISION BENEFITS FOR ELECTED OFFICIALS

RECOMMENDATION:

Adopt

1. A resolution establishing medical, dental, and vision benefits for City Councilmembers; and
2. A resolution extending medical eligibility under the Public Employees' Medical and Hospital Care Act (PEMHCA) to the City's Non-PERS Elected Officials group.

FISCAL IMPACT:

The estimated maximum annual cost if all Councilmembers participate at the highest level is approximately \$198,436, including \$183,805 for medical coverage and \$14,631 for dental and vision. Actual costs will vary based on participation and coverage selections.

STRATEGIC ELEMENT:

This recommendation supports the *Inclusive Governance* Element of the Strategic Plan.

BACKGROUND:

The City provides health benefits to eligible employees through the California Public Employees' Medical and Hospital Care Act (PEMHCA), administered by the California Public Employees' Retirement System (CalPERS). Historically, members of the Half Moon Bay City Council have not been eligible to participate in the City's health benefit programs.

At the request of Council, Staff first brought the issue of extending health benefits to elected officials in February 2026. Consideration was deferred at that time while the City completed labor negotiations with its employee groups. Following completion of those negotiations, Staff returned to Council on September 1, 2026, with additional information regarding available benefit structures, estimated costs, and practices among neighboring jurisdictions.

Following discussion, Council directed staff to establish a benefit structure aligned with benefits provided to City employees, including the medical contribution provided to Local 39 employees hired on or after July 1, 2026. The contribution is based on the applicable Kaiser premium for the enrollment tier, with annual increases limited to the lesser of the Kaiser rate increase or 7.5%. Council also directed staff to extend dental and vision benefits to Councilmembers and eligible dependents.

Staff is returning with the necessary resolutions to formally implement Council’s direction.

DISCUSSION:

The first resolution establishes the overall benefit package authorized for members of the City Council. For CalPERS health purposes, elected officials who do not participate in CalPERS retirement are classified as Non-PERS Elected Officials.

The benefit structure is as follows:

	Medical	Dental	Vision
Provider	CalPERS Medical Plans	MetLife	MetLife
Eligibility	Non-PERS Elected Officials and their eligible dependents	All Elected Officials and their eligible dependents	All Elected Officials and their eligible dependents
Benefit Level	City contribution based on the applicable Kaiser rate by enrollment tier	Fully covered by the City	Fully covered by the City
Duration of Benefits	Duration of the elected term	Duration of the elected term	Duration of the elected term
Effective Dates	November 2026*	January 2027	January 2027

**CalPERS generally requires 90 days to implement a new health eligibility group. CalPERS has indicated it may be able to expedite implementation, with a potential effective date as early as November 2026. The final effective date will depend on CalPERS processing.*

The second resolution is the CalPERS PEMHCA resolution required to make medical coverage available to the City's Non-PERS Elected Officials group. It applies specifically to participation in the CalPERS medical program, while the City resolution establishes the broader benefit package for Councilmembers.

Adoption of the resolutions will establish the benefit programs and allow staff to proceed with implementation. Once implemented, staff will work directly with individual Councilmembers to review available coverage and complete enrollment.

ATTACHMENT:

1. Resolution – Benefits Summary for Elected Officials
2. Resolution – CalPERS Medical Plan - Non-PERS Elected Officials

RESOLUTION NO. C-2026-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY ESTABLISHING
MEDICAL, DENTAL, AND VISION BENEFITS FOR MEMBERS OF THE CITY COUNCIL**

WHEREAS, Government Code section 53201 authorizes the City Council to provide health and welfare benefits to its officers; and

WHEREAS, Government Code section 53208.5 provides that health and welfare benefits provided to members of a legislative body may not exceed the most generous schedule of benefits provided to the City’s non-safety employees; and

WHEREAS, members of the Half Moon Bay City Council have historically not received City-sponsored medical, dental, or vision benefits; and

WHEREAS, on September 1, 2026, the City Council considered options for extending health benefits to elected officials, including benefit structures, estimated costs, and practices among neighboring jurisdictions; and

WHEREAS, following discussion, the City Council directed staff to establish a benefit structure generally aligned with benefits provided to City employees, including the medical contribution applicable to Local 39 employees hired on or after July 1, 2026, and City-paid dental and vision coverage; and

WHEREAS, medical coverage through the California Public Employees’ Retirement System (“CalPERS”) will be available to Councilmembers eligible as Non-PERS Elected Officials under the Public Employees’ Medical and Hospital Care Act (“PEMHCA”), subject to separate action by the City Council and approval by CalPERS.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Half Moon Bay hereby establishes the medical, dental, and vision benefits set forth in Exhibit A and authorizes the City Manager or their designee to implement and administer those benefits.

.....
I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 15th day of September 2026, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

Maggie Rodriguez, City Clerk

APPROVED:

Debbie Ruddock, Mayor

EXHIBIT A
CITY COUNCIL MEDICAL, DENTAL, AND VISION BENEFITS

1. Medical Benefits

Active members of the City Council who are eligible for enrollment as Non-PERS Elected Officials under PEMHCA may elect medical coverage through the City's CalPERS health program for themselves and their eligible dependents.

For each participating Councilmember, the City shall provide the same medical premium contribution applicable to Local 39 employees hired on or after July 1, 2026, under the then-current Memorandum of Understanding between the City and Local 39, based on the Councilmember's applicable enrollment tier. Any medical premium cost exceeding the applicable City contribution shall be the responsibility of the Councilmember.

Medical coverage shall become available on the effective date approved by CalPERS pursuant to the City's separate PEMHCA resolution for Non-PERS Elected Officials.

2. Dental Benefits

All active members of the City Council may elect dental coverage through the City's dental plan for themselves and their eligible dependents, subject to the eligibility and enrollment requirements of the applicable plan.

The City shall pay the full premium for dental coverage for participating Councilmembers and their eligible dependents.

Dental coverage shall become effective January 1, 2027.

3. Vision Benefits

All active members of the City Council may elect vision coverage through the City's vision plan for themselves and their eligible dependents, subject to the eligibility and enrollment requirements of the applicable plan.

The City shall pay the full premium for vision coverage for participating Councilmembers and their eligible dependents.

Vision coverage shall become effective January 1, 2027.

4. Duration of Benefits

Benefits and City contributions established under this Resolution are available only while an individual is actively serving as an elected member of the Half Moon Bay City Council. City-sponsored coverage and City contributions shall end upon the expiration or other termination of the Councilmember's elected service, subject to the terms of the applicable benefit plan and any continuation rights provided by law.

5. No Cash in Lieu

A Councilmember who declines coverage, is ineligible for a particular benefit, or does not use the full amount of an available City contribution shall not receive cash or other compensation in lieu of the benefit or unused contribution.

6. Limitations

Benefits provided under this Resolution shall at all times be subject to applicable federal and state law and the eligibility, enrollment, and administrative requirements of the applicable benefit plans.

Benefits provided to Councilmembers shall not exceed the benefits permitted under Government Code section 53208.5.

RESOLUTION NO. C-2026-
ELECTING TO BE SUBJECT TO THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS
WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION
701 NON-PERS COUNCIL MEMBERS

WHEREAS, A contracting agency meeting the eligibility requirements set forth in Government Code Section 22920, may obtain health benefit plan(s), as defined under Government Code Section 22777, by submitting a resolution to the Board of Administration of the California Public Employees' Retirement System (the "Board"), and upon approval of such resolution by the Board, become subject to the Public Employees' Medical and Hospital Care Act (the "Act"); and

WHEREAS, the City of Half Moon Bay is a contracting agency eligible to be subject to the Act under Government Code Section 22920; and

WHEREAS, Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of the employer contribution by resolution; and

WHEREAS, Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and

WHEREAS, the City of Half Moon Bay desires to obtain for its employees and annuitants who are members of Non-PERS Council Members the benefit of the Act and to accept the liabilities and obligations of an employer under the Act;

NOW, THEREFORE, BE IT RESOLVED THAT the City of Half Moon Bay elects to be subject to the provisions of the Act; and be it further

1. That the employer contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of the PEMHCA Minimum per month, plus administrative fees and Contingency Reserve Fund assessments; and be it further
2. The City of Half Moon Bay has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
3. That the participation of the employees and annuitants of the City of Half Moon Bay shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that the City of Half Moon Bay would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer; and be it further

4. That the executive body appoint and direct, and it does hereby appoint and direct, Kenneth Stiles to file with the Board a verified copy of this resolution, and to perform on behalf of the City of Half Moon Bay all functions required of it under the Act; and be it further
5. That coverage under the Act be effective on November 1, 2026.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 15th day of September 2026, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

APPROVED:

Maggie Rodriguez, City Clerk

Debbie Ruddock, Mayor

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maggie Rodriguez, City Clerk
Whitney Rescino, Assistant City Clerk

TITLE: **LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE – VOTING DELEGATE AND RESOLUTION PACKET**

RECOMMENDATION:

By motion, designate the City’s voting delegate and alternates for the League of California Cities 2026 Annual Conference and provide direction regarding the Council’s position on the 2026 Annual Conference Resolutions Packet.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

STRATEGIC ELEMENT:

This recommendation supports the *Inclusive Governance* Element of the Strategic Plan.

BACKGROUND:

Every year, the League of California Cities convenes a member-driven General Assembly at the Cal Cities Annual Conference and Expo. The General Assembly is an important opportunity where city officials can directly participate in the development of Cal Cities policy. The General Assembly is comprised of voting delegates appointed by each member city; every city has one voting delegate. The City Council may appoint a delegate and up to two alternates prior to the General Assembly. The delegate and alternates may be an elected Council Member or member of staff.

DISCUSSION:

The League sent out its 2026 Annual Conference Resolutions Packet (Attachment 1), which includes one resolution to be considered. If passed, the resolution (submitted to the League by the City of Murrietta), would call for a working group to consider a state constitutional amendment or other form of initiative to ensure final local authority over housing and land use decisions.

The City's designated voting delegate or alternate, will vote and represent the City's position on the resolution. Staff recommends that 1) the Council appoint a Councilmember or staff delegate as well as at least one alternate, to attend the General Assembly on September 25, and vote on behalf of the Council, and 2) the Council discuss and provide direction regarding the Council's position on the proposed resolution.

ATTACHMENT:

1. 2026 Annual Conference Resolution Packet



LEAGUE OF
**CALIFORNIA
CITIES**

2026 Resolution Packet

Information on 2026 Resolutions Process

Consideration by Policy Committee (pre-conference)

Per the Cal Cities bylaws, Cal Cities President Gabe Quinto has referred the submitted resolution to the [Housing, Community, and Economic Development Committee](#). The committee will meet on Thursday, Sept. 17, at 10 a.m. via Zoom to review the resolution and make a recommendation that will be sent to the Resolutions Committee. A public comment period will be held during the meeting. Register for the meeting [here](#).

A list of recommendations the policy committee may make during its meeting is on page two of this packet.

Consideration by Resolutions Committee (during conference)

On Thursday, Sept. 24, at 1:00 p.m. the Resolutions Committee will meet to review the resolution and the recommendation of the policy committee.

The Resolutions Committee consist of one representative from each of Cal Cities caucuses, departments, divisions, and policy committees, as well as up to ten additional appointments made by the Cal Cities President. A public comment period will be held during the meeting. Refer to the onsite conference program for the location.

A list of recommendations the Resolutions Committee may make during its meeting is on page two of this packet.

Consideration by the General Assembly (during conference)

The General Assembly will convene on Friday, Sept. 25, at 8:30 a.m. to consider any resolutions the Resolutions Committee has forwarded. To vote during the General Assembly, voting delegates must have checked in at the voting delegate booth.

Conference attendees will receive materials for the General Assembly on the evening of Thursday, Sept. 24. For more information on voting and discussion procedures during the General Assembly, see page three of this packet.

Petitioned Resolutions (during conference)

The petitioned resolution is an alternate method to introduce policy proposals during the annual conference. To initiate a petitioned resolution, voting delegates from 10% of member cities must sign the petition. The resolution and signatures are due at least 24 hours before the beginning of the General Assembly. Voting delegates who have checked in at the voting delegate booth can receive more information on petitioned resolutions at the booth onsite.

Policy Committee and Resolutions Committee Actions

The submitted resolution will be heard by the policy committee to which it was assigned, and the Resolutions Committee. The table below shows what recommendations these bodies may make on the resolution.

Policy Committee Actions	Resolutions Committee Actions
Approve	Approve
Disapprove*	Disapprove*
No Action	No Action
Amend and approve	Amend and approve
Refer to appropriate policy committee for further study*	Approve as amended
Refer as amended to appropriate policy committee for further study*	Refer to appropriate policy committee for further study*
	Refer as amended to appropriate policy committee for further study*
	Approve with additional amendment(s)
	Additional amendments and refer to appropriate policy committee for further study*

**If a resolution is disapproved or referred for further study by all policy committees to which it is assigned and the Resolutions Committee, it will not proceed to the General Assembly.*

General Assembly Voting and Discussion Procedures

Discussion Procedures:

Discussion procedures during the General Assembly are guided by two calendars: the Consent Calendar and the Regular Calendar. As seen below, resolutions are calendared by the recommendations they receive from policy committees and the Resolutions Committee.

For General Resolutions:

Policy Committee Recommendation	Resolutions Committee Recommendation	Calendar
Approve	Approve	Consent Calendar
Approve	Disapprove or refer	Regular Calendar
Disapprove or refer	Approve	Regular Calendar
Disapprove or refer	Disapprove or refer	Does not proceed to General Assembly

For Petitioned Resolutions:

Policy Committee Recommendation	Resolutions Committee Action	Calendar
N/A	Approve	Regular Calendar
	Disapprove or Refer	Regular Calendar
	Disqualified	Does not proceed to General Assembly

Items on the Consent Calendar will be presented as one motion during the General Assembly from the Resolutions Committee chair. Unless an item on the Consent Calendar is set aside by the majority of the General Assembly, a vote will be taken on the whole calendar. If an item is set aside, it will be opened for discussion, followed by a vote.

Items on the Regular Calendar will be presented individually by the Resolutions Committee chair. After a recommendation is presented by the Resolutions Committee chair, the resolution will be opened for discussion by the General Assembly. A vote will take place following discussion.

Voting Procedures:

Per Cal Cities Bylaws Article XII, Sec. 2, all votes will be conducted by voice vote first. If the presiding official cannot determine the outcome, a vote will be taken by an alternative method, typically a raise of voting cards by voting delegates. A roll call vote may be called for by delegates of ten percent or more of the General Assembly.

2026 Resolution

1. Resolution No. 1 submitted by City of Murrieta
 - Letters of concurrence submitted by:
 - i. City of Banning;
 - ii. City of Calimesa;
 - iii. City of Canyon Lake;
 - iv. City of Moreno Valley;
 - v. City of Norco;
 - vi. City of Torrance;
 - vii. Crystal Ruiz, Mayor, City of San Jacinto;
 - viii. Jessica Alexander, Mayor, City of Temecula
 - Referred to Housing, Community, and Economic Development Committee
 - Policy Committee Recommendation:
 - Resolutions Committee Recommendation:

Resolution No. 1 Submitted by City of Murietta

**1. A RESOLUTION OF THE GENERAL ASSEMBLY OF THE LEAGUE OF CALIFORNIA CITIES
CALLING FOR A WORKING GROUP TO CONSIDER A STATE CONSTITUTIONAL
AMENDMENT OR OTHER FORM OF INITIATIVE TO ENSURE FINAL LOCAL AUTHORITY OVER
HOUSING AND LAND USE DECISIONS**

Source: City of Murrieta

Concurrence of five or more cities/city officials

Cities/city officials: City of Banning; City of Calimesa; City of Canyon Lake; City of Moreno Valley; City of Norco; City of Torrance; Crystal Ruiz, Mayor, City of San Jacinto; Jessica Alexander, Mayor, City of Temecula

Referred to: Housing, Community, and Economic Development Policy Committee

WHEREAS, California cities have historically been responsible for adopting general plans and zoning regulations, reviewing housing development proposals, and providing or coordinating the streets, water, wastewater, public safety, parks, transportation, and other infrastructure and services necessary to support responsible, environmentally sound, and well-planned residential growth; and

WHEREAS, the League of California Cities is dedicated to protecting and expanding local control for municipalities across the state to ensure their orderly growth and development; and

WHEREAS, the League of California Cities recognizes that local zoning is a primary function of cities and an essential component of home rule, and that a city's general plan should guide its land use planning and strategic decision-making free from pre-emption by the state; and

WHEREAS, increasingly prescriptive statewide housing mandates and development approval requirements can override locally adopted plans, zoning standards, and public review procedures without adequately accounting for differences that exist in each unique jurisdiction in infrastructure capacity, water availability, wildfire and evacuation risks, environmental constraints, fiscal impacts, public service needs, and community priorities; and

WHEREAS, California's housing goals can be more effectively advanced through state funding, streamlined environmental requirements, and voluntary partnerships that support housing production while preserving the authority of locally elected officials to determine how and where housing is best planned and approved;

NOW, THEREFORE, BE IT RESOLVED, by the General Assembly of the League of California Cities, assembled during the Annual Conference in Anaheim, California, on September 25, 2026, that the League of California Cities support the development and advancement of a state constitutional amendment or other legislative, policy, or ballot-based strategies that restore and strengthen local authority over housing and land use matters within municipal boundaries, including general plans, housing elements, zoning, density, design and development standards, project siting, and the approval or denial of housing development applications; and

BE IT FURTHER RESOLVED, that any constitutional amendment or alternative strategy should preserve the State's authority to establish broad statewide housing goals and enforce constitutional and civil rights, fair housing requirements, building and life-safety standards, and generally applicable environmental protections, while protecting cities from state actions that compel, through funding conditions or state law, the approval of housing developments that are inconsistent with locally adopted requirements; override local zoning or density standards; or invalidate locally adopted housing or land use decisions when a city has planned in good faith to accommodate its regional housing needs allocation and maintains adequate capacity for housing at all income levels; and

BE IT FURTHER RESOLVED, that the League of California Cities consider establishing a statewide working group or other appropriate committee(s) to evaluate and develop a proposed constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use matters including but limited to: conducting appropriate legal, fiscal, and policy analyses; engaging cities and other stakeholders; and building a statewide coalition of proponent supporters in preparation for; the November 2030 General Election, or within another reasonable time frame as determined by the working group.

Resolution No. 1: Background Information

Background Information for Resolution

Source: City of Murrieta

Background:

California cities are responsible for planning residential growth, adopting general plans and zoning regulations, reviewing development proposals, and providing or coordinating the infrastructure and public services necessary to support new housing. Since 2010, the State has enacted more than 500 housing-related laws that have increasingly shifted housing and land use authority away from local governments. These laws have expanded by-right development, limited locally adopted standards and review processes, and established enforcement mechanisms, including the builder's remedy, that may override local plans and zoning. Although these measures are frequently presented as solutions to housing affordability, many increase development capacity or restrict local review without delivering the meaningful production of housing needed to address the housing crisis.

At the same time, the State has continued to prioritize increased development capacity without adequately accounting for the infrastructure, public services, economic realities, and safety measures necessary to support housing growth. State mandates often fail to reflect local conditions, including roadway and utility capacity, water availability, wildfire exposure, environmental limitations, fiscal impacts, and the availability of essential services. Cities are consequently required to accommodate additional housing while receiving no funding or assistance to address the resulting infrastructure and service demands.

Local elected officials are directly accountable to the residents who experience the effects of development decisions and are responsible for balancing housing production with infrastructure capacity, public safety, environmental protection, fiscal sustainability, and community needs. Cities of all types in California have been grappling with this dynamic, ranging from urban to rural, coastal to inland, small to large, northern to southern, voicing concerns to legislative representatives with minimal responsiveness. This is an issue of statewide concern that needs the strength and diversity of the League of California Cities to pursue a long-term solution.

The proposed resolution directs the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions. The working group would be tasked with developing a more balanced framework that preserves the State's role in establishing broad housing goals and enforcing constitutional, civil rights, fair housing, building, life-safety, and environmental requirements, while restoring meaningful local authority to allow cities to determine how statewide housing

objectives should be implemented in a manner that reflects local conditions and community priorities while continuing to support responsible housing production.

As the primary statewide organization representing California cities, the League is uniquely positioned to lead this effort. Its established policy, legal, legislative, communications, and advocacy networks enable it to convene municipalities, evaluate potential strategies, conduct legal and fiscal analyses, build consensus, engage stakeholders, and coordinate with statewide decision-makers. League leadership would help ensure that any recommendation reflects the collective interests of California municipalities and would provide the credibility, organizational capacity, and statewide reach necessary to advance a viable strategy.

Resolution No. 1: Letters of Concurrence



City of Banning Office of the Mayor

July 23, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to the Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25, 2026. The resolution would direct the League to convene a working group to evaluate potential approaches for addressing the increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards and project approval authority.

On behalf of the City of Banning, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Respectfully,

Richard Royce, Mayor
District 4, City of Banning

Colleen Wallace, City Council Member
District 5, City of Banning
President, Riverside County Division
League of California Cities

City of Calimesa

908 Park Avenue, Calimesa, California 92320
Telephone 909.795.9801 Facsimile 909.795.4399

www.calimesa.gov

"Preserving and enhancing the open space atmosphere and quality of life in Calimesa"



July 21, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25. The resolution would direct the League to convene a working group to evaluate potential approaches for addressing the increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards, and project approval authority.

On behalf of the City of Calimesa, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Sincerely,

Jeff Cervantez
Mayor
City of Calimesa



July 23, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25. The resolution would direct the League to convene a working group to evaluate potential approaches for addressing the increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards, and project approval authority.

On behalf of the City of Canyon Lake, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Sincerely,

Arron Brown
City Manager
City of Canyon Lake



July 23, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25. The resolution would direct the League to convene a working group to evaluate potential approaches to address increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards, and project approval authority.

On behalf of the City of Moreno Valley, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Sincerely,

Brian Mohan
City Manager
City of Moreno Valley



**CITY OF
NORCO**
HORSETOWN USA

July 22, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25. The resolution would direct the League to convene a working group to evaluate potential approaches for addressing the increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards, and project approval authority.

On behalf of the City of the Norco, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Sincerely,

Kevin Bash
City Council Member
(951) 768-8981



CITY OF T O R R A N C E

SHARON KALANI
MAYOR

CITY COUNCIL MEMBERS
DAVID KARTSONIS – District 1
BRIDGETT LEWIS – District 2
ASAM SHEIKH – District 3
VACANT – District 4
BETTY LIEU – District 5
Dr. JEREMY GERSON – District 6

July 29, 2026

President Gabe Quinto
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: Support for a Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority

Dear President Quinto,

The City of Murrieta is sponsoring a resolution for consideration by the General Assembly of the League of California Cities to establish a statewide working group to evaluate a constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use decisions.

The proposed resolution, together with the required background materials, will be submitted to Cal Cities for consideration at the 2026 Annual Conference in Orange County on September 24 and 25. The resolution would direct the League to convene a working group to evaluate potential approaches for addressing the increasingly broad and prescriptive state mandates affecting local housing, zoning, development standards, and project approval authority.

On behalf of the City of Torrance, this letter confirms our support for the City of Murrieta's submission of the proposed resolution and its consideration by the League of California Cities General Assembly at the 2026 Annual Conference.

Local authority is essential because cities are best positioned to craft housing strategies tailored to their unique community conditions, infrastructure capacity, and geographic needs.

When given the flexibility to plan locally, cities can achieve meaningful housing results while maintaining the character and balance of their communities.

The City of Torrance has consistently demonstrated that local control and proactive housing production go hand in hand:

- **Housing Corridor Overlay Zone:** Through our approved 6th Cycle Housing Element, Torrance created the Housing Corridor Overlay (HCO). This targeted local framework allows for by-right housing and mixed-use development across seven key commercial and transit-adjacent corridors, streamlining approvals and incentivizing production across a full range of income levels.
- **Housing Element Progress & Accountability:** As documented in our Housing Element Annual Progress Reports (APR), Torrance actively tracks, updates, and implements programs—such as aligning our Land Use and Safety Elements—to clear barriers for residential development while ensuring robust infrastructure and public safety standards.

These initiatives illustrate that local governance can effectively drive housing opportunities without one-size-fits-all mandates from the state. Restoring and protecting local land use authority will allow cities across California to continue developing solutions that work best for their residents.

If you have any questions or require further discussion, please feel free to contact Carlos Huizar, Management Associate at (310) 618-5880 or via email at CHuizar@TorranceCA.gov.

Sincerely,



Sharon Kalani
Mayor, City of Torrance

cc:

Ron Holiday, Mayor Pro Tem, City of Murrieta
Lori Stone, City Councilmember, City of Murrieta
Jeff Kiernan, Los Angeles County Division, jkiernan@cacities.org
League of California Cities, cityletters@cacities.org
Joe A. Gonsalves & Sons, gonsalvi@gonsalvi.com

July 23, 2026

Mr. Gabe Quinto, President

League of California Cities

1400 K Street, Suite 400

Sacramento, CA 95814

Subject: Support for Murrieta's Proposed Resolution on Housing and Local Governance

Dear League of California Cities Leadership,

I am writing in my individual capacity as Mayor of the City of San Jacinto to express my strong support for the City of Murrieta's proposed resolution, which is scheduled for consideration by the General Assembly at the 2026 Annual Conference.

This resolution represents a timely and important opportunity to thoughtfully examine the balance between California's statewide housing goals and the fundamental constitutional principle of local governance. The proposal to establish a statewide working group to explore a potential constitutional amendment, legislative reforms, or other policy initiatives would create a valuable forum for assessing how local authority over housing and land use decisions can be strengthened while still addressing the State's housing challenges.

Cities are uniquely positioned to understand the distinct needs, opportunities, and constraints of their communities. Local elected officials are directly accountable to the residents they serve and are best equipped to make land use decisions that reflect a community's character, infrastructure capacity, economic development priorities, environmental stewardship, and long-term vision. Moreover, local governments carry the primary responsibility for protecting public safety. Issues such as housing density, transportation, emergency access, wildfire preparedness, evacuation routes, law enforcement and fire service capacity, water availability, and critical infrastructure are inherently local matters that demand the knowledge, judgment, and responsiveness of those who serve their communities daily.

While the State has a critical role to play in addressing California's housing needs, a collaborative approach that respects local expertise and preserves meaningful local discretion will result in stronger, safer, and more sustainable communities. The proposed working group offers a constructive path forward to evaluate policies that achieve our shared housing objectives while restoring an appropriate balance between state direction and local authority.

Although this letter reflects my personal position as Mayor and does not constitute an official action or policy of the City of San Jacinto or the San Jacinto City Council, I respectfully endorse the City of Murrieta's submission of this resolution and encourage its favorable consideration by the League of California Cities General Assembly.

Thank you for your leadership and your thoughtful consideration of this important matter.

Respectfully,

A handwritten signature in black ink that reads "Crystal Ruiz". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Crystal Ruiz

Mayor

City of San Jacinto



City of Temecula

41000 Main Street ■ Temecula, CA 92590
(951) 694-6416 ■ Fax (951) 694-6499 ■ TemeculaCA.gov

July 23, 2026

Mr. Gabe Quinto, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Subject: **Support for the City of Murrieta's Resolution Establishing a Working Group to Evaluate a State Constitutional Amendment or Other Initiative to Restore Local Housing and Land Use Authority**

Dear President Quinto:

I am writing in my individual capacity as Mayor of the City of Temecula to express my strong support for the City of Murrieta's proposed resolution for consideration by the General Assembly of the League of California Cities at the 2026 Annual Conference.

The proposed resolution presents an important opportunity to thoughtfully evaluate the appropriate balance between California's statewide housing objectives and the constitutional principle of local governance. Establishing a statewide working group to examine a potential constitutional amendment, legislative reforms, or other policy initiatives will provide a meaningful forum to assess how local authority over housing and land use decisions can be strengthened while continuing to address the State's housing challenges.

Cities are uniquely positioned to understand the needs, opportunities, and constraints of their communities. Local elected officials are accountable to the residents they serve and are best equipped to make land use decisions that reflect a community's character, infrastructure capacity, economic development goals, environmental stewardship, and long-term vision. Equally important, local governments bear the primary responsibility for protecting public safety. Decisions regarding housing density, transportation, emergency access, wildfire preparedness, evacuation routes, police and fire service capacity, water availability, and critical infrastructure are inherently local matters that require the knowledge and judgment of those who serve their communities every day.

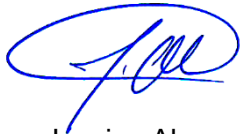
While the State has an important role in addressing California's housing needs, a collaborative approach that respects local expertise and preserves meaningful local discretion will produce stronger, safer, and more sustainable communities. The proposed working group offers an opportunity to evaluate policies that achieve these shared objectives while restoring an appropriate balance between state direction and local authority.

Mr. Gabe Quinto, President
League of California Cities
July 23, 2026
Page 2

Although this letter reflects my personal position and is not an official action or policy of the City of Temecula or the Temecula City Council, I respectfully endorse the City of Murrieta's submission of this resolution and encourage its favorable consideration by the League of California Cities General Assembly.

Thank you for your leadership and your thoughtful consideration of this important issue.

Respectfully,



Jessica Alexander
Mayor, City of Temecula
*Signing in her individual capacity
and not on behalf of the City of Temecula
or the Temecula City Council.*

Resolution No. 1: Staff Analysis

League of California Cities Staff Analysis on Resolution No. 1

Staff: Brady Guertin, Legislative Advocate

Committee: Housing, Community, and Economic Development

Summary:

Resolution No.1 states that the League of California Cities (Cal Cities) will:

1. Support the development and advancement of a state constitutional amendment or legislative, policy, or ballot-based strategy that restores and strengthens local authority over housing and land use matters, including general plans, housing elements, zoning, density, design and development standards, project siting, and the approval or denial of housing development applications.

Pursuant to the resolution, the strategy should preserve the state's authority to set broad, statewide housing goals and enforce civil rights, fair housing, building safety, and environmental standards while protecting local control by preventing the state from compelling the approval of developments that conflict with local requirements, override local zoning or density standards, or overturn local land use decisions where a city has planned for and maintained sufficient capacity to meet its housing obligations.

2. Consider establishing a statewide working group or other appropriate committee(s) to evaluate and develop a proposed constitutional amendment or other legislative, policy, or ballot-based strategies to restore and strengthen local authority over housing and land use matters. The resolution states: "conducting legal, fiscal, and policy analyses; engaging cities and other stakeholders; and building a statewide coalition of proponent supporters in preparation for the November 2030 General Election, or within another reasonable time period."

Background:

As provided in the background information, the city of Murrieta is sponsoring this resolution in response to concerns over state laws that have increasingly reduced city discretion over housing and land use decisions, including legislation that requires ministerial or by-right approvals for housing projects, limits the application of local development standards, and strengthens state enforcement mechanisms against local governments.

Additionally, the city of Murrieta, in its background information, maintains that these legislative efforts have not resulted in sufficient housing production to address California's housing shortage and have not adequately accounted for

local infrastructure, public service needs, public safety, market, and fiscal considerations.

The resolution states that California's housing goals are better advanced through state funding, streamlined environmental requirements, and voluntary partnerships, while preserving local authority over how and where housing is best planned and approved.

Consideration of the resolution may be informed by a brief examination of how the California Constitution allocates authority between the state and cities with respect to land use decisions.

The constitution grants cities the power to adopt local laws to protect the public's health, safety, and welfare. This grant is called the "police power," which is the basis for local land use regulation. The constitution grants charter cities the additional power to adopt local laws affecting "municipal affairs." This power, commonly referred to as "home rule," is based on the principle that a city, rather than the state, is in the best position to identify and satisfy the needs of the local community.

The constitution's broad grant of police power contains a significant limitation. Local law adopted under the police power is not valid if it "conflicts" with state law. A local law "conflicts" with state law when it regulates the same "field" in which the Legislature has stated its intent to occupy. In that case, state law is said to "preempt" the local law and it cannot be enforced.

An ordinance adopted by a charter city under the municipal affairs power cannot be enforced if it affects a "matter of statewide concern." The subjects that have been identified as "matters of statewide concern" have changed over the years due to economic, social, and political circumstances.

Since the 1960s, the state has enacted numerous laws that limit or preempt aspects of local land use and zoning authority. These laws include the Fair Employment and Housing Act, Housing Element Law, Housing Accountability Act, Density Bonus Law, Permit Streamlining Act, accessory dwelling unit laws, California Environmental Quality Act, and others. In recent years, the state has enacted several laws that Cal Cities was the leading opposition force against, as many of the proposals pre-empted local land use authority, limited public review, and constrained local flexibility. In support of its housing and land use legislation, the Legislature has cited a statewide housing crisis and the need for increased housing production at all income levels while asserting that a uniform approach to local land use decision-making is required.

Discussion:

The resolution does not prescribe a specific policy mechanism. The eight letters in support recommend creating a working group or committee to evaluate potential approaches, including legislative proposals, constitutional amendments, or ballot initiatives to strengthen local authority over housing and land use matters.

A discussion of a strategy to restore and strengthen local authority over housing and land use matters will need to consider the California Constitution's framework for both preemption of police power enactments and municipal affairs, discussed above. It will also need to determine whether changes to the California Constitution will be proposed, and whether they constitute an amendment or a revision, which require different processes.

A constitutional revision is a multistep process blending legislative consensus, voter support, and on occasion, a constitutional convention. It requires significant public engagement.

A constitutional amendment would require a ballot initiative, which includes gathering enough valid signatures to qualify for the ballot, building large coalitions to support election efforts, and campaigning to voters to support the initiative. This process can involve significant costs. In the last major election for ballot initiatives in 2024, proponents spent [\\$8-\\$18 million](#) to qualify for the ballot and spent nearly [\\$700 million](#) for the full election cycle, averaging out to about \$100 million per ballot initiative.

Cal Cities has been engaged in ballot advocacy for over 20 years. In the early 2000s, Cal Cities developed a ballot advocacy infrastructure that included forming an issue political action committee, fundraising, establishing a network of regional managers, and building a coalition with other organizations to ultimately advocate on a ballot measure. Ballot advocacy requires the approval of the Board of Directors with a supermajority vote.

In the Legislature, Cal Cities plays an active and influential role to ensure that local flexibility and autonomy in the land use and housing space is maintained by engaging on dozens of bills every legislative session to ensure that cities' voices are heard at the state Capitol. Below, you will find Cal Cities "Existing Policy" on local control, housing, and land use policies.

Fiscal Impact

The resolution itself would not have a significant direct fiscal impact. However, depending on what actions follow, the fiscal costs could be significant.

Existing Cal Cities Policy

Vision

To be recognized and respected as the leading advocate for the common interests of California's cities.

Mission Statement

To expand and protect local control for cities through education and advocacy to enhance the quality of life for all Californians.

We Believe

- Local self-governance is the cornerstone of democracy.
- Our strength lies in the unity of our diverse communities of interest.
- In the involvement of all stakeholders in establishing goals and in solving problems.
- In conducting the business of government with transparency, openness, respect, and civility.
- The spirit of honest public service is what builds communities.
- Open decision-making that is of the highest ethical standards honors the public trust.
- Cities are vital to the strength of the California economy.
- The vitality of cities is dependent upon their fiscal stability and local autonomy.
- The active participation of all city officials increases the League's effectiveness.
- Partnerships and collaborations are essential elements of focused advocacy and lobbying.
- Ethical and well-informed city officials are essential for responsive, visionary leadership and effective and efficient city operations.

Zoning

Cal Cities believes local zoning is a primary function of cities and is an essential component of home rule. The process of adoption, implementation and enforcement of zoning ordinances should be open and fair to the public and enhance the responsiveness of local decision-makers. State policy should leave local siting and use decisions to the city and not interfere with local prerogative beyond providing a constitutionally valid procedure for adopting local regulations. State agency siting of facilities, including campuses and office buildings, should be subject to local notice and hearing requirements in order to meet concerns of the local community. Cal Cities opposes legislation that seeks to limit local authority over parking requirements.

Housing Element

Housing issues should be addressed in the general plan as other planning issues are. The housing element should be prepared for the benefit of local

governments and should have equal status with the other elements of the general plan.

Encourage Full Community Participation

Foster an open and inclusive community dialogue and promote alliances and partnerships to meet community needs.

Well-Planned New Growth

Recognize and preserve open space, watersheds, environmental habitats, and agricultural lands, while accommodating new growth in compact forms, in a manner that:

- De-emphasizes automobile dependency;
- Integrates the new growth into existing communities;
- Creates a diversity of affordable housing near employment centers;
- Provides job opportunities for people of all ages and income levels.

Support:

The following letters of concurrence were received:

City of Banning

City of Calimesa

City of Canyon Lake

City of Moreno Valley

City of Norco

City of Torrance

Crystal Ruiz, Mayor, City of San Jacinto

Jessica Alexander, Mayor, City of Temecula

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Kenneth Stiles, Interim Administrative Services Director

TITLE: **REQUEST FOR PROPOSALS FOR REVENUE ADMINISTRATION AND CONSULTING SERVICES**

RECOMMENDATION:

By motion, authorize staff to release a Request for Proposals (RFP) for revenue administration and consulting services, including Transient Occupancy Tax administration and audit services, business license administration, and sales tax reporting and forecasting services.

FISCAL IMPACT:

There is no direct fiscal impact associated with this item. The City currently spends approximately \$85,000 annually for these services. Future costs will depend on the proposals received and the resulting agreements.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* elements of the City's Strategic Plan.

BACKGROUND:

The City utilizes specialized third-party services to support the administration, monitoring, compliance, and analysis of several of its major revenue sources, including Transient Occupancy Tax (TOT), business licenses, and sales tax. These services provide specialized expertise, technology, taxpayer support, compliance review, and revenue analysis that supplement City staff resources.

In 2022, the City conducted a competitive RFP process for these services. Following the evaluation process, the services were awarded to two separate firms, with one firm providing sales tax reporting and forecasting services and a second firm providing TOT and business license administration services.

The initial agreements resulting from the 2022 RFP expired in 2025. To maintain continuity of

services, the City subsequently entered into one-year agreements with both firms. With those agreements approaching expiration, staff recommends conducting a new competitive RFP process.

DISCUSSION:

The proposed RFP would seek qualified firms to provide services in the following areas:

Transient Occupancy Tax Administration and Audit Services

TOT is the City's largest General Fund revenue source. The scope would include administration of the City's TOT program, including processing returns and payments, maintaining operator records, assisting operators with filing and compliance questions, monitoring delinquencies, and providing reports to City staff.

The scope would also include periodic TOT compliance audits to verify that lodging operators are properly reporting taxable rent and remitting the appropriate tax to the City. Audit services assist the City in identifying potential underpayments or reporting issues and promoting consistent compliance with the City's TOT requirements.

Business License Administration

The scope would include administration of the City's business license program, including processing applications and renewals, maintaining business records, collecting applicable taxes and fees, providing customer service to businesses, monitoring compliance, and providing reports and data to City staff.

Sales Tax Reporting and Forecasting

The scope would include sales tax reporting, analysis, and forecasting. Services would include monitoring the City's sales tax performance, identifying significant changes or anomalies in collections, analyzing economic and industry trends, and preparing revenue forecasts to support the City's budget and long-term financial planning.

Services may also include identifying potential allocation or reporting errors and assisting the City in pursuing corrections with the California Department of Tax and Fee Administration, as appropriate.

CONCLUSION:

The proposed RFP will provide the City an opportunity to competitively evaluate available providers, service capabilities, and pricing for these revenue administration services. Following completion of the RFP process, staff will return to the City Council for consideration of the recommended agreements. Staff recommends that the City Council authorize staff to release the RFP.

ATTACHMENT:

No Attachments

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Kenneth Stiles, Interim Administrative Services Director

TITLE: **FINANCIAL REPORT FOR THE QUARTER ENDED ON JUNE 30, 2026**

RECOMMENDATION:

Accept the Financial Report for the quarter ended on June 30, 2026.

FISCAL IMPACT:

There is no fiscal impact with the acceptance of this report.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

One of the City Council Strategic Elements includes planning for and implementing long-term fiscal sustainability. A key component of this goal includes preparing a quarterly financial report that would provide readers with an executive summary of the City's current financial conditions as it relates to the annual operating budget to ensure accountability and transparency in managing public funds.

DISCUSSION:

As of June 30, 2026, General Fund revenues totaled \$27.2 million or 108% of the approved budget for FY 2025-26. General Fund expenditures totaled \$20.5 million or 81% of budget. As outlined in the attached report, revenues are projected to exceed budget by \$1.9 million, driven primarily by stronger-than-expected Transient Occupancy Tax and Sales Tax performance. Expenditures are projected to come in \$4.7 million under budget, largely due to less spending overall and salary savings from vacant positions.

The City anticipates additional unassigned funds at the conclusion of the audit and delivery of the Annual Comprehensive Financial Report in December. With the information available, staff

holds no great concern for financial stability for the current fiscal year; however longer-term fiscal challenges persist.

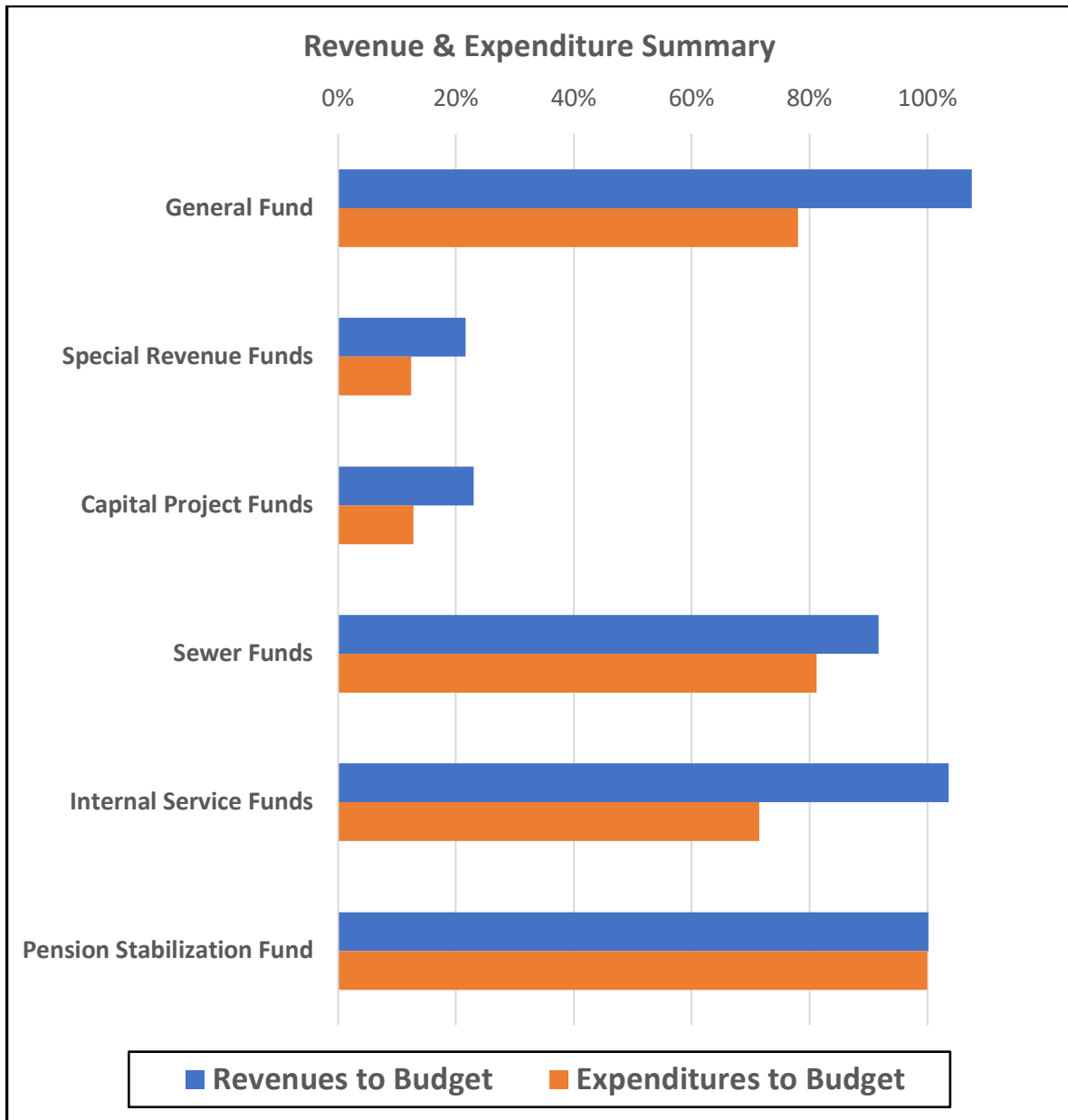
ATTACHMENT:

Financial Report for the quarter ended on June 30, 2026

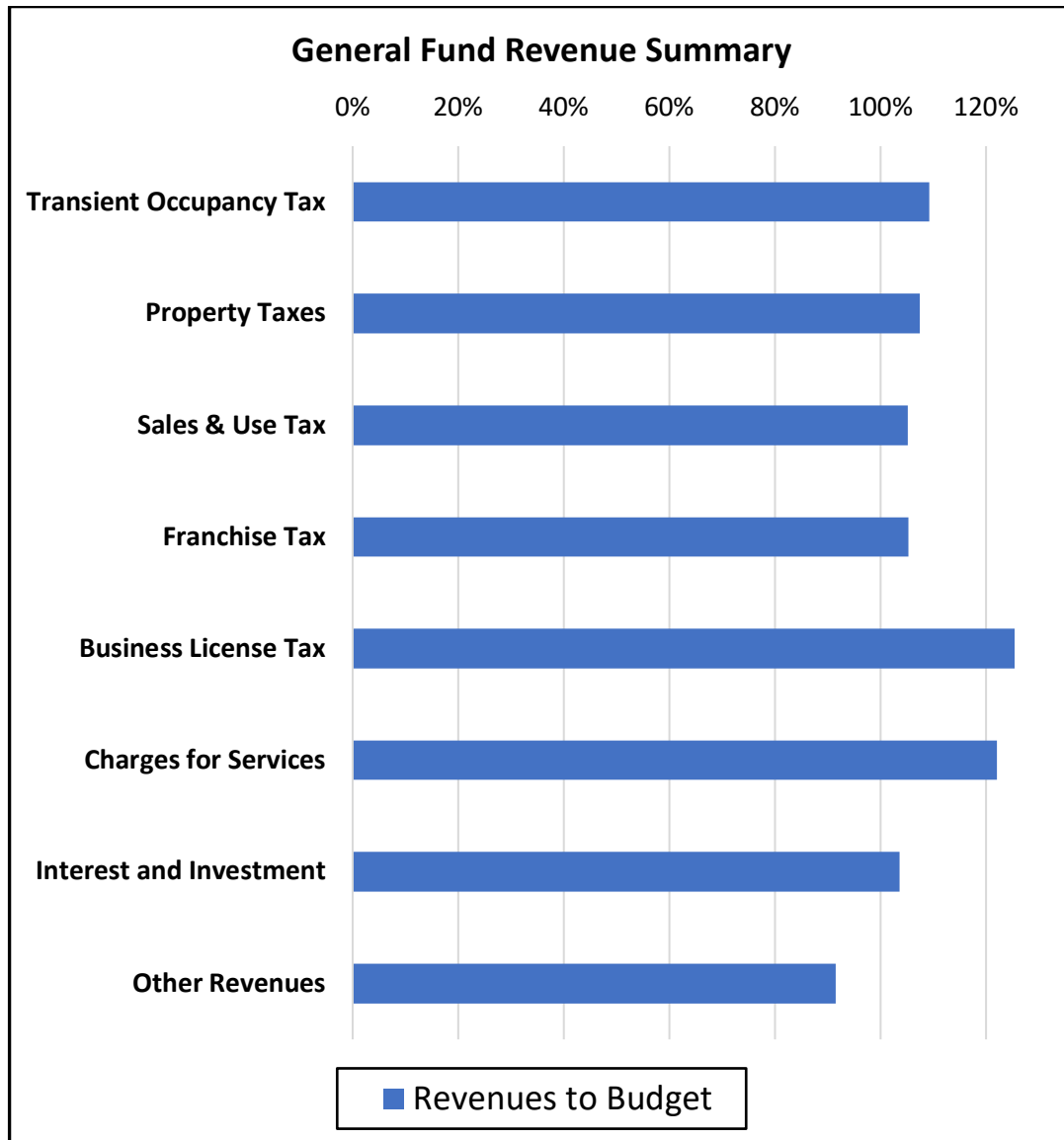
CITY OF HALF MOON BAY
Quarterly Financial Report
June 30, 2026



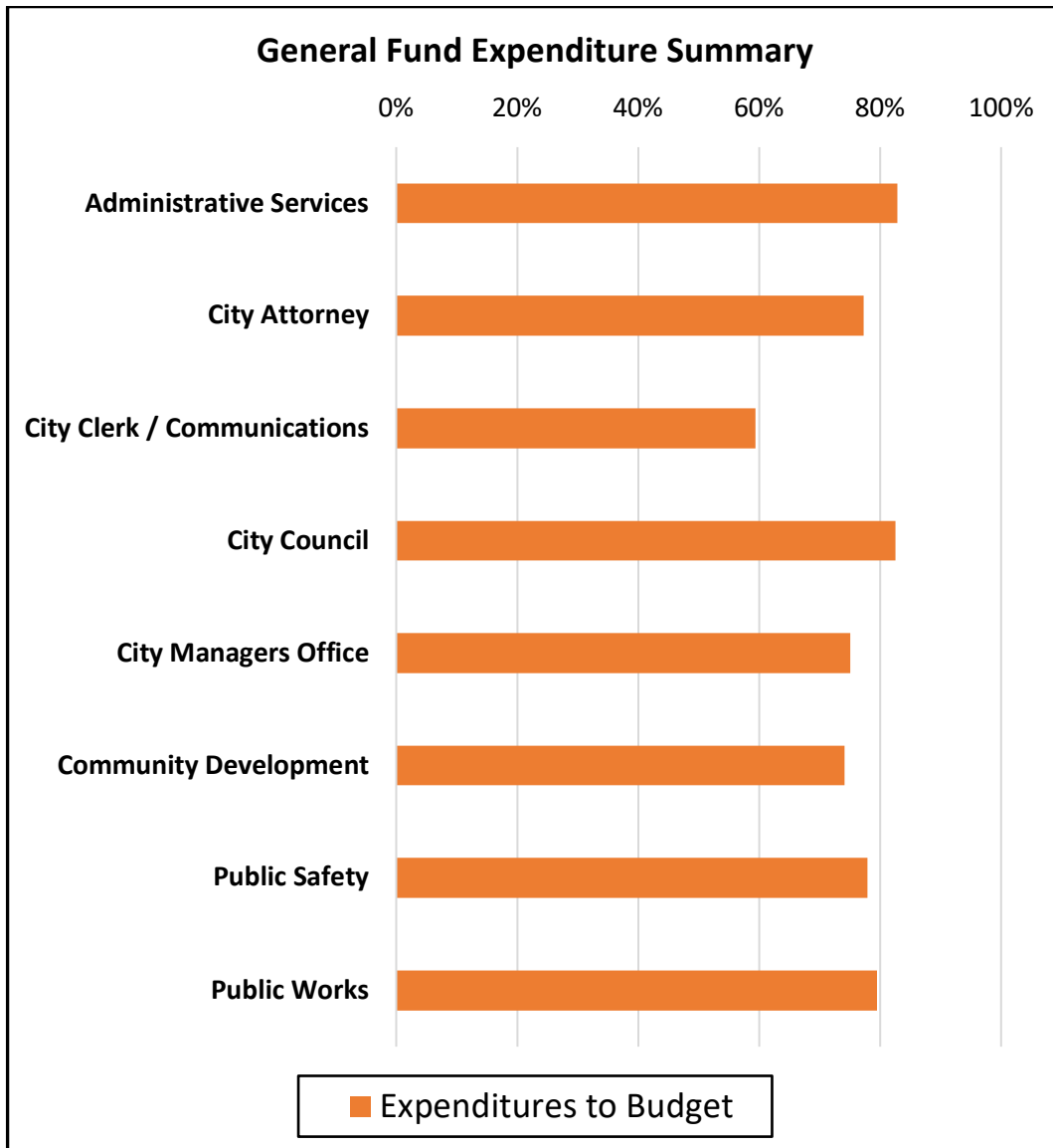
Prepared By:
Administrative Services Department



Funds	Revenues		Expenditures	
	Actual	% of Budget	Actual	% of Budget
General Fund	27,260,252	108%	17,346,553	78%
Special Revenue Funds	3,831,333	22%	2,102,574	12%
Capital Project Funds	1,645,045	23%	1,125,709	13%
Sewer Funds	8,392,892	92%	6,665,688	81%
Internal Service Funds	1,346,069	104%	1,429,800	71%
Pension Stabilization Fund	1,504,058	100%	1,491,217	100%
TOTAL FOR ALL FUNDS	43,979,649	71%	30,161,541	50.5%



Department	Budget	Actual	% of Budget	Variance Over / (Under)	Variance % Delta
Transient Occupancy Tax	9,889,557	10,807,758	109%	918,201	9%
Property Taxes	4,339,795	4,661,587	107%	321,793	7%
Sales & Use Tax	5,049,300	5,309,163	105%	259,863	5%
Franchise Tax	999,463	1,052,332	105%	52,869	5%
Business License Tax	44,306	63,812	144%	19,505	44%
Charges for Services	2,135,054	2,605,404	122%	470,350	22%
Interest and Investment	474,272	491,691	104%	17,419	4%
Other Revenues	1,812,201	1,659,039	92%	(153,162)	-8%
Transfers in	609,554	609,466	100%	(88)	-0.01%
TOTAL	25,353,502	27,260,252	108%	1,906,750	100%



Department	Budget	Actual	% of Budget	Variance Over / (Under)	Variance % Delta
Administrative Services	1,572,528	1,302,517	83%	(270,011)	-17%
City Attorney	1,164,000	898,945	77%	(265,055)	-23%
City Clerk / Communications	1,050,481	624,296	59%	(426,185)	-41%
City Council	228,642	188,769	83%	(39,873)	-17%
City Managers Office	2,985,055	2,241,803	75%	(743,251)	-25%
Community Development	2,300,647	1,704,895	74%	(595,751)	-26%
Public Safety	7,631,997	5,945,506	78%	(1,686,491)	-22%
Public Works	4,365,229	3,467,653	79%	(897,576)	-21%
Non Departmental / Debt Service	918,596	972,168	106%	53,573	6%
Transfers	3,162,433	3,242,947	103%	80,514	3%
TOTAL	25,379,607	20,589,500	81%	(4,790,107)	-19%

GENERAL FUND ANALYSIS:

The General Fund is the primary operating fund of the City and is used to account for most operating activities. Table 1 below provides year-to-date through the fourth quarter comparable data for the current fiscal year and the prior year.

Table 1: Fourth Quarter Budget to Actual Comparison							
	FY 2025-26				FY 2024-25		
	Revised Budget	Actuals as of 06/30/2026	% of Budget		Final Actuals	Actuals as of 06/30/2025	% of Actuals
Revenues							
Transient Occupancy Tax	9,889,557	10,807,758	109%		9,616,592	9,616,592	100%
Property Taxes	4,339,795	4,661,587	107%		3,757,360	3,757,360	100%
Sales & Use Tax	5,049,300	5,309,163	105%		3,634,164	3,634,164	100%
Franchise Tax	999,463	1,052,332	105%		1,032,642	1,032,642	100%
Business License Tax	44,306	63,812	144%		408,035	408,035	100%
Charges for Services	2,135,054	2,605,404	122%		2,421,671	2,421,671	100%
Interest and Investment	474,272	491,691	104%		706,358	706,358	100%
Other Revenues	1,812,201	1,659,039	92%		1,340,419	1,340,419	100%
Transfers in	609,554	609,466	100%		587,760	587,760	100%
Total Revenues	25,353,502	27,260,252	108%		23,505,000	23,505,000	100%
Expenditures							
Administrative Services	1,572,528	1,302,517	83%		1,243,492	1,243,492	100%
City Attorney	1,164,000	898,945	77%		1,317,015	1,317,015	100%
City Clerk / Communications	1,050,481	624,296	59%		869,870	869,870	100%
City Council	228,642	188,769	83%		214,195	214,195	100%
City Managers Office	2,985,055	2,241,803	75%		2,822,865	2,822,865	100%
Community Development	2,300,647	1,704,895	74%		2,059,998	2,059,998	100%
Public Safety	7,631,997	5,945,506	78%		7,207,366	7,207,366	100%
Public Works	4,365,229	3,467,653	79%		3,272,661	3,272,661	100%
Non Departmental / Debt Service	918,596	972,168	106%		590,723	590,723	100%
Operating Transfers	2,157,433	2,237,947	104%		2,259,619	2,259,619	100%
Capital Transfers	1,005,000	1,005,000	100%		2,112,704	2,112,704	100%
Total Expenditures	25,379,607	20,589,500	81%		23,970,509	23,970,509	100%

For fiscal year 2025-26, the City generated \$27.2 million in revenues, exceeding budgetary expectations, primarily due to TOT, sales tax revenue, and charges for services.

Expenditures for the year total \$20.5 million. At 81% of budget, the City has ended the year under budget primarily due to salary savings and less spending overall.

Revenues

Table 2 below shows a year-to-date summary of actual revenues through the fourth quarter for fiscal year 2025-26 and estimated final over/under performance of revenues

Table 2: Fourth Quarter Revenues					
	FY 2025-26			Variance	
	Revised Budget	Actuals as of 06/30/2026	% of Budget	Over / (Under)	% Delta
Revenues					
Transient Occupancy Tax	9,889,557	10,807,758	109%	918,201	9%
Property Taxes	4,339,795	4,661,587	107%	321,793	7%
Sales & Use Tax	5,049,300	5,309,163	105%	259,863	5%
Franchise Tax	999,463	1,052,332	105%	52,869	5%
Business License Tax	44,306	63,812	144%	19,505	44%
Charges for Services	2,135,054	2,605,404	122%	470,350	22%
Interest and Investment	474,272	491,691	104%	17,419	4%
Other Revenues	1,812,201	1,659,039	92%	(153,162)	-8%
Transfers in	609,554	609,466	100%	(88)	0%
Total Revenues	25,353,502	27,260,252	108%	1,906,750	8%

- Transient Occupancy Tax (TOT):** The City received \$10.8 million in TOT revenue through June 30, exceeding the revised budget by approximately \$918 thousand, or 9%. Collections exceeded the prior year in every month, with annual TOT revenue increasing approximately 12% year over year. While this performance is positive, TOT remains one of the City's more volatile revenue sources and can fluctuate significantly positively or negatively.
- Property Taxes:** Property tax revenues totaled \$4.6 million, approximately \$321 thousand, or 7%, above budget, primarily due to higher Vehicle License Fee (VLF) revenues. VLF remains a contested revenue stream between San Mateo County cities and the State. Following a recent State adjustment to the amounts it considers payable, the City is anticipating lower VLF-related revenues in FY 2026-27.
- Sales & Use Taxes:** The City collected \$5.3 million in sales and use tax revenues, approximately \$259 thousand, or 5%, above budget. The favorable variance reflects continued strength in the local sales tax base, including revenues from Measure R, and is consistent with the strong tourism activity reflected in higher TOT collections.
- Charges for Services:** Charges for services exceeded budget primarily due to higher engineering and planning revenues, along with a one-time recognition of revenue from older permits that had not previously been recorded. These revenues can fluctuate from year to year based on development activity and permit volumes, so the City budgets them conservatively. As a result, the full favorable variance should not be assumed to continue in future years.

Expenditures

Table 3 below shows a summary of fourth quarter budget-to-actual revenues for FY 2025-26 and final over/under performance of expenditures.

Table 3: Fourth Quarter Expenditures					
	FY 2025-26			Variance	
	Revised Budget	Actuals as of 06/30/2026	% of Budget	Over / (Under)	% Delta
Expenditures					
Administrative Services	1,572,528	1,302,517	83%	(270,011)	-17%
City Attorney	1,164,000	898,945	77%	(265,055)	-23%
City Clerk / Communications	1,050,481	624,296	59%	(426,185)	-41%
City Council	228,642	188,769	83%	(39,873)	-17%
City Managers Office	2,985,055	2,241,803	75%	(743,251)	-25%
Community Development	2,300,647	1,704,895	74%	(595,751)	-26%
Public Safety	7,631,997	5,945,506	78%	(1,686,491)	-22%
Public Works	4,365,229	3,467,653	79%	(897,576)	-21%
Non Departmental / Debt Service	918,596	972,168	106%	53,573	6%
Operating Transfers	2,157,433	2,237,947	104%	80,514	4%
Capital Transfers	1,005,000	1,005,000	100%	-	0%
Total Expenditures	25,379,607	20,589,500	81%	(4,790,107)	-19%

General Fund expenditures totaled \$20.5 million, or 81% of budget. The favorable variance was driven in large part by savings in public safety expenditures and approximately \$2.0 million in salary savings, as the City held several positions vacant while completing its organizational study to evaluate staffing levels, organizational structure, and long-term service needs. These savings, along with continued departmental cost controls, helped reduce General Fund spending during the fiscal year.

Budget Adjustments

Table 4 below shows a summary of council actions with potential budgetary effects during the third quarter not reflected in the numbers above.

Table 4: Budget Adjustments			
Item	Major Funding Source	Total Fiscal Impact	GF Impact
<i>No budgetary adjustments during this quarter</i>			\$ -
Total	\$	-	\$ -

Conclusion

Table 5 below shows an updated summary of general fund balances for the fiscal year.

Table 6: General Fund Balance Summary			
	FY 2025-26 Budget	FY 2025-26 Est. Final Actuals*	FY 2026-27 Budget
Beginning Fund Balance	13,902,420	13,902,420	20,573,172
Revenues	25,353,502	27,260,252	24,202,867
Expenditures	<u>(25,379,607)</u>	<u>(20,589,500)</u>	<u>(26,323,922)</u>
Annual Surplus / (Deficit)	(26,105)	6,670,752	(2,121,055)
Ending Fund Balance	13,876,315	20,573,172	18,452,117
General Fund Reserve	(7,312,382)	(7,312,382)	(7,529,892)
Economic Uncertainty	<u>(4,874,922)</u>	<u>(4,874,922)</u>	<u>(5,019,928)</u>
Unassigned	1,689,011	8,385,868	5,902,297

**Numbers are unaudited. Final audited numbers are presented with the delivery of the Annual Comprehensive Financial report in December*

Due to revenues exceeding expectations and expenditures ending significantly under budget, the City anticipates an estimated \$8.3 million in unassigned fund balance as of June 30, 2026. A portion of these funds has already been designated to help balance the Fiscal Year 2026-27 projected budget deficit. With this use, the City projects \$5.9 million in unassigned funds remaining as of June 30, 2027.

Given the ongoing structural deficit, staff recommends maintaining the unassigned fund balance rather than committing funds to one-off programs or projects. As part of the mid-year review and future budget process, the City should also revisit its TOT assumptions. While collections have exceeded budget, increasing the estimate would reduce the projected deficit but also increase reliance on a historically volatile revenue source.

Evaluating these issues together through the budget process will allow the City to weigh competing needs, updated revenue expectations, and the broader multi-year fiscal outlook. Preserving flexibility will remain important as the City may need to rely on reserves over multiple years while addressing its longer-term structural imbalance.

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Captain Eamonn Allen, Chief of Police Services

TITLE: **AUTOMATED LICENSE PLATE READERS PILOT PROGRAM UPDATE**

RECOMMENDATION:

Receive a report on the two-year ALPR pilot project, which expires on October 28, 2026, and provide direction on a potential continuation of the program and agreement with Flock Group, Inc. ("Flock").

FISCAL IMPACT:

For the initial installation, setup, and utilization of ALPR units, the City expended approximately \$61,250 of Citizens' Option for Public Safety (COPS) grant funds, which are received from the State on an annual basis to supplement existing front-line law enforcement services. There has been no impact to the General Fund. If the City were to continue utilizing ALPRs through Flock, the annual cost would be approximately \$50,000, potentially subject to escalations and some maintenance costs. There are sufficient funds in the COPS grant to continue paying for these services for the foreseeable future.

STRATEGIC ELEMENTS:

This action supports the *Healthy Communities and Public Safety*, *Fiscal Sustainability*, and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

Automated License Plate Recognition (ALPR) technology uses a combination of cameras and computer software to scan the license plates of passing vehicles. The cameras, which can be fixed (e.g., mounted on road signs or traffic lights) or mobile (i.e., mounted on a vehicle), capture computer-readable images that allow law enforcement to compare plate numbers against plates of known stolen vehicles as well as vehicles associated with individuals wanted on criminal charges or who are at-risk. When a match is found, a real-time alert is generated, notifying police of the location where the image of the stolen or wanted vehicle was captured. ALPR data can also be used by investigators, after a crime has been committed, to identify and locate associated vehicles.

The question of using ALPR technology in Half Moon Bay was originally discussed at City Council meetings in 2019, but at that time the Council did not move forward with further exploration of their use. In fall 2023, in response to community concerns regarding improper and illicit activity, the Sheriff (with consent of the City) placed a mobile ALPR unit in the vicinity of Pilarcitos and Kelly Avenues. This action followed neighborhood meetings and general consensus agreement to, among other strategies, utilize mobile ALPR technology. The mobile unit was then removed following a significant de-escalation of activity in the area. At that time, the Council reevaluated the potential use of ALPR technology, and after several study sessions, meetings with residents, and meetings with the ACLU, approved a pilot program in October 2024. The Pilot Program was for two-years, included 16 ALPR units mounted in 7 locations throughout Half Moon Bay, and was governed by changing State laws, the Sheriff's ALPR Policy (Attachment 1), and the City's ALPR Usage and Privacy Policy (Attachment 2), which was adopted along with the Pilot.

Permitting and installation of the units was incremental and took approximately one-year, during which time the Sheriff's Office managed the data collected by the units, worked with Flock to develop a [Transparency Portal](#) (also linked on the City's [ALPR Pilot Project page](#)), and ensured compliance with County and City policies. The agreement with Flock expires on October 28, 2026, with an option to extend the Term for an additional two years, which extension must be exercised by September 28, 2026. Although the Sheriff has managed the Program in strict accordance with City, County, and agency policies, state law, and best practices, and finds ALPR technology to be an important tool in its public safety efforts, concerns about Flock and ALPR use across the Country have led to local concerns and questions that should be addressed prior to considering an extension.

DISCUSSION:

Challenges

Since initiation of the Pilot Program, the use of ALPRs and specifically Flock units has come under intense scrutiny due to several reported issues, including unauthorized data access and data sharing (mostly by out of state law enforcement agencies where the uses of ALPR data are much less regulated than in California), use of ALPR data for immigration enforcement and other discriminatory actions, and personal misuse by law enforcement officers who were authorized to have access to the data. As a result, dozens of agencies across the Country have terminated contracts with Flock and deactivated ALPR units, including in the Bay Area: Santa Clara County, Mountain View, Los Altos, Santa Cruz, and El Cerrito. Many other agencies are also evaluating the future of ALPR use, including our neighboring City of Pacifica.

In response to these concerns, Flock has made several improvements and changes to their policies and practices, including: reducing the default data retention period; instituting mandatory audit assistance (previously optional); making mandatory case numbers for all data searches; automatic lockouts based on abnormal user search patterns; limits on interagency sharing that can be tied to offense types, rather than all-or-nothing sharing; and alert verification messaging, to require independent verification of plate matches before taking enforcement actions. Critics claim that the burden of configuring the system correctly remains with the agencies themselves, leaving room for human error or misuse. It remains important

for the operator (SMCO in Half Moon Bay's case) to have proper policies, procedures, and checks and balances in place to prevent or identify and address any issues.

The San Mateo County Civil Grand Jury has also taken up the issue, and their report dated August 3, 2026, and titled ["Is our Flock of ALPR Cameras Properly Tended?"](#) (Attachment 3), examines whether ALPR operators in San Mateo County are in full compliance with applicable California law and whether their practices align with their adopted ALPR policies. The San Mateo County Sheriff's Office and City are included as Operators in the report, and we are working collaboratively to review and respond to the report. The current plan is to return to Council on October 6 with the City's official response. Of note, the City was identified as having six findings and six recommendations, which is approximately in the middle of the agencies within the County. If the City extends the program, the vendor contract and City's ALPR Usage and Privacy Policy would likely need to be updated in accordance with the Grand Jury Report.

Pursuant to the City's ALPR Usage and Privacy Policy, the Sheriff (as the City's Flock Administrator) is to perform quarterly audits to ensure Sheriff employee inquiries meet the requirements established by the Policy. Although those audits have taken place (on a monthly basis), the City Manager is then required make reports to the City Council, along with associated crime statistics, evaluating whether or not the technology has been beneficial. Those reports to Council were not completed during the initial year of operation, which is an oversight of the City Manager. If the City does extend the program beyond the current Pilot, procedures will be developed and implemented to ensure compliance with this reporting requirement going forward. Additionally, the Sheriff must produce an annual report that includes summaries of the quarterly reports, as well as other specified data. The first annual report (Attachment 4) covers the period of September 2025 through September 2026. Of concern, out of the 314 agencies that were authorized to access the City's ALPR data, 7 have been identified as having documented sharing issues, although it is important to note that the agency issues took place prior to the City's ALPR units going online, and it is not believed that any City data has been used or shared inappropriately. If the City were to extend the program, modification of the Policy to reduce the number of agencies with access to City data could be considered to reduce the risk of misuse going forward.

During the Pilot period, there has been one incident that included four documented cases of vandalism of the City's ALPR equipment, which required repair and replacement of parts. The vandalism consisted of targeted disabling of camera equipment and no breach of data occurred.

Positive Outcomes

In addition to generating critical leads in several high-profile investigations, ALPR technology has contributed to dramatic reductions in vehicle-related crime in Half Moon Bay. Compared with the 2022–2025 year-to-date average, vehicle burglaries have decreased approximately 88% and vehicle thefts approximately 89% in 2026. While no single public-safety tool can be solely credited for these reductions, ALPR technology provides deputies with a significant proactive and investigative advantage by identifying suspect vehicles, locating stolen vehicles, and generating actionable leads.

Flock ALPR technology has also directly assisted the Sheriff's Office in Half Moon Bay in identifying and apprehending multiple felony suspects, including individuals wanted in connection with violent crimes such as assaults with deadly weapons and shootings. Investigative leads generated through Flock have also contributed to the recovery and seizure of multiple firearms and helped identify felony burglary suspects traveling into Half Moon Bay from outside jurisdictions, including as far away as Fairfield. In several of these cases, there was no known local connection or other readily available investigative lead that would have identified the suspects without ALPR data.

Flock has also played an important role in urgent, life-safety incidents involving individuals in the greater Bay Area region who have threatened suicide by "driving off a cliff"—a threat with particular significance on the Coastsides because of its geography and the very real potential for such an act to occur. This threat was tragically demonstrated by the widely reported Devil's Slide incident in which a vehicle carrying a family was intentionally driven off a cliff in 2023. In these circumstances, the ability to rapidly identify and locate a vehicle can significantly reduce response time and provide deputies with a critical opportunity to intervene before a threatened act becomes a tragedy. Conversely, the technology can rule out whether the vehicle is on the Coastsides at all, ruling out idle threats in moments without dedicating precious resources to searching miles of jurisdiction. Collectively, these cases demonstrate Flock's value not only as an investigative tool, but as a critical public-safety resource capable of helping apprehend dangerous offenders, recover firearms, solve crimes across jurisdictional boundaries, and potentially save lives.

These results directly support Half Moon Bay's strategic goals of maintaining a safe and welcoming community and a resilient local economy. Although property crimes are lower-level offenses, effectively deterring them has a broader impact in a tourism-dependent community. Reducing vehicle crime protects residents and visitors, promotes confidence in Half Moon Bay as a safe destination, supports local businesses and tourism, and ultimately contributes to the resiliency of the City's economy.

CONCLUSION:

Given the information above, as well as ongoing resident concerns about the continued use of ALPRs (specifically Flock), it is important for the Council to thoroughly consider the value of having this technology available in the community against the financial and other potential costs and risks, before deciding to move forward with an extension of the contract and program.

ATTACHMENTS:

1. San Mateo County ALPR Administrative Policy
2. City of Half Moon Bay ALPR Usage and Privacy Policy
3. Grand Jury Report: "Is Our Flock of ALPR Cameras Properly Tended?"
4. 2026 ALPR Annual Report – City of HMB, prepared by SMCSO

Automated License Plate Readers (ALPRs)

420.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidance for the capture, storage and use of digital data obtained through the use of Automated License Plate Reader (ALPR) technology.

420.1.1 DEFINITIONS

Automated License Plate Reader (ALPR): A device that uses cameras and computer technology to compare digital images of license plates to existing law enforcement inquiries and/or investigations lists.

Detection: An ALPR read of a license plate within public view, including potential images of the plate and vehicle on which it was displayed, and information regarding the location of the ALPR at the time the data was obtained.

Hit: An alert from the ALPR system that a scanned license plate number may be in the National Crime Information Center (NCIC) or other law enforcement database for a specific reason including, but not limited to, being related to a stolen vehicle, wanted person(s), missing person(s), domestic violence protective order, registered sex offender or terrorist-related activity.

Hotlist: License plate(s) associated with existing law enforcement investigations.

Plate of Interest: A license plate appearing on a hotlist or that has been entered into the ALPR database and is believed to be associated with criminal activity and/or a vehicle/person of interest.

420.2 POLICY

It is the policy of the San Mateo County Sheriff's Office (SMCSO) to utilize ALPR technology only for official and legitimate law enforcement purposes, with the goal being to increase the efficiency and effectiveness of its public safety efforts in a manner that safeguards the legitimate privacy concerns of law abiding citizens. Consistent with Civil Code 1798.90.55, the Sheriff's Office shall provide the opportunity for public comment at a regularly scheduled meeting of the governing body of any area prior to the installation of any fixed ALPR camera.

Office personnel may use the ALPR system for official use only. Any matches received from the ALPR must be verified before enforcement action is taken unless exigent circumstances exist. ALPR data that is not considered intelligence and investigative information may be retained for a maximum of one (1) year unless the information is from an ALPR device deployed within an area wherein the local government has requested a different retention period. Data from FLOCK cameras that is not considered intelligence or investigative information will be purged after 30 days.

420.3 OPERATIONS

Use of an ALPR is restricted to the purposes outlined below. Office members shall not use, or allow others to use the equipment or database records for any unauthorized purpose (Civil Code § 1798.90.51; Civil Code § 1798.90.53).

Automated License Plate Readers (ALPRs)

- (a) An ALPR shall only be used for official law enforcement business.
- (b) An ALPR may be used in conjunction with any routine patrol operation or criminal investigation. Reasonable suspicion or probable cause is not required before using an ALPR.
- (c) While an ALPR may be used to canvass license plates around any crime scene, particular consideration should be given to using ALPR-equipped cars to canvass areas around homicides, shootings and other major incidents. Partial license plates reported during major crimes should be entered into the ALPR system in an attempt to identify suspect vehicles.
- (d) No member of this office shall operate ALPR equipment or access ALPR data without first completing office-approved training.
- (e) No ALPR operator may access office, state or federal data unless otherwise authorized to do so.
- (f) If practicable, the deputy should verify an ALPR response through the California Law Enforcement Telecommunications System (CLETS) before taking enforcement action that is based solely on an ALPR alert.

420.4 ROLES AND RESPONSIBILITIES

- (a) General Use
 - 1. ALPR systems shall be deployed solely for official law enforcement purposes, including, but not limited to:
 - (a) Locating stolen vehicles, carjacked vehicles, stolen license plates, wanted or missing persons, or vehicles on the Hotlist;
 - (b) Canvassing areas surrounding recent crimes to capture license plates that may be connected to the crime event.
- (b) ALPR Administrator
 - 1. The ALPR Administrator duties and Official Custodian duties are the responsibility of the Operations Assistant Sheriff or designee for the applicable area.
 - 2. The ALPR Administrator shall ensure all ALPR system equipment is inspected, at a minimum, on a quarterly basis.
 - 3. The ALPR Administrator shall coordinate all training for use of the ALPR systems and related technologies.
 - (a) No member of the Office shall operate ALPR equipment or access ALPR data without first completing department-approved training.
 - (b) The following classifications are authorized to be trained in the use of the ALPR system:

San Mateo County Sheriff's Office

Policy Manual

Automated License Plate Readers (ALPRs)

- i. Duly sworn peace officers.
 - ii. Professional staff whose duties require or call for the use of the system or data, for example, Community Service Officers assigned to investigative positions or Crime Analysts.
 - (c) Training in the use of the system shall consist of:
 - i. Privacy and civil liberties protections.
 - ii. Legal authorities, developments and issues involving the use of ALPR data and technology.
 - iii. Current Office policy regarding appropriate use of ALPR systems.
 - iv. Technical, physical, administrative and procedural measures to protect the security of ALPR data against unauthorized access or use; and
 - v. Practical exercises in the use of the ALPR system.
- 4. The ALPR Administrator shall submit an ALPR quarterly report to the Area Commander of any deployment of ALPR technology:
 - (a) The report will include at a minimum, total detections and hits generated from the ALPR equipment and a confirmation that there is no data in the system older than is permitted by this policy.
- 5. The Sheriff's Office will give an annual report to the Governing Bodies on the number of license plates captured in any given time period, number of times the data was accessed by law enforcement, including but not limited to, a report from the law enforcement agency as to how many of the license plates included in the data accessed were Hits on an active wanted list, the number of inquiries made by law enforcement personnel by agency relative to the data, the justification(s) for those inquiries, and information on any data retained beyond retention periods (maximum of 12 months) and the reasons for such retention.
- 6. The ALPR Administrator shall conduct periodic audits of user queries as well as update access to the database. This includes eliminating access to persons separated from the organization for any reason.
- (c) ALPR Operators
 - 1. Shall ensure the ALPR cameras are properly affixed to the assigned Sheriff's patrol vehicle prior to starting their shift; inspecting units for damage or excessive wear.
 - 2. Upon discovery of any ALPR equipment that is inoperable or damaged in any way, the Operator shall:
 - (a) Immediately notify the ALPR Administrator in writing.
 - (b) Document the damage/issue on the County Vehicle Damage form and notify the Technology Services Unit (TSU).

Automated License Plate Readers (ALPRs)

3. Shall start the ALPR system software to activate the system and receive the automatic updated Hotlist at the beginning of each shift.
 - A. ALPR units installed on marked Sheriff's patrol vehicles shall be activated and used at all times unless the operator of the vehicle has not been trained and certified to use the system.
 - B. Staff assigned unmarked Sheriff's vehicles equipped with an ALPR system may use their discretion on removing the external ALPR cameras based on mission needs.
 4. Shall ensure that the ALPR system software, hardware, and GPS are fully operational.
 5. Shall not attempt to repair defective or inoperable ALPR equipment.
- (d) ALPR Hits
1. When an alarm is received alerting operators of a positive Hit from the Hotlist database, a digital image of the license plate will be displayed on the mobile data computer screen.
 2. Absent exigent circumstances, or other information to establish probable cause for a detention, ALPR operators shall compare the digital image of the license plate to the Hotlist information to verify the Hit for both the state in which the license plate was issued and characters on the plate. ALPR systems will alert based on the alpha numeric characters displayed for license plates issued and false positives are possible based on license plates with the same numbers from other states. ALPR systems may also misread letters and numbers of similar shapes. This is the primary reason that, absent exigent circumstances, all positive Hits must be confirmed prior to taking law enforcement action.
 3. Absent exigent circumstances, or other information to establish probable cause for a detention, ALPR operators shall confirm the ALPR information by radio or mobile data computer to immediately confirm the Hit prior to taking enforcement or any other type of action.

420.5 ACCOUNTABILITY

All data will be closely safeguarded and protected by both procedural and technological means. The San Mateo County Sheriff's Office will observe the following safeguards regarding access to and use of stored data (Civil Code § 1798.90.51; Civil Code § 1798.90.53):

- (a) All ALPR data downloaded to the mobile workstation and in storage shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date and time (Civil Code § 1798.90.52).
- (b) Members approved to access ALPR data under these guidelines are permitted to access the data for legitimate law enforcement purposes only, such as when the data relate to a specific criminal investigation or office-related civil or administrative action.
- (c) ALPR system audits should be conducted on a regular basis.

Automated License Plate Readers (ALPRs)

For security or data breaches, see the Records Release and Maintenance Policy.

420.6 PROHIBITED USE

- (a) ALPR usage is prohibited from invading the privacy of individuals or looking into private area or areas where a reasonable expectation of privacy exists, nor shall they be used to harass, intimidate or discriminate against any individual or group, nor for any purpose not specifically authorized by this policy.
- (b) Unauthorized access, possession or release of data is a violation of policy and various federal and state criminal statutes. Any employee who accesses, possesses or releases data from the ALPR database without authorization or in violation of this policy and such additional policies established by this Office, may face discipline up to and including termination, criminal prosecution and/or civil liability.
- (c) The Sheriff's Office does not permit the sharing of ALPR data gathered by the Office or its contractors/subcontractors/municipalities for purpose of federal immigration enforcement, pursuant to the California Values Act (Government Code § 7282.5; Government Code § 7284.2 et seq) – these federal immigration agencies include Immigrations and Customs Enforcement (ICE) and Customs and Border Patrol (CPB).
- (d) The Sheriff's Office will also consider the California Reproductive Privacy Act (Health and Safety Code § 123460 - § 123469) before approving the sharing of ALPR data for the purpose of investigating any person seeking to exercise their reproductive health care rights within California. The Sheriff's Office does not permit the sharing of ALPR data gathered by the Office or its contractors/subcontractors for the purpose of prosecuting, investigating or initiating any legal proceeding against any person for the exercise of reproductive health care rights as defined by California law.
- (e) The Sheriff's Office will not share ALPR data with federal or out-of-state agencies in compliance with Civil Code §§1798.90.55(b) and 1798.90.5(f).
- (f) ALPR technology shall not be used for the purpose of monitoring, tracking, identifying, or investigating individuals or groups based solely on the exercise of rights protected by the First Amendment of the United States or California Constitution, including but not limited to lawful speech, association, assembly, or participation in protests, demonstrations, or other expressive activities.

420.7 POLICY

The policy of the San Mateo County Sheriff's Office is to utilize ALPR technology to capture and store digital license plate data and images while recognizing the established privacy rights of the public.

All data and images gathered by the ALPR are for the official use of this office. Because such data may contain confidential information, it is not open to public review.

420.8 ADMINISTRATION

The ALPR technology, also known as License Plate Recognition (LPR), allows for the automated detection of license plates. It is used by the San Mateo County Sheriff's Office to convert data

Automated License Plate Readers (ALPRs)

associated with vehicle license plates for official law enforcement purposes, including identifying stolen or wanted vehicles, stolen license plates and missing persons. It may also be used to gather information related to active warrants, homeland security, electronic surveillance, suspect interdiction and stolen property recovery.

All installation and maintenance of ALPR equipment, as well as ALPR data retention and access, shall be managed by the Operations Assistant Sheriff or their designee. The Operations Assistant Sheriff will assign members under their command to administer the day-to-day operation of the ALPR equipment and data.

420.8.1 ALPR ADMINISTRATOR

The Support Services Assistant Sheriff shall be responsible for developing guidelines and procedures to comply with the requirements of Civil Code § 1798.90.5 et seq. This includes, but is not limited to (Civil Code § 1798.90.51; Civil Code § 1798.90.53):

- (a) A description of the job title or other designation of the members and independent contractors who are authorized to use or access the ALPR system or to collect ALPR information.
- (b) Training requirements for authorized users.
- (c) A description of how the ALPR system will be monitored to ensure the security of the information and compliance with applicable privacy laws.
- (d) Procedures for system operators to maintain records of access in compliance with Civil Code § 1798.90.52.
- (e) The title and name of the current designee in overseeing the ALPR operation.
- (f) Working with the Custodian of Records on the retention and destruction of ALPR data.
- (g) Ensuring this policy and related procedures are conspicuously posted on the office's website.

420.9 REVISIONS

- Adopted: January 13, 2017
- Revised: February 20, 2024
- Revised: February 3, 2026

City of Half Moon Bay

Automated License Plate Reader (ALPR)

Usage and Privacy Policy

Adoption Date: **October 1, 2024**

Last Revision Date: **October 1, 2024**

1. Introduction & Purpose

The City of Half Moon Bay (“City”) owns or leases and authorizes the use of Automated License Plate Readers (“ALPR”) at fixed locations within the City, as shown on Attachment A, for law enforcement and public safety purposes as described herein.

ALPRs use high speed cameras to capture still images of vehicles including the make, color, license plate, roof racks and bumper stickers (“Footage”). City, through its contract for law enforcement services with the San Mateo County Sheriff’s Office, has agreed to provide the Sheriff’s Office with access to the Footage to view, search, and archive the Footage and to receive notifications via email or SMS to facilitate gathering of evidence for use in bona fide law enforcement investigations.

California Civil Code section 1798.90.51 requires public agencies operating ALPR to adopt and implement a usage and privacy policy to ensure that the collection, use, maintenance, sharing, and dissemination of information collected by ALPR protects individual privacy and civil liberties. Consistent with the state law mandate, the City has adopted this Automatic License Plate Reader Usage and Privacy Policy (“Policy”) to regulate the use, management, and retention of ALPR and ALPR Data which includes the Footage metadata, such as time stamp and geolocation of the cameras, as well as who has accessed records, search history, and any other auditable data collected or used to store, index, and access the information. This Policy is available to the public in writing and posted on the City’s website.

2. Definitions

- A) “Aggregated Data” means information that relates to a group or category of individuals, from which any potential individuals’ personal identifying information has been permanently “anonymized” by commercially available tools to irreversibly alter data in such a way that a data subject (i.e., individual person or impersonal entity) can no longer be identified directly or indirectly.
- B) “Automated License Plate Reader” means the technology, also known as License Plate Recognition, which provides still images and other data, including vehicular attributes such as make, color, license plate, roof rack, and bumper stickers, captured by the ALPR System.
- C) “ALPR Data” means the content obtained by an ALPR, including the Footage metadata, such as time stamp and geolocation of the camera, as well as who has accessed records, search history, and any other auditable data collected by the software system or used in the Embedded Software used to store, index, and access the information gathered by an ALPR.
- D) “ALPR System” means the ALPR hardware and software including cameras or device, pole, clamps, solar panel, installation components, and any other physical elements used for the capture, retention, indexing, accessing, and utilizing ALPR Data.
- E) “Embedded Software” means the software and/or firmware embedded or preinstalled on the ALPR System.

- F) "Flock" means Flock Group Inc, the vendor who will provide to the City a software and hardware solution for ALPR through Flock's technology platform.
- G) "Footage" means still images and other data, including vehicular attributes such as make, color, license plate, roof rack, and bumper stickers, captured by the ALPR System during and provided via the services provided by Flock.
- H) "Hotlist(s)" means a digital file containing alphanumeric license plate related information pertaining to vehicles of interest, which may include stolen vehicles, stolen vehicle license plates, vehicles owned or associated with wanted or missing person(s), vehicles suspected of being involved with criminal or terrorist activities, and other legitimate law enforcement purposes. Hotlist also includes, but is not limited to, National Crime Information Center (NCIC), Department of Motor Vehicles (DMV), and local Be on the Lookouts (BOLOs) for similar categories, license plates associated with AMBER Alerts or Missing Persons/Vulnerable Adult Alerts, and includes manually entered license plate information associated with crimes that have occurred in any local jurisdiction.
- I) "Law Enforcement Agency" refers to an agency charged with maintaining public safety and enforcing federal law or California law.
- J) "Notifications" means alerts sent via Electronic Mail (E-mail) or Short Message/Messaging Service (SMS) to the Sheriff's officers through the ALPR System based on Hotlists hits.
- K) "Requisite Training" means training and education conducted by the Sheriff before access to the City's ALPR Data is provided and thereafter annually on ALPR Data protection and authorized and prohibited uses. Training in the use of the system shall consist of:
 - i. Privacy and civil liberties protections;
 - ii. Legal authorities, developments and issues involving the use of ALPR data and technology;
 - iii. Current Sheriff policy regarding appropriate use of ALPR systems;
 - iv. Technical, physical, administrative and procedural measures to protect the security of ALPR data against unauthorized access or use;
 - v. Practical exercises in the use of the ALPR system; and
 - vi. All training and updates provided by Lexipol.
- L) "Sheriff" means the San Mateo County Sheriff's Office and its sworn officers or authorized staff.
- M) "City" means the City of Half Moon Bay, California.
- N) "City Council" means the City Council of the City of Half Moon Bay, California.
- O) "City Manager" means the official representative of the City or their duly authorized agent.

3. Authorized Purposes and Prohibited Uses

Use of the City ALPR System will take place 24 hours a day, 7 days per week, and 365 days per year within the City of Half Moon Bay, with ALPR Data captured at the locations identified on Attachment A. City ALPR shall not be used in areas where there is a reasonable expectation of privacy, such as on private property not readily visible from public right of ways.

ALPR Data captured by City ALPR will only be used for the following purposes:

- A) to assist in identifying and investigating crimes against persons and property;
- B) to locate missing children, adults, and/or elderly individuals, including in response to Amber Alerts and Silver Alerts;
- C) to locate stolen, wanted, and/or other vehicles that are the subject of an investigation;
- D) to assist in gathering evidence to identify, apprehend, and prosecute criminal offenders;

- E) to respond to emergency events;
- F) to locate and/or apprehend individuals subject to arrest warrants;
- G) to locate victims, witnesses, and suspects associated with an investigation; and/or
- H) to check, either manually or automated, for license plate data appearing on active Hotlists.

The following uses of the ALPR system are specifically prohibited:

- A) to harass and/or intimidate any individual or group;
- B) to use the ALPR system or associated scan files or hot lists for any personal purpose;
- C) to use the ALPR system or associated scan files or hot lists for the purpose or known effect of infringing upon First Amendment rights of any person,
- D) to assist or support immigration enforcement or prosecuting, investigating or initiating any legal proceeding against any person for the exercise of reproductive health care rights as defined by California law; and/or
- E) except when done pursuant to a court order such as a search warrant, to record license plates except those of vehicles that are exposed to public view (e.g., vehicles on a public road or street, or that are on private property but whose license plate(s) are visible from a public road, street, or a place to which members of the public have access, such as the parking lot of a shop or other business establishment).

Any ALPR Data obtained from City ALPR shall be used pursuant to this Policy, the Sheriff's policy, any agreements between the City, Sheriff and/or Flock, and any applicable state and federal law. All other uses not referenced above are prohibited. Possession of ALPR Data does not negate the need to comply with other applicable laws or regulations including the requirement to obtain a search warrant when legally required.

4. Data Storage and Protection

ALPR Data collected by ALPR is automatically uploaded to the ALPR System's associated cloud storage at the time of capture. Cloud storage and server capacity is provided for and maintained by Flock as a part of its scope of services. The City Manager shall review and confirm at least annually to the City Council in writing that Flock has installed and implemented appropriate security measures for such storage including encryption, firewalls, authentication, and other reasonable data protection measures.

ALPR Data will not be downloaded to a local server, stored locally on a hard drive or portable device, or produced in a physical printout, except authorized Sheriff personnel may download ALPR Data for local storage or printout for authorized purposes stated herein. ALPR Data may not otherwise be downloaded for any other purpose.

Downloaded, copied, and printed ALPR Data will be maintained in accordance with applicable law, including state and federal evidentiary laws. Additionally, the Sheriff shall implement physical security, encryption, firewalls, authentication, and other reasonable security measures to protect ALPR Data, including all ALPR Data downloaded to the mobile workstation or in storage shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date, and time.

5. ALPR Data Access

Access to ALPR Data is restricted to sworn officers or authorized staff of the Sheriff, who may download and store ALPR Data, but only for the authorized purposes listed in Section 3 above and subject to all conditions, restrictions, and protections of this Policy.

The City contracts with Flock for the provision, operation, and maintenance of the ALPR System. Notwithstanding the foregoing, one or more employees of the City may have access to the ALPR system for the sole purpose of facilitating and ensuring the use of the ALPR system in coordination with Flock. Flock's access to data collected by City ALPR is limited to access required to operate and improve the ALPR System, in which case only anonymized and Aggregated Data may be accessed and used by Flock.

In addition to this Policy, the Sheriff's personnel shall observe and comply with this Policy, and all applicable internal or departmental ALPR policies and any additional guidelines and regulations that are in place governing ALPR.

6. ALPR Data Retention

ALPR Data will not be stored by the ALPR System beyond thirty (30) days from the date it was uploaded to the cloud system except when lawfully required to by a subpoena, court order or associated ongoing investigation.

ALPR Data that is downloaded and stored pursuant to Section 5 above shall be deleted and purged no later than six (6) months from the date it was downloaded for local storage, unless the ALPR Data thereafter becomes associated with a criminal investigation or prosecution for any of the authorized purposes identified in Section 3 above. In the latter case, the ALPR Data shall be purged no later than one (1) year from the date the criminal investigation no longer remains active or the ongoing prosecution for which it was retained is resolved.

7. ALPR Data Public Access

ALPR Data will not be made public unless required by state or federal law or by court order. Prior to disclosing to a third party any ALPR Data, Flock shall provide the City with reasonable notice to provide the City with ability to seek a protective order and/or other legal remedies to minimize the scope of required disclosure. If a California Public Records Act request for ALPR Data is received by the City or the City becomes aware of such request to the Sheriff, the City Attorney's Office will be consulted to determine whether the requested ALPR Data is exempt from disclosure pursuant to the California Public Records Act or other state or federal law provisions.

8. Third-Party ALPR Data-Sharing

The City, Flock, and the Sheriff shall maintain robust security procedures and practices, including operational, administrative, technical, and physical safeguards to protect ALPR Data from unauthorized access, destruction, use, modification, or disclosure.

The Sheriff is authorized to share ALPR Data in the following limited circumstances upon a lawful request from:

- a California District Attorney's Office for use as evidence to aid in prosecution, in accordance with laws governing evidence;

- a California Public Defender's Office or criminal defense attorney in accordance with applicable criminal discovery laws; and/or
- a California Law Enforcement Agency, but only for an Authorized Purpose listed in Section 3 above and subject to all conditions, restrictions, and protections of this Policy.

Any ALPR Data sharing must be documented by either the associated case or incident number, and lawful reason for the request.

9. Law Enforcement Training

ALPR Data may only be accessed by authorized Sheriff personnel pursuant to Section 5 and who have undergone Requisite Training. Prior to sharing ALPR Data with any other Law Enforcement Agency, the Sheriff shall ensure that the receiving Law Enforcement Agency is aware of and will comply with the conditions, restrictions, and protections of this Policy.

10. ALPR Maintenance

The City or Flock will regularly inspect and adequately maintain the ALPR equipment in proper working order and will ensure that the ALPR System continues to function as provided for in this Policy.

11. ALPR Data Audits and Annual Reporting

A) Quarterly Reports

On a quarterly basis, the City Manager will make a report to the City Council which includes a data audit from the Sheriff. In order to prepare the report, the Sheriff shall randomly select at least ten detection browsing inquiries conducted by Sheriff employees since the date of activation of the ALPR and determine if each inquiry meets the requirements established in this Policy.

The report shall include any data errors or Policy violations found so that such errors can be corrected, and violations addressed. Additionally, the report shall include an evaluation of the system's efficacy, including relevant crime statistics and/or data to help the community assess whether use of the technology is beneficial. After the quarterly review by the City Council, the report and any associated documentation shall be filed and retained according to the City of Half Moon Bay's retention policies.

B) Annual Reports

Commencing within twelve (12) months following first activation of the ALPRs, and annually thereafter, the Sheriff will prepare an annual report for submission to the City Council. The annual report will include, at a minimum:

- a summary of the quarterly reports including any corrective action taken, excluding any confidential disciplinary information prohibited by law from disclosure;
- the number of fixed ALPR cameras;
- the number of scanned license plates;
- the number of Hotlist hits or alerts;
- the number of search queries and the justification for such queries;
- the number of investigative leads generated by use of ALPR Data;
- the number of witnesses located by use of ALPR Data;

- viii. the number of stolen vehicles recovered by use of ALPR Data;
- ix. the number of suspects apprehended by use of ALPR Data;
- x. a list of Law Enforcement Agencies that accessed or received ALPR Data; and
- xi. any ALPR Data requests from third-parties pursuant to Section 8.

Policy Revision History:

Date	Actions
10/01/2024	Council Adoption

Adopted:

Signature: 
Matthew Chidester, City Manager

Attachment A
ALPR Locations
(16 ALPR units at 7 locations)

1. N/B Highway 1 and Main Street
2. S/B Highway 1 and Main Street
3. E/B Strawflower Shopping Center
4. W/B Strawflower Shopping Center
5. Highway 92 and N/B Main Street
6. Highway 92 and S/B Main Street
7. E/B Kelly West of Highway 1
8. W/B Kelly East of Highway 1
9. E/B Kelly East of Highway 1
10. W/B Kelly West of Highway 1
11. N/B Main and Highway 1 at Higgins Canyon Road
12. S/B Main and Highway 1 at Higgins Canyon Road
13. E/B Redondo Beach Road
14. W/B Redondo Beach Road
15. E/B Wavecrest Road at Highway 1
16. E/B Poplar Street at Railroad





Is Our Flock of ALPR Cameras Properly Tended?

San Mateo County Civil Grand Jury
2025-2026

Release Date: August 3, 2026

ISSUE

Over the past year, Automated License Plate Readers (ALPRs) have come under increasing public scrutiny. This report examines whether ALPR operators in San Mateo County (SMC) are in full compliance with applicable California law and whether their practices align with their adopted ALPR policies.

SUMMARY

Automated License Plate Readers have become widely deployed in SMC, with more than 500 cameras now in operation by law enforcement agencies (LEAs) within the County. The rapid increase in ALPR deployment has been accompanied by California legislation governing ALPR use, and also by increased media coverage of alleged violations. Over the past year, SMC LEAs have made notable operational improvements, particularly with respect to out-of-state data sharing. Most changes were driven by stronger default compliance made by Flock Safety (Flock), now the dominant ALPR platform among the SMC operators reviewed. But SMC ALPR operators continue to have many of the same operational deficiencies identified by a 2019 California State Audit that investigated four operators elsewhere in California. Many of the required policy documents are deficient or need significant revision to accurately reflect current operations, and audit materials produced were inconsistent in scope and rigor. Although the materials reviewed did not identify current sharing by SMC operators with out-of-state entities, most operators did not document criteria, process, or controls governing in-state sharing in a manner sufficient to demonstrate compliance with law. This report presents findings and recommendations to promote transparent operation of ALPR systems consistent with public safety, privacy, and applicable law.

BACKGROUND

Automated License Plate Readers

Automated License Plate Readers (ALPRs) are camera-based systems that automatically capture and analyze license plates on passing vehicles. Cameras are typically located at fixed roadside locations along high-traffic corridors, major intersections, city entry/exit routes, areas with high crime rates, and transportation infrastructure (bridges, tunnels, freeways). These systems combine high-speed cameras, infrared illumination, and optical character recognition software to convert license plate images into searchable digital data. Law enforcement agencies use ALPR systems to locate stolen vehicles, identify vehicles connected to criminal investigations, generate investigative leads, and assist in locating missing persons. When connected through regional or national networks, ALPR systems allow investigators to reconstruct vehicle movements across jurisdictions.

Digital imaging, optical character recognition, and large-scale data storage allow ALPR systems to process large numbers of license plates quickly and automatically. Modern systems can read thousands of plates per hour and store the results in databases that investigators can search later.

When a motor vehicle is detected by an ALPR as it passes through the camera's field of view, a digital record is generated recording the vehicle's license plate number, an image of the plate, a

contextual image of the vehicle (make, model, color, etc.), the date and time of the scan, the location of the camera, and the identification number of the camera device. Once the image is captured, the digital record is immediately transmitted to a cloud-based database that compares the scanned license plate and other vehicle data against law enforcement watch lists, often referred to as “hot lists,” that may include information on vehicles that have been reported stolen, those associated with criminal investigations, outstanding warrants, or connected to missing persons or Amber Alerts. When a match occurs, the system can send an alert to officers or dispatch centers in real time.

ALPR cameras are usually deployed as part of a network such that when the same vehicle is detected by multiple cameras, investigators can analyze those detections to determine travel routes and timelines. By default, only data captured by cameras within that local jurisdiction are available. LEAs typically elect to contribute their data to regional databases or multi-jurisdictional systems that allow sharing across multiple cities, counties, or states. The ability to share data among multiple jurisdictions is more effective in assisting law enforcement in their investigations as suspects rarely limit their travel within a single jurisdiction.

As of March 30, 2026, more than 582 ALPR cameras were deployed across SMC. These cameras are operated by municipal police departments within their respective jurisdictions and by the San Mateo County Sheriff’s Office (SMCSO) in unincorporated areas and in jurisdictions where the Sheriff provides contracted law enforcement services. The only police department in SMC with no ALPR cameras is Broadmoor.

Operator	Cameras as of 3/30/2026	Comments
Atherton	53	Earliest in SMC, 2020.
Belmont	10	
Brisbane	16	
Burlingame	18	
Colma	11	
Daly City	44	
East Palo Alto	25	
Foster City	20	
Half Moon Bay	14	Separate Flock contract, operated by SMCSO.
Hillsborough	22	
Menlo Park	32	
Pacifica	10	
Redwood City	25	
San Bruno	54	
San Mateo	66	

Operator	Cameras as of 3/30/2026	Comments
San Mateo County Sheriff's Office	109	Includes unincorporated SMC (except Broadmoor), Portola Valley, San Carlos and Millbrae.
South San Francisco	37	
Woodside	26	Separate Flock contract, operated by SMCSO

Key Issue

ALPRs and the sharing of image data across jurisdictional lines have created controversy with respect to issues of privacy. While not the focus of this report, some civil liberties groups, including the [American Civil Liberties Union](#) (ACLU), argue that vehicle tracking could affect freedom of association if it reveals attendance at protests, political meetings, or religious gatherings (First Amendment).

Others, including the [Electronic Frontier Foundation](#) (EFF) question whether large-scale tracking of vehicle locations over time could constitute a search under constitutional law (Fourth Amendment). While the focus of this report is not to investigate the constitutional issues surrounding ALPRs, data sharing among law enforcement agencies has become a significant public concern and has, in some communities, resulted in the suspension or termination of ALPR programs. Although no such actions have occurred in SMC, several Bay Area jurisdictions—including [Mountain View](#), [Los Altos Hills](#), [Santa Clara County](#), and [Santa Cruz](#)—have discontinued their use of ALPR systems.

This report evaluates, based on records obtained during the investigation, whether SMC LEAs satisfy California law governing the use of ALPR systems and the sharing of ALPR data. Civil Code section 1798.90.51 requires APLR operators to implement and publicly post a usage and privacy policy. This report also evaluates whether the policies produced accurately describe actual operations.

Legislative Framework

California has enacted legislation governing the use of ALPR systems, with a focus on transparency, accountability, and limitations on data sharing. The primary statutory framework was enacted by Senate Bill 34 (SB 34) (Stats. 2015, Ch. 532), codified at Civil Code sections 1798.90.5 through 1798.90.55.

Effective January 1, 2016, SB 34 imposes requirements governing the collection, storage, access, and sharing of ALPR data. SB 34 applies to both operators of ALPR systems and entities that access ALPR data. Among other requirements, ALPR operators must adopt written usage policies, maintain detailed audit logs, implement reasonable security measures, and provide an opportunity for public comment prior to implementing an ALPR program. The California Department of Justice has issued guidance on SB 34 in Information Bulletin No. 2023-DLE-06.

In addition to SB 34, Senate Bill 54 (SB 54) (Stats. 2017, Ch. 495), known as the California Values Act (Gov. Code § 7284 et seq.) restricts the use of state and local law enforcement resources for

federal immigration enforcement purposes. SB 54 limits the sharing of certain information with federal immigration authorities and reinforces the principle that local law enforcement data systems, including ALPR databases, must not be used in a manner inconsistent with California law. The California Department of Justice has issued guidance clarifying these restrictions in Information Bulletin No. 2025-DLE-08.

In 2025, the California Legislature passed Senate Bill 274, which would have imposed additional restrictions and oversight. The bill proposed limiting retention periods for non-matching records and expanding state-level review of ALPR use. However, SB 274 was [vetoed by Governor Gavin Newsom](#), who concluded that SB 274 did “not strike the delicate balance between protecting individual privacy and ensuring public safety,... particularly with respect to cold cases.”

Collectively, these statutes establish a legal framework that emphasizes transparency, accountability, and restricted data sharing, while placing primary responsibility for compliance on individual law enforcement agencies.

Data Sharing and Side-Sharing

The effectiveness of ALPR systems depends in large part on the ability of LEAs to share data across jurisdictions. Within most ALPR platforms, each agency organizes its cameras into one or more networks that govern both system configuration and data sharing. Agencies may control which other agencies can discover their networks and whether access requests are automatically approved or require explicit authorization. Once access is granted, authorized users from another agency may query shared ALPR data without further approval.

While this model enhances investigative capability—particularly in cases involving vehicles that travel across jurisdictional boundaries—it also places responsibility on each agency to ensure that data sharing practices comply with California law. Civil Code section 1798.90.55(b) provides that a public agency shall not sell, share, or transfer ALPR information, except to another public agency, and only as otherwise permitted by law. The SMCCGJ found that data sharing practices vary widely among agencies, with some limiting access to nearby jurisdictions and others permitting broad sharing within the state. The decentralized nature of these sharing controls creates a structural risk: compliance with California law depends not on system-enforced restrictions, but on how individual agencies configure and manage their networks. As a result, even where written policies are compliant, system configurations may permit data sharing practices that are inconsistent with statutory requirements. In general, as the size of a network increases and more law enforcement agencies are granted access, the risk of misuse correspondingly increases.

A related concern is the practice commonly referred to as “side-sharing.” For purposes of this report, “side-sharing” refers to the practice in which a California ALPR operator conducts a network query on behalf of an organization that is not authorized to access the data directly—typically an out-of-state or federal agency—and then provides the results outside of the ALPR system. In such cases, audit records reflect that the query was initiated and used by a California agency, when in fact the request originated from, and the results were delivered to, an external entity.

Because the ALPR audit logs reviewed by the SMCCGJ record only the identity of the querying agency and do not capture the ultimate recipient of the data, side-sharing is inherently difficult to detect. Activity that appears compliant on its face may, in fact, circumvent the restrictions imposed by California law, including limitations on sharing ALPR data with entities outside the state.

Side-sharing may involve attempts to access ALPR data outside of established sharing arrangements, including by law enforcement personnel who do not have authorized access. For example, a federal immigration agency may seek to obtain ALPR data from a California jurisdiction in a manner inconsistent with the restrictions imposed by SB 54. Such access could be facilitated by directly contacting personnel within a California LEA and requesting that they conduct an ALPR query on behalf of the external agency.

This issue has been the subject of media reporting and public concern, although verification in specific instances is challenging due to the limitations of available audit data. Media coverage of [public statements](#) by certain law enforcement officials has further highlighted the potential risk.

The SMCCGJ found that existing controls to prevent or detect improper data sharing, including side-sharing, are limited. While the ALPR platform provides audit logs, role-based access controls, and, more recently, anomaly detection tools, these features rely on agency-level oversight and do not provide a comprehensive or system-enforced safeguard. There is no centralized mechanism to prevent a user from conducting a query on behalf of an unauthorized entity or to ensure that query results are used solely for authorized purposes.

As a result, compliance with California law in this area depends largely on the policies, training, and oversight practices of individual agencies. In the absence of stronger technical controls or more robust audit capabilities, the risk of unauthorized data access—whether through misconfiguration or side-sharing—remains a significant concern.

Flock Safety

[Flock Safety](#) is the largest provider of ALPR systems in the United States and the primary provider of ALPR systems used by LEAs in SMC. The company provides both the physical camera infrastructure and a cloud-based software platform that enables agencies to collect, store, search, and share vehicle detection data. This represents a significant market shift from [Vigilant Solutions](#), who was the most common provider in 2019.

Note that while nearly all ALPR cameras in SMC are provided by Flock, Pacifica also operates 4 Axon mobile cameras that were not investigated by SMCCGJ. Also, ALPR data collected by Flock cameras may also be forwarded to intelligence fusion systems that include other types of surveillance data. Some SMC LEAs use [C3.ai](#), and SMC has recently [funded a pilot](#) with [Peregrine Systems](#). These systems are capable of sharing data among agencies and across state boundaries but were not investigated by SMCCGJ and have not received wide media attention.

Flock cameras are typically installed at fixed locations such as major intersections, highways, and entry or exit points to a community. These cameras do not continuously track vehicles; rather, they capture individual “snapshots” or detections as vehicles pass through a camera’s field of view. Each detection includes a license plate number, vehicle characteristics (such as make, color, and body type), and metadata including the date, time, and location of the observation.

This information is transmitted to Flock’s cloud-based platform, where it is indexed and made searchable. Authorized users access the system through a web-based interface, allowing them to query historical detections or monitor real-time alerts. For example, agencies may create “hotlists” of vehicles of interest—such as stolen vehicles or those associated with criminal investigations—which trigger notifications when detected by any connected camera.

A key feature of the system is its ability to aggregate data across multiple cameras and jurisdictions. While a single camera provides only a point-in-time observation, multiple detections across different locations can allow investigators to infer travel patterns or identify a vehicle's movement over time.

All user activity—including searches, alerts, and administrative actions—is recorded in [audit logs](#). These logs are intended to support oversight and accountability by providing a record of how the system is used. Although Flock hosts the data and provides the technical infrastructure, each customer agency retains control over its own data and is responsible for determining who may access it and under what conditions.

Data Sharing Framework

A defining feature of the Flock platform is its ability to facilitate [data sharing](#) among law enforcement agencies. This capability is implemented through a system of configurable “Networks,” which function as both administrative groupings and sharing mechanisms. Each agency organizes its cameras into one or more networks and determines whether those networks are visible to other agencies within the platform. When a network is made visible, other agencies may discover it—typically through a map-based interface—and request access.

These access requests are routed to a designated administrator within the owning agency. Depending on how the system is configured, the administrator may review and approve each request individually, or the system may automatically approve requests based on predefined criteria. Once access is granted, users from the approved agency can query the shared data directly, without needing to request permission for each individual search.

This model allows investigators to search for vehicles across jurisdictional boundaries, which can be particularly useful in cases involving regional travel or coordinated criminal activity. At the same time, it introduces complexity, as each agency must determine which other agencies should be granted access and under what conditions.

Agencies can limit sharing in several ways, including restricting access to specific agencies, geographic regions, or operational groupings. Importantly, sharing permissions are not transitive: if Agency A shares data with Agency B, and Agency B shares data with Agency C, Agency C does not automatically gain access to Agency A's data.

Private entities, such as commercial businesses or homeowners' associations, participate in the system differently. Their cameras are not visible within the shared network interface, and they do not independently request access to law enforcement data. Instead, data from private cameras is typically shared directly with local LEAs through arrangements managed with Flock outside the standard user interface.

While this network-based architecture enables collaboration and enhances investigative capabilities, it also places primary responsibility on each agency to manage its sharing relationships in a manner consistent with applicable laws and local policy.

Concerns

Beginning in 2025, a number of media reports and public records analyses brought increased attention to the use of ALPR systems, particularly with respect to how data was being shared among law enforcement agencies. These reports identified instances in which California agencies had configured their systems in a manner that allowed access to ALPR data by out-of-state entities, a practice inconsistent with California law.

Within SMC, the [Menlo Park Police Department acknowledged](#) prior instances in which ALPR data had been shared across state lines. Similar issues were identified in [other jurisdictions](#) throughout California, suggesting that these were not isolated occurrences but rather reflected broader challenges in how the systems were configured and used.

In addition to concerns regarding system configuration, analysis of audit data highlighted issues related to how queries were conducted and documented. In some cases, users entered generalized descriptions such as “Investigation,”¹ without specifying a particular law enforcement purpose. While such entries are not necessarily improper, they limit the ability of agencies, auditors, and the public to determine whether queries were conducted for authorized purposes.

Taken together, these findings raised questions not only about compliance with legal requirements, but also about the adequacy of system controls and oversight mechanisms. They also underscored the degree to which proper use of the system depends on both technical configuration and user behavior.

System Controls and Vendor Response

In response to these concerns, Flock implemented a series of changes beginning in 2025, aimed at reducing the likelihood of improper data sharing and improving the ability of agencies to monitor system use. These changes reflect a shift from a system that relied heavily on user discretion to one that incorporates more structured controls and constraints.

One of the most significant changes involved restrictions on data sharing across state lines. Prior to 2025, agencies had broad discretion to configure sharing relationships, including the ability to enable “Nationwide” access or establish direct connections with out-of-state agencies. Although such configurations were inconsistent with California law, they were technically permitted within the system.

To address this issue, Flock implemented a phased set of changes. Nationwide sharing was first disabled by default in February 2025 and then permanently removed in March 2025, eliminating the ability for California agencies to broadly expose their data to agencies outside the state. In June 2025, Flock further restricted sharing by disabling the ability to create new out-of-state sharing relationships.

Importantly, these changes did not automatically terminate existing shared relationships. Instead, Flock undertook a process of customer outreach and education, encouraging agencies to review and modify their configurations. As a result, most agencies voluntarily discontinued such arrangements, although some pre-existing relationships remain subject to ongoing legal proceedings. As of this writing, the City of El Cajon is the only California agency with ALPR network sharing relationships extending outside the state. In October 2025, the California Attorney General filed an action against El Cajon alleging non-compliance with SB 34; the case is [currently in litigation](#).

In addition to changes in sharing controls, Flock introduced enhancements aimed at improving how system use is documented and monitored. Historically, users were able to enter free-form text to

¹ Analysis done by the SMCCGJ on all 2025 network queries in California on one SMC LEA’s data found that 13.1% of queries entered only “Investigation” as the “Reason” for performing the query.

describe the purpose of a query in a “Reason” field. In practice, this resulted in inconsistent and often vague entries², limiting the effectiveness of audit review.

In December 2025, Flock augmented this approach by requiring users to select an [“Offense Type”](#) from a standardized list³ based on National Incident-Based Reporting System (NIBRS) codes. Within California, categories inconsistent with SB 54 are disabled. This change provides a more consistent framework for documenting queries and enables more meaningful analysis of system use. Many agencies have supplemented this requirement by mandating the entry of a case number, linking each query to a specific investigation. This case number is useful for auditing queries within a department but is ineffective for analysis of network queries as LEAs in California do not share a common case management system.

Flock also expanded its audit and monitoring capabilities. Audit logs continue to record all user activity, but additional tools have been introduced to support review. Activity logs track changes to system configuration, including modifications to sharing settings, while the [Transparency Portal](#) allows agencies to publish usage statistics and audit summaries.

In April 2026, Flock introduced [“Audit Assistance,”](#) an automated tool that analyzes system activity and identifies patterns that deviate from an agency’s typical usage. These alerts are intended to assist administrators in identifying potential misuse, including unusual query patterns or activity that may warrant further review (side-sharing).

Additional controls have been implemented to restrict system access and reinforce appropriate use. These include limitations on “guest” users outside the agency’s domain and role-based access controls that allow agencies to tailor system permissions based on user responsibilities. Flock’s terms of service also prohibit use of the system on behalf of unauthorized individuals or agencies.

While these changes represent meaningful improvements, they are primarily designed to support and guide user behavior rather than to enforce compliance directly. As such, their effectiveness depends on how agencies configure and use the system.

Training and Compliance Support

Flock provides training on system operation, legal use, and compliance requirements as part of its onboarding process. Agencies may supplement this training with local policies, procedures, and internal controls tailored to their operational environment. While these resources support compliance, they do not substitute for agency responsibility to ensure that system use is consistent with applicable laws and policies.

Remaining Limitations

Notwithstanding these enhancements, important limitations remain in the system’s ability to prevent or detect improper use.

First, while audit logs provide a record of which agency conducted a query and when it occurred, they do not capture how the resulting information is ultimately used or shared. This means that even

² The search reason “warrant” could refer to a warrant issued by a California judge for an authorized law enforcement purpose, or alternatively to an administrative warrant issued by a federal agency such as ICE. Numeric strings typically correspond to sections of California penal code, but many LEA’s listed a crime category such as “theft” or “burglary”. The SMCCGJ found no accepted usage of the “Reason” field across or even within LEAs.

³ A list of these offense codes is provided in Appendix A.

where a query appears appropriate on its face, there is no direct way to determine whether the results were subsequently provided to an unauthorized party.

Second, the system does not technically prevent a user from conducting a query on behalf of another individual or agency (side-sharing). Although such conduct may violate policy or law, it is not inherently detectable through system controls alone. As a result, certain forms of misuse—particularly those involving indirect access—are difficult to identify through audit data.

Finally, the effectiveness of audit and monitoring tools depend on active review by agency personnel. Identifying potential issues requires not only access to audit data but also the time, expertise, and judgment to interpret that data. This introduces variability in how different agencies monitor system use and respond to potential concerns.

These limitations illustrate that, while system-level controls can reduce risk, they cannot fully eliminate it. Effective oversight requires a combination of technical controls, clear policies, and consistent enforcement.

Conclusion

Flock has implemented a number of substantive changes to its platform in response to concerns regarding data sharing and legal compliance. These changes have improved transparency, standardized key aspects of system use, and provided agencies with additional tools to monitor activity.

At the same time, the system continues to rely heavily on agency-level decisions regarding configuration, access, and oversight. Certain risks—particularly those associated with indirect or unauthorized use—cannot be fully mitigated through system design alone.

As a result, responsibility for ensuring compliance with Civil Code sections 1798.90.5 through 1798.90.55 ultimately rests with each individual law enforcement agency. The effectiveness of the system, therefore, depends not only on the capabilities of the technology but also on how it is implemented and governed at the local level.

METHODOLOGY

To determine whether ALPR operators in SMC comply with applicable California law and whether their practices align with their adopted ALPR policies, the SMCCGJ began by reviewing the content available on the public websites of each LEA in the County. Most LEA websites include information regarding ALPR usage and transparency, often with a link to the agency's Flock Transparency Portal, which is maintained by Flock on behalf of its customers.

The SMCCGJ issued document requests to all ALPR operators in SMC, seeking ALPR policies, recent audit reports, current Flock contracts, and any supporting documentation demonstrating compliance with California law and agency policy. Findings based on nonproduction reflect the absence of responsive records produced to the SMCCGJ, not a conclusive determination that no responsive record exists.

The SMCCGJ was able to identify an ALPR policy document for every SMC ALPR operator, which guided the examination of compliance with that policy. For some operators we were provided an organization audit report, which lists all ALPR queries initiated within that LEA. The organization audit was visually reviewed in a spreadsheet, which is feasible for what is at most a few hundred rows. Some operators provided a network audit report, which lists all ALPR queries initiated by

other Flock customers on that operator's data. As the network audit report can be quite large (upwards of 25,000/month), analysis of this data was carried out by first loading it into a database.⁴

The SMCCGJ examined network sharing reports from the operators that provided them. This information is also publicly available through Flock Safety's Transparency Portal. The network sharing reports identify the agencies and entities with which each operator shares ALPR data.

The SMCCGJ conducted interviews with several LEAs in SMC, with representatives of Flock, and with the Northern California Regional Intelligence Center (NCRIC). The SMCCGJ collected media reports related to ALPR implementations in SMC, in the state of California, and nationwide.

DISCUSSION

Public Interest

Issues related to the use of ALPR systems have received significant public attention in both SMC and throughout California. Several communities within the County have debated [canceling their ALPR contracts](#) or [exploring alternative provider](#). As of this date, all have [decided to continue operations with Flock](#). An article on ALPR usage [published by Palo Alto Online on December 29, 2025](#), was the publication's most-downloaded article of the year.

For the general public, it can be difficult to determine the root cause of security breaches reported in the media. Coverage has variously attributed these incidents to product design limitations, accidental or intentional misconfiguration, and inadequate operator training. As discussed earlier in this report, ALPR system functionality has evolved in response to public concerns, with enhancements intended to facilitate compliance with applicable laws.

Sharing Within San Mateo County

This investigation found that the extent of data sharing among SMC ALPR operators varies significantly, with the number of network sharing relationships ranging from three in Woodside to 335 in San Bruno. During the course of this investigation, one SMC operator reduced the scope of their network sharing after evaluating the public safety value of broader data access against local privacy considerations. Some LEAs felt that broad access was valuable in addressing the pattern of crimes committed in their community. Others felt that sharing too broadly would not solve more crimes and could risk losing the support of their local community.

As of December 2025, no SMC operators were found to be sharing ALPR data with entities outside California. The investigation did identify instances in which SMC operators shared ALPR data with private organizations, specifically security agencies serving Stanford University and University of the Pacific. Under Civil Code section 1798.90.55(b), a public agency may share ALPR information only with another "public agency" and only as otherwise permitted by law. The materials produced did not establish that the private university security recipients meet the definition of a "public agency" or that an applicable statutory exception authorizes the sharing. It remains the responsibility of each LEA to determine whether such entities qualify as public agencies under applicable law. If deemed public agencies, these entities would be subject to the same statutory and policy requirements governing ALPR use.

⁴ The network audit report was delivered in comma-separated value format, was then bulk-loaded into a MySQL database and then queried using the Structured Query Language.

The table below summarizes these findings.

Operator	Network Shares 2/26/2026	Network Shares 4/13/2026	Private University Security Shares 4/13/2026	Apparent Sharing Guideline
Atherton	315	317	2	
Belmont	157	145	2	Adjacent Counties
Brisbane	93	92	1	50-mile radius
Burlingame	Not available	357	2	
Colma	321	326	2	
Daly City	Not available	Not available	not available	Flock portal is not enabled.
East Palo Alto	303	308	2	
Foster City	Not available	Not available	Not available	Flock portal excluded network sharing report.
Half Moon Bay	Not available	290	0	
Hillsborough	303	318	2	
Menlo Park	247	242	1	
Pacifica	276	283	2	
Redwood City	102	100	1	Bay Area Counties
San Bruno	331	335	2	
San Mateo	283	280	0	
San Mateo County Sheriff's Office	299	300	2	Reduced in February to adjacent Counties.
South San Francisco	15	15	0	San Mateo County
Woodside	3	3	0	Adjacent towns

Public Commentary

Under Civil Code section 1798.90.55(a), a public agency that operates an ALPR system must provide the opportunity for public comment. The SMCCGJ did not identify any instances in which ALPR cameras were deployed without the required public notice and discussion.

ALPR Policies

California law requires each ALPR operator to adopt a written ALPR policy and to post that policy in a conspicuous manner (Civ. Code, §§ 1798.90.53(a)–(b); 1798.90.51 (a)–(b)). The California Department of Justice provides a model ALPR policy template, which agencies may adopt or

modify. Some departments also utilize policy templates developed by Lexipol, a provider of standardized law enforcement policy materials.

The following section evaluates each SMC law enforcement agency's ALPR policy, including whether it is conspicuously posted, and assesses whether the agency's actual operations are consistent with its stated policy.

Summary Matrix of ALPR Policy and Operational Findings

Policy Posting and Currency. Most LEAs and police departments provided an ALPR policy in response to the SMCCGJ document request. The SMCCGJ reviewed each policy for alignment with the policy templates and guidance provided by the [State of California](#) and [Lexipol](#). The SMCCGJ also reviewed each department's public website to determine whether the policy was conspicuously posted in accordance with California DOJ guidance [2023-DLE-06](#), and whether the publicly posted version matched the version provided in response to the document request.

Audit Practices. The SMCCGJ requested copies of recent audit reports from each LEA. Where an audit frequency was specified in an agency's ALPR Policy, the SMCCGJ reviewed the materials provided to determine whether audits appeared to have been conducted at the stated intervals. The SMCCGJ also examined the contents and scope of each audit report.

For purposes of this investigation, a "strong" audit is one that substantiates compliance with both applicable California law and each material element of the LEA's stated ALPR Policy. California law requires a policy to describe monitoring and "a process for periodic system audits," but does not prescribe a uniform audit report format or methodology. The labels "strong," "partial," and "weak" are assessment terms used in this report and are not statutory classifications.

In the absence of meaningful audit controls, the public has limited assurance that an agency's stated policies are being consistently implemented in practice. By contrast, a "weak" audit examines only selected legal or policy elements and does not comprehensively evaluate operational compliance.

Finally, the SMCCGJ reviewed whether audit reports were made available to the public or presented to the relevant city, town, or county governing body.

Data Retention. Civil Code section 1798.90.51(b)(2)(D) requires each ALPR policy to specify a data retention period after which ALPR data will be deleted unless it is associated with an active investigation or otherwise retained pursuant to law. The SMCCGJ compared the retention period stated in each agency's ALPR policy with the retention period displayed on Flock's Transparency Portal and, where available, the retention provisions contained in the agency's Flock contract. Matching retention periods were classified as "consistent," while differing retention periods were classified as "inconsistent." We did not examine in detail the process by which Flock deletes data after the stated retention period, as this topic has been addressed by [third-party audits](#).

Data Sharing Process. Each policy must describe criteria and a process for sharing ALPR data. We examined this statement to ensure that it prohibits the sale of ALPR data, out-of-state sharing, sharing to private parties, and usage for other than valid law enforcement purposes. We examined any written guidelines and processes for receiving and approving requests for sharing data, and for any documentary evidence supporting the implementation of that process. Most policies included the sharing process description and documented from templates, but our interviews and document requests did not find an LEA who followed the process described in this "Template." Several LEAs described the sharing process provided by the Flock platform, which is what we heard described

during interviews as the adopted process. The LEAs with outdated policies described an outdated sharing process mediated by NCRIC. No LEA’s policy described guidelines for ALPR data sharing within California, though several outlined coherent criteria for what sharing requests to approve.

Contract Terms. The SMCCGJ reviewed the 14 Flock contracts provided in response to its document requests. One contract included an addendum with California compliance provisions (“CA terms”) requiring Flock to adhere to California law governing the protection, access, and disclosure of ALPR data maintained on behalf of California LEA customers, consistent with [recommendations previously issued by the California State Auditor](#).

The absence of express contractual compliance terms does not itself establish a violation of California law, which applies regardless of contract language. In this report, the presence or absence of such terms is evaluated as an additional contractual compliance control.

The table below summarizes the SMCCGJ’s assessment of ALPR policy compliance and operational alignment among LEAs in SMC.

Agency	Policy Posting / Currency	Audit Practices	Data Retention	Data Sharing Process	Contract Terms
Atherton	Not conspicuous; current, but with multiple versions	Strong; published in Council Minutes	Inconsistent	Template	No CA terms
Belmont	Conspicuous; current	Strong; not published	Consistent	Flock	No CA terms
Brisbane	Not conspicuous; current	Audit reports not provided	Consistent	Template	No CA terms
Burlingame	Not conspicuous; current	Audit reports not provided	Consistent	Template	Contract not provided
Colma	Not conspicuous; current	Strong; not published	Inconsistent	Template	CA terms included in addendum
Daly City	Conspicuous, outdated (NCRIC references)	Strong, regular audit; not published	Inconsistent	Outdated	No CA terms
East Palo Alto	Conspicuous; current	Partial; publicly posted	Consistent	Not described	No CA terms

Agency	Policy Posting / Currency	Audit Practices	Data Retention	Data Sharing Process	Contract Terms
Foster City	Conspicuous; current, but broken link to policy	Audit reports not provided.	Inconsistent	Template	No CA terms
Hillsborough	Not conspicuous; Outdated (NCRIC references)	Audit reports not provided.	Consistent	Outdated	No CA terms
Menlo Park	Not conspicuous; current	Weak; published in City Council minutes.	Consistent	Template	No CA terms
Pacifica	Conspicuous; current	Brief, but strong; not published	Consistent	Flock	Contract not provided
Redwood City	Conspicuous, outdated (NCRIC references)	Strong; not published	Inconsistent	Outdated	No CA terms
San Bruno	Conspicuous; current	Partial; not published	Consistent	Flock	No CA terms
San Mateo	Conspicuous; current	Weak; not published	Consistent	Template	No CA terms
SMC Sheriff's Office	Conspicuous; current	Partial; published in BOS minutes.	No stated retention	Template	No CA terms
South San Francisco	Conspicuous; current	Partial; not published.	Consistent	Template	No CA terms
Woodside	Conspicuous (via SMC SO) and current	Strong; published in Town Council minutes	Consistent	Template	Contract not provided.

As shown above, while several agencies demonstrate strong alignment between policy and operational practices, others exhibit deficiencies in audit procedures, inconsistencies in stated data retention practices, and incomplete or inaccurate documentation of data-sharing processes and decisions. These findings highlight the absence of standardized ALPR governance and oversight practices across SMC.

FINDINGS

This section summarizes findings based on evidence produced or otherwise reviewed by the SMCCGJ. The accompanying table identifies the findings assigned to the governing body of each LEA based on the evidence described in this report.

F1. The ALPR operator's ALPR policy was not posted in a manner that appears consistent with the California Attorney General's guidance on "conspicuous" posting.

F2. The ALPR operator's ALPR Policy appears to be outdated because it describes ALPR operations as mediated by NCRIC, a practice the investigation found was discontinued several years ago.

F3. The ALPR operator shared ALPR information with private university security entities but did not establish that the receiving entity was a "public agency" as defined in Civil Code section 1798.90.55(b), or that the sharing was otherwise permitted by law within the meaning of Civil Code section 1798.90.55(b).

F4. The ALPR operator did not produce records demonstrating that audits required by its ALPR policy had been conducted.

F5. The audit reports produced by the ALPR operator were insufficient to substantiate compliance with applicable California law and the operator's published ALPR policy.

F6. The ALPR operator's Flock Safety contract does not include provisions specifically requiring compliance with applicable California ALPR laws.

F7. The operator's ALPR policy described a process requiring written requests and executed agreements for ALPR data-sharing relationships; however, the records produced did not substantiate that this process was followed or that the required agreements were obtained.

F8. The operator's ALPR policy did not establish criteria governing the approval of in-state ALPR data-sharing requests or the termination of existing network-sharing relationships.

F9. The retention period specified in the operator's ALPR Policy does not match the retention period as reported by the Flock transparency portal or Flock contract.

RECOMMENDATIONS

While the recommendations below are generally applicable to all LEAs in SMC, some recommendations have already been implemented by some LEAs. The accompanying table identifies the recommendations directed to the governing body of each LEA reviewed by the SMCCGJ.

R1. The ALPR operator should conspicuously post the current version of their ALPR Policy as required by Civil Code sections 1798.90.51(a)–(b).

R2. The ALPR operator with outdated ALPR policies should revise those policies to accurately reflect current operational practices.

R3. The ALPR operator currently identified as sharing ALPR data with private university security entities should obtain and retain a written legal and factual determination that the recipient is a "public agency" under Civil Code section 1798.90.5(f), or that the sharing is otherwise permitted by law; if no lawful basis exists, the operator should terminate the sharing relationship.

R4. The ALPR operator should prepare audit reports in accordance with the frequency stated in the operator’s published ALPR policy.

R5. The audit reports produced by the ALPR operator should substantiate compliance with applicable California law and the operator’s published ALPR policy.

R6. Upon contract renewal, the ALPR operator should incorporate contractual language requiring vendor compliance with applicable California law and prohibiting vendors from disclosing ALPR data to unauthorized third parties. Operators should consider provisions similar to those contained in the Town of Colma contract with Flock.

R7. The ALPR operator should update its ALPR policy to accurately reflect the process used to approve ALPR data-sharing relationships.

R8. The ALPR operator should include in their ALPR policies written criteria governing the approval, denial, periodic review, and termination of in-state ALPR network-sharing relationships.

R9. The ALPR operator should update their ALPR policy or Flock contract terms, as necessary, so that the stated retention rule accurately reflects operations.

REQUEST FOR RESPONSES

Pursuant to Penal Code 933.05, the Civil Grand Jury requests responses from the following governing bodies:

Respondent	Findings	Recommendations
Atherton Town Council	F1, F3, F6, F7, F8, F9	R1, R3, R6, R7, R8, R9
Belmont City Council	F3, F6, F8	R3, R6, R8
Brisbane City Council	F1, F3, F4, F5, F6, F7, F8	R1, R3, R4, R5, R6, R7, R8
Burlingame City Council	F1, F3, F4, F5, F6, F7, F8	R1, R3, R4, R5, R6, R7, R8
Colma City Council	F1, F3, F5, F7, F8, F9	R1, R3, R5, R7, R8, R9
Daly City City Council	F3, F6, F7, F8, F9	R3, R6, R7, R8, R9
East Palo Alto City Council	F3, F5, F6, F7, F8	R3, R5, R6, R7, R8
Foster City City Council	F3, F4, F5, F6, F7, F8, F9	R3, R4, R5, R6, R7, R8, R9
Half Moon Bay Town Council	F3, F5, F6, F7, F8, F9	R3, R5, R6, R7, R8, R9
Hillsborough Town Council	F1, F2, F3, F4, F5, F6, F7, F8	R1, R2, R3, R4, R5, R6, R7, R8
Menlo Park City Council	F1, F3, F5, F6, F7, F8	R1, R3, R5, R6, R7, R8
Millbrae City Council	F3, F5, F6, F7, F8, F9	R3, R5, R6, R7, R8, R9
Pacifica City Council	F3, F5, F6, F8	R3, R5, R6, R8
Portola Valley Town Council	F3, F5, F6, F7, F8, F9	R3, R5, R6, R7, R8, R9
City Council of Redwood City	F2, F3, F5, F6, F7, F8, F9	R2, R3, R5, R6, R7, R8, R9
San Bruno City Council	F4, F5, F6, F7, F8	R4, R5, R6, R7, R8
San Carlos City Council	F3, F5, F6, F7, F8, F9	R3, R5, R6, R7, R8, R9

Respondent	Findings	Recommendations
Ken Binder, San Mateo County Sheriff	F3, F5, F6, F7, F8, F9	R3, R5, R6, R7, R8, R9
San Mateo City Council	F4, F5, F6, F7, F8	R4, R5, R6, R7, R8
South SF City Council	F5, F6, F7, F8	R5, R6, R7, R8
Woodside Town Council	F5, F6, F7, F8	R5, R6, R7, R8

RESPONSE REQUIREMENTS

California Penal Code Section 933.05 provides as follows (emphasis added):

(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall report one of the following:

- (1) The respondent **agrees** with the finding.
- (2) The respondent **disagrees** wholly or partially with the finding, in which case the response shall **specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.**

(b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

- (1) The recommendation has been implemented, **with a summary regarding the implemented action.**
- (2) The recommendation has not yet been implemented, but will be implemented in the future, **with a timeframe for implementation.**
- (3) The recommendation requires further analysis, **with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.**
- (4) The recommendation will not be implemented because it is not warranted or is not reasonable **with an explanation therefor.**

Under Penal Code section 933(c), the governing body of a public agency must respond within 90 days after the grand jury submits its final report, and an elected county officer or agency head for which the grand jury has responsibility under Penal Code section 914.1 must respond within 60 days regarding matters under that officer's or agency head's control.

BIBLIOGRAPHY

[Automated License Plate Readers](#), Report 2019-118, California State Auditor, February 2020.

[California Automated License Plate Reader Data](#), 2023-DLE-06, California Department of Justice.

[National Crime Information Center Administration of Warrants](#), 2025-DLE-08, California Department of Justice, April 7, 2025.

[A Delicate Balance: Privacy vs. Protection](#), Report of the San Mateo County Civil Grand Jury, 2016–2017.

FOOTNOTES

1 Analysis done by SMCCGJ on all 2025 network queries in California on one SMC LEA’s data found that 13.1% of queries entered only “Investigation” as the Reason for performing the query.

2 The search reason “warrant” could refer to a warrant issued by a California judge for an authorized law enforcement purpose, or alternatively to an administrative warrant issued by a federal agency such as ICE.

3 A list of these offense codes is provided in Appendix A.

4 The network audit report was delivered in comma-separated value (CSV) format, bulk-loaded into a MySQL database and analyzed using the Structured Query Language (SQL).

5 <https://www.paloaltoonline.com/police/2025/11/05/east-palo-alto-leaders-push-back-on-license-plate-readers-amid-privacy-concerns/>

6 <https://www.coastside.com/news/half-moon-bay-to-revisit-license-plate-reader-program-and-ice-policies/>

7 <https://www.almanacnews.com/news/2025/12/29/the-years-biggest-stories/>

Appendix A - Flock Safety Offense Types

† Flock Safety

Agency Specific Settings

Depending on your agency's settings, searches may also require Search Reason or Case Number. These settings are chosen by your administrator and should align with your agency's LPR Policy.

All Available Offense Types

- Animal Offenses (cruelty/neglect)
- Arson
- Assault/Battery Offenses
- Assault/Battery Offenses (Domestic)
- Bribery
- Burglary/Breaking & Entering
- City Planning/Traffic Analysis
- Child Abuse/Neglect
- Counterfeiting/Forgery
- Criminal Motor Vehicle Offense (incl. Road Rage/Reckless)
- Curfew/Loitering/Vagrancy Violations
- Destruction/Damage/Vandalism of Property
- Disorderly Conduct/Disturbance
- Driving Under the Influence (DUI/DWI/OWI/OVI)
- Drugs/Narcotics
- Extortion/Blackmail
- Financial Crime (Embezzlement/Fraud)
- Gambling
- Hit and Run/Car Accident
- Homicide/Death Investigation
- Human Trafficking
- Illegal Dumping/Littering
- Immigration (civil/administrative)
- Immigration (criminal)
- Indecent Exposure/Lewd
- Juvenile Delinquency
- Kidnapping/Abduction
- Larceny/Theft Offenses
- Alcohol Offenses (Non-DUI)
- Material Witness
- Missing/Endangered Person/Runaway
- Motor Vehicle Theft/Stolen
- Obstructing the Police (Fleeing/Eluding)
- Obstructing Justice
- Pornography/Obscene Material
- Prostitution
- Disturbing Public Peace/Riot
- Robbery
- Secured Area Access Control
- Sex Offenses
- Stalking
- Stolen Property Offenses
- Terrorism/Terroristic Threats
- Threats/Harassment
- Traffic Infraction
- Trespass
- Wanted Person (Arrest Warrant/Fugitive)
- Weapons Offense (Guns/Shots Fired)
- Property Recovery (Civil Enforcement)
- Protective/Protection Order
- Welfare Check



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SAN MATEO COUNTY SHERIFF'S OFFICE

DATE: September 8, 2026
TO: Half Moon Bay City Manager Matthew Chidester
FROM: Captain Eamonn Allen
SUBJECT: 2026 ALPR Annual Report-City of Half Moon Bay

City of Half Moon Bay

Automated License Plate Reader (ALPR) Annual Report

Reporting Period: Sept. 1, 2025-Sept. 1, 2026
Prepared by: San Mateo County Sheriff's Office – Half Moon Bay Police Bureau
Submitted to: Half Moon Bay City Council

1. Purpose and Overview

The San Mateo County Sheriff's Office provides this Annual Automated License Plate Reader (ALPR) Report to the City of Half Moon Bay in accordance with the City's ALPR Usage and Privacy Policy. The current vendor for ALPR technology in the City of Half Moon Bay is Flock Safety.

The policy requires the Sheriff to prepare an annual report commencing within twelve months following the first activation of the City's ALPR system and annually thereafter. This report is intended to provide the City Council and the community with information regarding the deployment, use, oversight, and public-safety outcomes associated with ALPR technology during the reporting period.

ALPR technology is utilized as an investigative and public-safety tool to assist law enforcement personnel in identifying vehicles associated with criminal investigations, locating stolen vehicles, developing investigative leads, and supporting other authorized law-enforcement purposes. Use of ALPR data remains subject to applicable law, Sheriff's Office policy, and the safeguards established by the City of Half Moon Bay's ALPR Usage and Privacy Policy.

CONFIDENTIAL

For San Mateo County Sheriff's Office Internal Use Only

2. Annual Reporting Summary

During the reporting period, the City of Half Moon Bay operated **[16] fixed ALPR cameras**, which collectively scanned **15,312, 394 license plates**.

The system generated **2,781 Hotlist hits or alerts**, and authorized personnel **conducted 42,051 search queries** for legitimate law-enforcement purposes. These searches contributed to **20 investigative leads** specific to Half Moon Bay cases, resulted in the recovery of **three stolen vehicles**, and contributed to the **apprehension of 13 suspects**. Of note, there were no witnesses located utilizing ALPR technology, however the ALPR system is generally used to locate individuals in distress (WI 5150) or active suspects in criminal activity.

The Sheriff's Office continues to monitor ALPR use to ensure compliance with applicable policies, privacy protections, access restrictions, and authorized-use requirements.

3. Quarterly Reports and Corrective Action

This Annual Report represents the first formal ALPR report submitted to the City of Half Moon Bay. Quarterly reports were not previously produced due to the absence of a designated Half Moon Bay ALPR Program Coordinator. A dedicated coordinator was established approximately two months ago to provide program oversight and ensure compliance with ongoing reporting requirements. Quarterly reports will be prepared and made available moving forward.

No corrective action requiring disclosure was identified during the reporting period. Any confidential personnel or disciplinary information prohibited from disclosure by law is excluded from this report

4. ALPR Deployment and Usage Statistics

Reporting Requirement	Annual Total
Fixed ALPR cameras	16
License plates scanned	15,312,394
Hotlist hits/alerts	2,781
Search queries	8,431
Investigative leads generated	17
Witnesses located	0
Stolen vehicles recovered	3
Suspects apprehended	13

5. Search Queries and Justification

During the reporting period, authorized Sheriff's Office personnel **conducted 42,051 queries**.

ALPR queries were conducted only for authorized law-enforcement purposes consistent with applicable policy. The justification for those queries included:

Violent Crimes	Drugs	DUI	Stolen Veh	Wanted Persons	Missing Persons	Hit and Runs
980	787	72	901	973	56	395

Of note-Coastside communities are closely interconnected, and criminal activity and investigations frequently cross jurisdictional boundaries. As a result, ALPR cameras located in unincorporated areas routinely support Half Moon Bay investigations and vice versa. While this report highlights Half Moon Bay-specific cases, many of the search queries and Hotlist alerts originate from incidents outside City limits but nonetheless contribute directly to public safety and investigative efforts within Half Moon Bay.

6. Law Enforcement Agency Access

Please refer to Appendix A for a complete list.

7. Third-Party Requests

The Sheriff's Office received no third-party requests for City of Half Moon Bay ALPR data during the reporting period.

8. Conclusion

ALPR technology serves as a force-multiplying investigative resource for the San Mateo County Sheriff's Office and the City of Half Moon Bay. When appropriately governed and responsibly utilized, the technology allows deputies and investigators to more efficiently identify vehicles connected with criminal activity, develop investigative leads, recover stolen property, locate individuals, and apprehend suspects.

The Sheriff's Office remains committed to balancing the public-safety benefits of ALPR technology with appropriate privacy protections, transparency, accountability, and compliance with the City of Half Moon Bay's ALPR Usage and Privacy Policy.

Next Annual Report: October 1, 2027



SAN MATEO COUNTY SHERIFF'S OFFICE

Appendix A

Law Enforcement Agency Access List

1. [DEACTIVATED] - Bishop CA PD
2. [DEACTIVATED] - El Cerrito CA PD
3. [DEACTIVATED] - Mountain View CA PD
4. [DEACTIVATED] - Santa Barbara PD CA
5. [INACTIVE] Oxnard CA PD
6. Alameda County CA SO
7. Albany CA PD
8. Alhambra CA PD
9. Amador County CA Sheriff's Office
10. Anaheim CA PD
11. Anderson CA PD
12. Angels Camp CA PD
13. Antioch CA PD
14. Arcadia CA PD
15. Atherton CA PD
16. Atwater CA PD
17. Auburn CA PD
18. Azusa CA PD
19. Bakersfield CA PD
20. Baldwin Park CA PD
21. Barstow CA PD
22. Beaumont CA PD
23. Bell CA PD
24. Benicia CA PD
25. Berkeley CA PD
26. Beverly Hills CA PD
27. Brawley CA PD
28. Brentwood CA PD
29. Brisbane CA PD
30. Buena Park CA PD
31. Burbank Airport CA PD
32. Burbank CA PD
33. Burlingame CA PD
34. Butte County CA SO

35. Cal Fire
36. Cal Maritime (CA)
37. Callexico CA PD
38. California Department of Corrections
39. California Department of Fish & Wildlife (CA)
40. California Highway Patrol
41. California State Parks
42. Calistoga CA PD
43. Campbell CA PD
44. Capitola CA PD
45. Carmel CA PD
46. Cathedral City CA PD
47. Central Marin CA PD
48. Cerritos College CA PD
49. Chino CA PD
50. Chula Vista CA PD
51. Citrus Heights CA PD
52. City of Lemoore CA
53. City of Riverside CA PD
54. City of San Dimas CA (LASD)
55. Claremont CA PD
56. Clayton CA PD
57. Cloverdale CA PD
58. Colma CA PD
59. Colton CA PD
60. Colusa CA PD
61. Concord CA PD
62. Contra Costa County CA SO
63. Corona CA PD
64. Coronado CA PD
65. Costa Mesa CA PD
66. Cotati CA PD
67. Covina CA PD
68. Cypress CA PD
69. Daly City CA PD
70. Danville CA PD
71. Delano CA PD
72. Desert Hot Springs CA PD
73. Dinuba CA PD
74. Dixon CA PD
75. Downey PD CA
76. Dublin CA PD (ACSO)

- 77. East Bay Parks CA PD
- 78. East Palo Alto CA PD
- 79. El Cajon CA PD
- 80. El Centro CA PD
- 81. El Dorado County CA SO
- 82. El Monte CA PD
- 83. El Segundo CA PD
- 84. Elk Grove CA PD
- 85. Emeryville CA PD
- 86. Escalon CA PD
- 87. Escondido CA PD
- 88. Fairfield CA PD
- 89. Farmersville CA PD
- 90. Folsom CA PD
- 91. Fontana CA PD
- 92. Fort Bragg CA PD
- 93. Fountain Valley CA PD
- 94. Fowler CA PD
- 95. Fremont CA PD
- 96. Fresno CA PD
- 97. Fullerton CA PD
- 98. Galt CA PD
- 99. Garden Grove CA PD
- 100. Gilroy CA PD
- 101. Glendale CA PD
- 102. Glendora (CA) PD
- 103. Grass Valley CA PD
- 104. Greenfield CA PD
- 105. Grover Beach CA PD
- 106. Gustine PD CA
- 107. Hanford CA PD
- 108. Hayward CA PD
- 109. Hemet CA PD
- 110. Hercules CA PD
- 111. Hermosa Beach PD CA
- 112. Hillsborough CA PD
- 113. Hollister CA PD
- 114. Humboldt County CA SO
- 115. Huntington Beach CA PD
- 116. Imperial City CA PD
- 117. Imperial County CA SO
- 118. Indio CA PD

119. Inglewood CA PD
120. Irvine CA PD
121. Irwindale CA PD
122. Kerman CA PD
123. Kern County CA SO
124. Kensington CA PD
125. Kings County CA DAs Office
126. Kings County Sheriff's Office CA
127. Kingsburg CA PD
128. La Habra CA PD
129. La Mesa CA PD
130. La Verne CA PD
131. Laguna Beach CA PD
132. Lake County CA SO
133. Lakeport CA PD
134. Lancaster CA PD
135. Lassen County SO (CA)
136. Lathrop CA PD
137. Lincoln CA PD
138. Lindsay Public Safety Department CA
139. Livermore CA PD
140. Livingston CA PD
141. Lodi CA PD
142. Lompoc CA PD
143. Los Alamitos PD CA
144. Los Angeles CA PD
145. Los Angeles County CA SD
146. Los Angeles Port Police CA
147. Los Gatos CA
148. Madera CA PD
149. Madera County SO CA
150. Manteca CA PD
151. Marin County CA DA
152. Marin County CA SO
153. Marina CA PD
154. Marysville CA PD
155. McFarland CA PD
156. Mendocino County SO-CA
157. Mendota CA PD
158. Menifee CA PD
159. Menlo Park CA PD
160. Merced County CA SO

161. Milpitas CA PD
162. Monrovia CA PD
163. Montclair CA PD
164. Montebello CA PD
165. Monterey County CA SO
166. Monterey County District Attorney's Office
167. Monterey Park CA PD
168. Moraga CA PD
169. Morgan Hill CA PD
170. Murrieta CA PD
171. Napa CA PD
172. Napa County CA SO
173. National City CA PD
174. NCRIC
175. Nevada City CA PD
176. Nevada County CA SO
177. Newark CA PD
178. Newport Beach PD CA
179. Novato CA PD
180. Oakland CA PD
181. Oakley CA PD
182. Oceanside CA PD
183. Ontario CA PD
184. Orange CA PD
185. Orange County (CA) DA Office
186. Orange County Fire Authority (CA)
187. Orange County SO CA
188. Orange Cove CA PD
189. Oroville CA PD
190. Pacifica CA PD
191. Palm Springs CA PD
192. Palo Alto CA PD
193. Pasadena CA PD
194. Petaluma CA PD
195. Piedmont CA PD
196. Placentia CA PD
197. Placer County CA DA Office
198. Placer County CA SO
199. Pleasant Hill CA PD
200. Pleasanton CA PD
201. Pomona CA PD
202. Port Hueneme CA PD

203. Porterville CA PD
204. Redding PD - CA
205. Redlands CA PD
206. Redondo Beach CA PD
207. Redwood City CA PD
208. Reedley CA PD
209. Rialto PD CA
210. Richmond CA PD
211. Ridgecrest CA PD
212. Rio Vista CA PD
213. Riverside County Arson Task Force CA PD
214. Riverside County CA District Attorney
215. Riverside County CA SO
216. Rocklin CA PD
217. Rohnert Park Department of Public Safety (CA)
218. Sacramento CA DA
219. Sacramento CA PD
220. Sacramento County CA SO
221. Sacramento County Parks Department CA
222. Salinas CA PD
223. San Benito County SO CA
224. San Bernardino CA PD
225. San Bernardino County CA SO
226. San Bruno CA PD
227. San Diego County CA SO
228. San Diego Harbor CA PD
229. Sand City CA PD
230. San Fernando CA PD
231. San Francisco CA PD
232. San Francisco District Attorney CA
233. San Gabriel CA PD
234. San Joaquin CA DA
235. San Joaquin County CA SO
236. San Jose - Evergreen Community College Campus PD CA
237. San Jose CA PD
238. San Jose State University CA
239. San Leandro CA PD
240. San Luis Obispo CA PD
241. San Luis Obispo County (CA) Sheriff
242. San Mateo CA PD
243. San Mateo County CA SO
244. San Pablo CA PD

- 245. San Pasqual CA PD
- 246. San Rafael CA PD
- 247. San Ramon CA PD
- 248. Sanger CA PD
- 249. Santa Ana CA PD
- 250. Santa Barbara County CA SO
- 251. Santa Clara CA PD
- 252. Santa Clara DA CA
- 253. Santa Maria CA PD
- 254. Santa Monica CA PD
- 255. Santa Paula CA PD
- 256. Santa Rosa CA PD
- 257. Sausalito CA PD
- 258. Seal Beach CA PD
- 259. Seaside CA PD
- 260. Selma CA PD
- 261. Shafter PD CA
- 262. Shasta Arson Task Force CA
- 263. Shasta County SO
- 264. Simi Valley CA PD
- 265. Solano County CA SO
- 266. Solano County DA CA
- 267. Soledad CA PD
- 268. Sonoma County CA SO
- 269. South Gate CA PD
- 270. South Pasadena CA PD
- 271. St. Helena CA PD
- 272. Stallion Springs CA PD
- 273. Stockton CA PD
- 274. Suisun City CA PD
- 275. Sunnyvale CA PD
- 276. Sutter County CA SO
- 277. Taft CA PD
- 278. Tehachapi CA PD
- 279. Tehama County CA SO
- 280. Tracy CA PD
- 281. Truckee CA PD
- 282. Tulare CA PD
- 283. Turlock CA PD
- 284. Tustin CA PD
- 285. Ukiah CA PD
- 286. Union City CA PD

- 287. University of California, Berkeley PD
- 288. University of San Francisco CA PD
- 289. University of the Pacific (CA)
- 290. Upland CA PD
- 291. Vacaville CA PD
- 292. Vallejo CA PD
- 293. Ventura CA PD
- 294. Ventura County CA SO
- 295. Ventura County District Attorney's Office CA
- 296. Vernon CA PD
- 297. Visalia CA PD
- 298. Walnut Creek CA PD
- 299. Wasco CA PD
- 300. Watsonville CA PD
- 301. West Covina CA PD
- 302. West Sacramento CA PD
- 303. West Valley Mission College Dist Campus (CA)
- 304. Westmorland CA PD
- 305. Westminster CA PD
- 306. Whittier CA PD
- 307. Williams CA PD
- 308. Willits CA PD
- 309. Winters CA PD
- 310. Woodlake CA PD
- 311. Woodland CA PD
- 312. Yolo County CA SO
- 313. Yuba City CA PD
- 314. Yuba County Sheriffs Office

BUSINESS OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Dale Leda, Interim Public Works Director
Matt Nichols, Senior Management Analyst

**TITLE: STUDY SESSION ON E-BIKE-RELATED AMENDMENTS TO MUNICIPAL CODE
SECTIONS 10.30.010 and 10.30.140**

RECOMMENDATION:

Receive a report on development of ordinance language related to electric bicycles (e-bikes) and provide staff with direction on amending Section 10.30.010 (Bicycle Defined) and Section 10.30.140 (Operation of bicycle, skateboard, or scooter) of the Half Moon Bay Municipal Code.

FISCAL IMPACT:

This discussion has no direct fiscal impact. However, additional costs may arise for enhanced enforcement by the City or its designee, as well as for any posting or signage related to this updated ordinance.

STRATEGIC ELEMENT:

This action supports the *Healthy Communities and Public Safety* and *Infrastructure and Environment* Elements of the Strategic Plan.

BACKGROUND:

In 1983, the City adopted Municipal Code Chapter 10.48, prohibiting motorized vehicles on public trails. While this regulation remains active and relevant today, subsequent changes in State law have significantly altered local regulatory authority over electric bicycles. In 2016, California Assembly Bill 1096 amended the California Vehicle Code (CVC) by establishing definitions for three distinct classes of electric bicycles (e-bikes) and categorizing them as bicycles rather than motor vehicles. While granting e-bikes many of the same rights and responsibilities as traditional bicycles, AB 1096 initially maintained local authority for jurisdictions to restrict or regulate e-bike access on specific municipal paths and trails.

As e-bike use increased locally, City Council directed the newly formed Bicycle Pedestrian Advisory Committee (BPAC) to study these devices and develop municipal policy

recommendations. BPAC completed its research in early 2023, and at the April 4, 2023 City Council work session, staff presented BPAC's findings and policy options for regulating e-bikes on City paths. During that meeting, Council directed staff to move forward with the committee's recommendations for the trails along Highway 1, and directed staff to draft an ordinance prohibiting e-bikes on the City-owned portion of the Coastal Trail.

In mid-2023, staff identified updates stemming from California Assembly Bill 1909, which amended CVC § 21207.5 by removing local authority to prohibit e-bikes on bicycle paths and trails. Because this statutory change preempted the City from enacting the e-bike ban originally requested by Council, staff returned to Council for updated direction. Council subsequently directed staff to evaluate prohibiting Class 3 e-bikes, restrict e-bikes on unpaved trails where legally allowable, establish a speed limit across City trails, and develop a supporting public education and enforcement program. Since then, Council has reiterated its interest in e-bikes through various meetings and public forums, as well as through informal discussions with staff and during Council priority-setting sessions. Since receiving that direction, staff has been collaborating closely with both the BPAC and the Parks and Recreation Commission to craft the updated ordinance presented in this report.

DISCUSSION:

The purpose of this item is for City Council to review and provide final feedback on the draft amendments to sections 10.30.010 and 10.30.140, which include adding specific trail speed limits. Staff developed this recommendation in close coordination with the BPAC and the Parks and Recreation Commission.

Due to evolving state legislation regarding electric bicycles (including pending bills AB 2595 and AB 2346), Staff and BPAC recommend focusing strictly on a behavior-based speed limit rather than device-specific restrictions. This avoids potential conflicts with state law while establishing clear safety standards. BPAC has expressed a desire to work on a comprehensive update to the City's bicycle regulations once state legislation stabilizes.

The draft amendments to section 10.30.140 (E), (F) and (G) would establish a speed limit for bicycles (including electric bicycles), skateboards and scooters on trails and bicycle paths. The proposed amendments would include establishing a baseline 15 mph speed limit and safe-passing rules for City multi-use trails, with a 10 mph speed limit for the Coastal Trail. While 15 mph is standard regionally, a 10 mph limit on the Coastal Trail accounts for high pedestrian density and aligns directly with the adjoining California State Parks segment at Francis Beach Campground. Staff will also engage the Coastside Land Trust regarding speed alignment on connecting southern trails. The proposed ordinance also updates outdated language referencing the former City Police Department, allowing the City flexibility to designate enforcement authority as needed. Community feedback from the City's 2022 survey showed strong support for establishing a speed limit, even if physical enforcement is infrequent. Formally adopting the ordinance enables the City to post regulatory signs, which commission

members and staff agree will serve as a visual deterrent and establish clear norms for trail behavior.

High-speed electric dirt bikes ("e-motos") remain prohibited on City trails under existing Municipal Code Chapter 10.48, as well as state law. However, because many e-motos are falsely marketed as e-bikes, staff is coordinating separately with the Sheriff's Office, the County Office of Education, and local school districts on targeted outreach to educate parents and youth regarding their illegal status and safety risks.

ATTACHMENT:

Draft Municipal Code Amendment

§ 10.30.010 Bicycle defined.

For the purpose of this chapter, the word "bicycle" including the term "electric bicycle" shall have the same meaning as that term is defined in the Vehicle Code, as the same exists or may be amended hereafter. The term bicycle in this chapter shall include electric bicycle unless otherwise stated.

(Ord. 11-75 § 1(part), 1975)

§ 10.30.140 Operation of a bicycle, skateboard, or scooter.

A. The operator of a bicycle, skateboard, or scooter shall obey all vehicular traffic control devices and the applicable laws under the Vehicle Code of the state of California.

B. No person shall ride or operate a bicycle upon any sidewalk or pedestrian walkway or pedestrian mall.

C. No person shall operate a skateboard on any sidewalk, public plaza, walkway or pedestrian mall in any commercially zoned district in the city.

D. No person shall operate an electric bicycle as defined by the Vehicle Code of the State of California on any equestrian trail, unpaved trail, or hiking or recreational trail. Electric bicycles are permitted on bicycle paths or trails, bikeways, and bicycle lanes in accordance with section 21207.5 of the California Vehicle Code.

E. No person operating a bicycle, skateboard, scooter, or other device shall exceed 5 miles per hour when passing any pedestrian, equestrian, or a person who is stopped, or on blind turns.

F. No person shall operate a bicycle, skateboard, scooter, or other device on any trail or multi-use path at a speed exceeding 15 miles per hour, or exceeding 10 miles per hour on the Coastal Trail and its Poplar Street tributary.

G. No Person shall operate a bicycle, skateboard, scooter, or other device on any trail, or multi-use path, at a speed exceeding 5 miles per hour when within 300 feet of a trailhead, parking lot, or beach access point.

H. Where any provision of this section has been violated by a minor, then in lieu of criminal proceedings the City of Half Moon Bay or designee may prohibit the operation of a bicycle or skateboard, or scooter by said minor, in the city for a period of time not to exceed thirty days and in such an event the City of Half Moon Bay or its designee may impound a bicycle or skateboard, or scooter or other device used in any such violation for a period of time not to exceed thirty days.

(Ord. 10-83 § 2, 1984)

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Dale Leda, Interim Public Works Director/ City Engineer
Matt Nichols, Senior Management Analyst

TITLE: PUBLIC ELECTRIC VEHICLE CHARGING PROGRAM RATE AND INFRASTRUCTURE IMPROVEMENTS

RECOMMENDATION:

Staff recommends that the City Council adopt a resolution:

1. Amending the Master Fee Schedule to establish a public EV charging rate of \$0.48 per kilowatt-hour (kWh); and
2. Authorizing the City Manager to implement necessary electrical and metering improvements, and execute related agreements to reduce the City's operating costs for public EV charging.

FISCAL IMPACT:

The City currently operates its public EV charging program at a financial deficit. The City owns seven charging stations, five of which are available for public use and are currently billed under the PG&E B-1 and B-10 rate schedules. In addition to electricity costs, each station incurs approximately \$1,370 annually in ChargePoint network and maintenance expenses.

As an example, staff's analysis of the Correas Street ST2 station estimates approximately \$16,010 in annual operating costs compared with approximately \$5,393 in annual charging revenue, resulting in an estimated annual General Fund subsidy of approximately \$10,617 at that location.

The proposed \$0.48 per kWh charging rate, together with modifications to applicable PG&E rate schedules and electrical infrastructure, is intended to substantially reduce or eliminate the General Fund subsidy associated with the program. The \$0.48 is the estimated break-even cost in staff's analysis to account for electricity costs under the more advantageous B-EV rate, as well as accounting for network and maintenance costs, and does not account for infrastructure improvements.

Costs associated with physical infrastructure improvements will vary by location and have not yet been fully determined. Improvements would be completed within available budget authority, with any additional appropriations brought back to the City Council as necessary.

STRATEGIC ELEMENT:

This action supports the *Fiscal Sustainability*, and *Infrastructure and Environment* Elements of the Strategic Plan.

ENVIRONMENTAL REVIEW:

Adoption of the proposed EV charging fee and authorization to pursue utility rate changes are administrative actions that would not result in a direct physical change to the environment.

Future electrical or infrastructure improvements would consist primarily of modifications to existing developed facilities and would be evaluated for compliance with the California Environmental Quality Act (CEQA), as applicable, prior to implementation.

BACKGROUND

In March 2015, the City Council adopted Resolution No. C-2015-08 amending the Master Fee Schedule to establish a rate of \$1.00 per hour for use of City-owned electric vehicle charging stations. At the time, staff anticipated the rate would generally offset electricity, ChargePoint fees, and other operating costs associated with the charging stations.

Since that time, the City has expanded its EV charging infrastructure and experienced significant changes in electricity rates, utility rate structures, equipment utilization, and network and maintenance costs.

Staff recently completed a high-level financial review of the City's public EV charging program. The analysis found that the existing \$1.00-per-hour rate does not adequately recover the City's costs and that the electrical service and PG&E rate schedules serving several charging locations further contribute to the program's operating deficit.

The attached financial analysis evaluates the City's existing charging infrastructure, operating expenses, utility rate structures, and opportunities to improve cost recovery.

DISCUSSION

Existing Charging Rate and Program Costs

The City currently operates seven EV charging stations, five of which are available for public use, providing a total of ten public charging ports. Most are dual-port Level 2 ChargePoint stations.

Public users are currently charged \$1.00 per hour. At the maximum output of the City's Level 2 chargers, the existing rate equates to approximately \$0.14 per kWh of electricity delivered.

The City's actual costs are substantially higher. In addition to electricity, each station incurs fixed ChargePoint network and maintenance costs. The financial analysis also found that the City's existing electrical service configurations can significantly affect utility costs.

Chargers connected to City Hall and the Library share electrical service with those facilities and may contribute to commercial demand charges. Other chargers are connected to lower-use electrical accounts that avoid demand charges but carry comparatively high volumetric electricity rates. At some of these locations, staff's analysis estimates electricity costs of approximately \$0.47 to \$0.60 per kWh before network, maintenance, and other expenses are considered.

As a result, the City currently subsidizes a significant portion of the cost of providing public EV charging.

Proposed Charging Rate Adjustment

Staff recommends replacing the existing time-based rate with an energy-based rate of \$0.48 per kWh.

Charging by kWh more directly relates the amount paid by a customer to the amount of electricity actually received. Under the current time-based structure, different vehicles may consume different amounts of electricity during the same charging period while paying the same fee.

The proposed \$0.48 per kWh rate is intended to more closely recover the City's current costs for electricity, network services, maintenance, transaction fees, and other expenses associated with providing public charging. This rate was calculated by averaging the costs per session to cover network and maintenance costs, along with electricity and transmission costs from PG&E; the attached rate analysis shows the exact formula used.

The intent of the proposed rate structure is to recover the reasonable cost of providing the service and reduce or eliminate the existing General Fund subsidy, rather than generate revenue beyond the costs of operating the program. It should be noted that implementing all necessary changes may take time, and the proposed \$0.48 per kW rate would not immediately provide a break-even rate.

Utility Rate and Infrastructure Improvements

Staff's analysis also determined that adjusting the user rate alone will not fully address the program's underlying cost structure.

Under the City's existing electrical configurations, achieving full cost recovery could require substantially higher user rates at some locations because of demand charges and other utility costs. The analysis estimates that retaining the existing configurations could result in break-even rates ranging from approximately \$0.74 to \$1.31 per kWh, depending on station utilization and location.

Staff therefore recommends addressing both sides of the program's financial structure by establishing a reasonable public charging fee while also working to reduce the City's underlying utility costs.

The analysis identifies opportunities to separate certain charging stations from existing building or streetlight electrical services, establish dedicated metering where appropriate, and transition eligible accounts to EV-specific PG&E rate schedules. Under the modeled configuration, these changes could eliminate certain demand charges and substantially reduce the City's electricity costs.

If authorized by Council, Staff would coordinate with PG&E and other necessary parties to evaluate each charging location and implement appropriate service, metering, and rate changes. This authority would include completing related physical infrastructure improvements and executing utility agreements or other documents necessary to implement the changes, subject to available budget authority and the City's applicable purchasing and contracting requirements.

Together, the proposed rate adjustment and utility infrastructure improvements are intended to establish a more financially sustainable public EV charging program while continuing to provide publicly accessible charging within the community.

ATTACHMENTS

1. Resolution Amending the Master Fee Schedule and Authorizing EV Charging Infrastructure and Utility Rate Improvements
2. Public EV Charging Infrastructure Financial and Utility Rate Analysis
3. Resolution No. C-2015-08 Establishing Electric Vehicle Charging Fees

RESOLUTION NO. C-2026-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AMENDING
THE MASTER FEE SCHEDULE FOR PUBLIC ELECTRIC VEHICLE CHARGING AND
AUTHORIZING RELATED UTILITY AND INFRASTRUCTURE IMPROVEMENTS**

WHEREAS, the City of Half Moon Bay owns and operates electric vehicle charging stations available for public use; and

WHEREAS, in 2015, the City Council adopted Resolution No. C-2015-08 establishing a fee of \$1.00 per hour for use of City-owned electric vehicle charging stations; and

WHEREAS, the City has reviewed the current operating costs associated with providing public electric vehicle charging, including electricity, utility charges, network fees, maintenance, transaction costs, and related expenses; and

WHEREAS, the City Council desires to revise the public electric vehicle charging fee to better reflect actual operating costs and to provide administrative flexibility to adjust the rate as those costs change; and

WHEREAS, the City has also identified opportunities to reduce operating costs through modifications to electrical service, metering, and applicable Pacific Gas and Electric Company (PG&E) rate schedules.

NOW, THEREFORE, BE IT RESOLVED THAT that the City Council of the City of Half Moon Bay hereby:

1. Amends the Master Fee Schedule to establish a public EV charging rate of \$0.48 per kilowatt-hour (kWh); and
2. Authorizes the City Manager to implement necessary electrical and metering improvements, and execute related agreements to reduce the City's operating costs for public EV charging.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 15th of September 2026, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

Maggie Rodriguez, City Clerk

APPROVED:

Debbie Ruddock, Mayor

PUBLIC EV CHARGING

INFRASTRUCTURE & FINANCIAL ANALYSIS

Matthew Nichols, Senior Management Analysis

August 2026

1. Executive Summary

The City of Half Moon Bay currently operates its network of public electric vehicle (EV) charging stations at a financial deficit. Because the City uses a time-based billing system (\$1.00 per hour) and shares utility meters with municipal buildings, the City is inadvertently subsidizing up to 90% of the cost for every unit of electricity dispensed. For our highest-use station alone, this has created an annual net loss to the General Fund of **\$10,617.20**.

This memo clarifies the mechanics of this deficit, details the compounding impact of utility "demand charges," and presents a multi-phase transition plan. This plan would bring the City into mandatory compliance with California state law (CCR Title 4 § 4001 and 4002) and eliminate building-level power spikes via PG&E Electric Rule 29, restoring a self-sustaining financial model by implementing a **\$0.19 to \$0.48 per kWh** pricing structure under the PG&E B-EV Rate. The financial modeling, rate projections, and utility calculations contained in this memo are based on unbundled Peninsula Clean Energy (PCE) and Pacific Gas and Electric (PG&E) commercial rate schedules. Utility tariffs change frequently due to seasonal adjustments, regulatory revisions, and balancing account updates. All energy procurement costs and demand charge penalties should be interpreted as localized estimates. Final break-even pricing configurations should be dynamically calibrated by staff to match the active, verified utility rates at the time of system deployment.

2. Current Infrastructure and Vendor Operating Costs

The City owns and operates 7 charging stations. Five stations are open to the public, and two are restricted to the City's municipal fleet. Most are dual-port Level 2 ChargePoint CT4000 series stations (13 total physical plugs, 10 are public).

To keep this infrastructure functional, the City contracts with ChargePoint, the hardware manufacturer and network software provider. Each station incurs static, non-negotiable vendor fees regardless of how much electricity it dispenses:

- **ChargePoint Commercial Cloud Plan (\$740.00/yr per station):** This software license connects the physical hardware to cellular networks. It enables the station to process credit card/app payments, map the charger location for drivers, and compile diagnostic data. It costs \$370.00 per port (plug) per year.
- **ChargePoint Assure Warranty (\$630.00/yr per station):** A comprehensive maintenance and repair contract. Because public stations are exposed to marine weather and heavy physical use, this warranty ensures that parts, field labor, and electronics replacements are covered with zero out-of-pocket costs to the City.

Annual Fixed Vendor Overhead = \$740.00_{Cloud} + \$630.00_{Warranty} = **\$1,370.00** per station

This translates to a mandatory baseline operational expense of \$114.17 per month per station that must be recovered before energy costs are factored in.

3. Legal Mandate (CCR Title 4 § 4001)

Historically, the City has billed public charging by time (\$1.00 per hour). However, California law now officially classifies electricity used to propel vehicles as a "motor vehicle fuel".

Under California Code of Regulations (CCR) Title 4 § 4001 and 4002, all public EV charging infrastructure must transition to energy-based billing, meaning drivers must be billed directly for the kilowatt-hours (kWh) consumed, exactly how gasoline is sold by the gallon.

- **Compliance Timeline:** Stations installed after January 1, 2021, had to comply instantly. Legacy hardware installed prior to that date must comply by January 1, 2031. Most of Half Moon Bay's chargers are legacy hardware; this transition plan ensures compliance ahead of the statutory cutoff.
- **Driver Fairness:** Time-based billing is inherently inequitable. Different EV models accept power at radically different speeds. Under a time-based model, a car with a slow onboard charger receives far less "fuel" in an hour than a fast-charging model, yet both drivers are billed the exact same \$1.00. kWh-based billing ensures drivers pay exclusively for the energy they receive.

4. PG&E Rate Analysis and Demand Charge Penalties

To understand why the public chargers lose money, it helps to separate how the chargers collect revenue from how Pacific Gas and Electric (PG&E) bills the City for electricity.

The \$1.00/Hour to \$0.14/kWh Revenue Breakdown

When a resident plugs into a City charger, they pay \$1.00 per hour. The City's Level 2 ChargePoint stations can deliver a maximum power flow of 7.0 kilowatts (kW).

A kilowatt (kW) measures the speed of electrical flow, while a kilowatt-hour (kWh) measures the actual volume of fuel delivered. If a car draws power at maximum speed (7.0 kW) for a full hour, it absorbs exactly 7.0 kWh of energy.

$$\text{Effective Revenue per kWh} = \frac{\text{Hourly User Fee}}{\text{Power Delivery Speed}} = \frac{\$1.00}{7.0 \text{ kW}} = \$0.1428 \text{ per kWh}$$

Thus, the City's current pricing model brings in a flat effective revenue of approximately \$0.14 per kWh.

Scenario A: Building-Integrated Chargers (City Hall & Library)

The chargers located at 714 Kelly Ave (City Hall) and 620 Correias St (Library) do not have their own electrical meters; they are wired directly into the main panels of the buildings. Because these facilities consume high volumes of power for HVAC, servers, and lighting, PG&E places them on the B10S Medium Use commercial rate.

Commercial accounts on the B10S rate are subject to a **Demand Charge**. This is a heavy utility penalty based on the single highest 15-minute "spike" of electrical draw registered during the month. PG&E implements this to cover the cost of maintaining grid capacity for sudden surges. You can think of each building as having a natural facility baseline as well as an EV-induced peak penalty on top of that.

When two vehicles plug into a building-linked station simultaneously, they draw at a combined speed of 14.0 kW. If this occurs during an afternoon when City Hall's AC is already running, a new "higher" monthly power peak is instantly established because of the EV draw on top of the natural facility baseline demand charge of the building. The financial penalty for just the EV portion is calculated as follows:

$$\text{Demand Charge}_{Fee} = N_{\text{ports}} \times kW_{\text{port}} \times R_{\text{demand}}$$

Where:

$\text{Demand Charge}_{Fee}$ = Total monthly demand charge/spike fee incurred.

N_{ports} = Number of charging ports active simultaneously (the "plugs").

kW_{port} = Maximum power delivery rate per port (the capacity or "energy dispensing" speed).

R_{demand} = Standard PG&E B10S monthly demand charge rate (the penalty rate per kW).

$$\text{Demand Charge} = 2 \times 7.0 \text{ kW} \times \$22.71/\text{kW} = \$317.94 \text{ per month}$$

This single 15-minute event triggers an irreversible \$317.94 monthly penalty on that building's utility bill, in addition to what the building would normally generate for its natural demand charge. If the City only recovers \$0.14 per kWh from drivers, the station would need to sell thousands of kWh just to pay off this single spike penalty. * Natural demand charge being the highest spike from the city running HVAC, Servers, Lights, and so on.

Scenario B: Non-Building Chargers (Tree Light Pedestals & Correas #2)

The chargers at 604 Main St (Miramontes), 401 Main St (Mill/Main), and the isolated Correas ST2 pedestal operate under the B1 Low Use commercial rate. The Miramontes and Mill chargers share utility meters with low-draw public streetlights.

- The B1 rate schedule sets the demand fee to $R_{\text{demand}} = \$0.00/\text{kW}$. These chargers never trigger peak power penalties.
- However, to compensate for zero demand fees, PG&E charges a very high flat rate for the volume of energy consumed, ranging from \$0.47 to \$0.60 per kWh depending on the season.

Since the City is buying power from PG&E at an average of \$0.53/kWh but only selling it to drivers at an effective rate of \$0.14/kWh, the City loses roughly \$0.39 on every single kWh dispensed at these locations.

5. Baseline Financial Performance Analysis

To establish a clear baseline, this section audits the financial performance of the **Correas ST2 station**. This public pedestal represents a high-use environment, dispensing an average of 26,620 kWh of energy per year (averaging roughly 2,218 kWh per month, or 72.93 kWh per day).

Component Definitions

- **Current Net Deficit:** The total money the General Fund loses operating the asset. It represents the collected time revenue minus the combined cost of utility energy and fixed ChargePoint vendor fees.

$$\text{Current Net Deficit} = \text{Current Revenue} - (\text{Fixed Vendor Overhead} + \text{Volumetric Electricity Cost})$$

- **Proposed Net Position:** The balanced target state where the pricing schedule perfectly offsets all operational outlays, resulting in a net cost of \$0.00 to taxpayers.

$$\text{Proposed Net Position} = \text{Proposed Revenue} - (\text{Fixed Vendor Overhead} + \text{Optimized Electricity Cost}) = \$0.00$$

Current Performance Matrix

The table below illustrates the exact structural deficit occurring at our baseline Correas ST2 station under the current time-based setup:

Interval	Fixed Vendor Overhead (FC)	Volumetric Energy Cost	Total Operating Cost	Current Revenue (\$1.00/hr)	Current Net Deficit (CR-TOC)
Daily	\$3.75	\$40.11	\$43.86	\$14.77	(\$29.09)
Monthly	\$114.17	\$1,220.00	\$1,334.17	\$449.40	(\$884.77)
Yearly	\$1,370.00	\$14,640.00	\$16,010.00	\$5,392.80	(\$10,617.20)

6. Full Cost-Recovery Fee Structure Scenarios

To eliminate the current net deficit without relying on separate session connections or overstay fees, the City must implement a pure energy rate (billed per kWh) that recovers all costs.

To achieve true cost insulation, the formula must incorporate the 10% ChargePoint transaction collection fee. This fee is charged by the vendor to securely process credit card transactions, host the cellular data tunnel, clear payments back to the City treasury, and provide real-time status updates to drivers. To keep the General Fund whole, user-facing rates must scale by a factor of \$0.90\$ using this core billing equation:

$$\text{Required Base User Rate} = \frac{\text{Amortized Fixed Costs per kWh} + \text{Utility Power Cost per kWh}}{1.00 - \text{ChargePoint Fee Percentage (0.10)}}$$

Public utilization heavily alters our risk. If a station sits idle, fixed costs are concentrated onto fewer users; if a station is busy, fixed costs are safely diluted. Below are the two separate operational paths available to the City. Both feature a Peak (4:00 PM to 9:00 PM) and Off-Peak (all other hours) structure to replicate PG&E's seasonal system.

Scenario 1: Full Cost Recovery Under Current Shared-Meter Connections

This model leaves the physical utility connections exactly as they are today. Streetlight-linked chargers pay high flat energy rates (\$0.53/kWh average), and building-integrated panels absorb the \$317.94/month demand spikes. To protect the City from a budget shortfall, the monthly demand penalty must be factored into the per-kWh consumer rate.

- **Risk A: Under Moderate Station Utilization (750 kWh/month).** When usage is low, fixed vendor overhead and building demand spikes heavily inflate the price of each individual unit of electricity sold. Amortized Costs: Network Fees ($\frac{\$114.17}{750 \text{ kWh}} = \0.152) + Demand Penalty ($\frac{\$317.94}{750 \text{ kWh}} = \0.424) = \$0.576 per kWh flat overhead burden.

$$\text{Rate}_{\text{Off-Peak}} = \frac{\$0.576 + \$0.47}{0.90} \approx \$1.16 \text{ per kWh}$$

$$\text{Rate}_{\text{Peak}} = \frac{\$0.576 + \$0.60}{0.90} \approx \$1.31 \text{ per kWh}$$

- **Risk B: Under High Station Utilization (2,218 kWh/month baseline)** If a station experiences high volume, the \$317.94 building spike is diluted across more drivers, lowering the baseline break-even price. Amortized Costs: Network Fees ($\frac{\$114.17}{2,218 \text{ kWh}} = \0.051) + Demand Penalty ($\frac{\$317.94}{2,218 \text{ kWh}} = \0.143) = \$0.194 per kWh flat overhead burden.

$$\text{Rate}_{\text{Off-Peak}} = \frac{\$0.194 + \$0.47}{0.90} \approx \$0.74 \text{ per kWh}$$

$$\text{Rate}_{\text{Peak}} = \frac{\$0.194 + \$0.60}{0.90} \approx \$0.88 \text{ per kWh}$$

Operational Reality: Under our current utility meter setup, the true break-even rate requires charging drivers anywhere from \$0.74 to \$1.31 per kWh. These rates exceed regional averages and could cause the public to abandon City infrastructure entirely.

Scenario 2: Full Cost Recovery Under Optimized Business-EV (B-EV) Rates

This model restructures our utility configuration by utilizing PG&E Electric Rule 29 to install dedicated, isolated service meters at each station location.

Isolating the chargers allows the City to transition them to the commercial Business EV (B-EV) tariff. The B-EV rate schedule eliminates demand charges ($R_{\text{demand}} = \$0.00/\text{kW}$), dropping the additional monthly building spike from EV's to zero. Additionally, power costs fall

significantly, dropping to an average of \$0.12/kWh during Off-Peak hours and \$0.38/kWh during Peak hours.

Because the demand spike penalty from EV's is removed, financial volatility disappears. Spreading our standard \$1,370.00 annual vendor cost over our baseline volume creates a predictable, static overhead burden of just \$0.051 per kWh.

- **Off-Peak Price Calculation:**

$$\text{Rate}_{\text{Off-Peak}} = \frac{\$0.051_{\text{Overhead}} + \$0.12_{\text{Power}}}{0.90} = \frac{\$0.171}{0.90} \approx \$0.19 \text{ per kWh}$$

- **Peak Price Calculation:**

$$\text{Rate}_{\text{Peak}} = \frac{\$0.051_{\text{Overhead}} + \$0.38_{\text{Power}}}{0.90} = \frac{\$0.431}{0.90} \approx \$0.48 \text{ per kWh}$$

Operational Reality: Scenario 2 achieves complete financial cost recovery for the City while offering the public an affordable, highly competitive local rate (**\$0.19** to **\$0.48** per kWh) that is in line with regional market standards.

7. Recommendations and Implementation Roadmap

To successfully transition the public charging network to the optimized, self-sustaining model outlined in Scenario 2, staff recommends the execution of the following roadmap:

Phase 1: Immediate Administrative Rate Adjustment

- **Temporary Staffing Allocation:** Authorize the retention of a temporary, 6-month management analyst to systematically manage the technical Rule 29 utility onboarding process and audit the City's remaining PG&E accounts for other rate-optimization opportunities.
- **Action:** Direct staff to immediately transition the existing utility meter for the Correas ST2 station to the PG&E B-EV rate schedule.
- **Justification:** Unlike the building-integrated locations, this specific station is already physically isolated on its own streetlight account loop. It can be moved to the lower-cost commercial rate schedule immediately via an administrative request to PG&E, capturing instant operational savings.

Phase 2: Infrastructure Meter Isolation via PG&E Rule 29

- **Action:** Submit engineering applications to PG&E under Electric Rule 29 to install new, separate service meters for the stations at City Hall, the Library, and both Downtown Tree Light pedestals. Under Rule 29, the City will need to install its own upgraded pedestals for the new meters.
- **Utility Cost Breakdown:** Under the Rule 29 tariff, PG&E pays for the majority of utility-side trenching, wiring, and transformer infrastructure required to set up the dedicated meters. Once installed, each separate commercial meter carries a fixed utility account service fee of \$15.00 to \$25.00 per month in addition to the cost of the new pedestals. This minor fixed overhead is easily absorbed by the immediate \$317.94 per month demand charge savings realized at each building site.
- **Onboarding:** Upon physical installation, coordinate with PG&E to formally move all newly created accounts onto the optimized B-EV commercial rate tier.

Phase 3: Update Pricing Schedule and Delegate Authority

- **Action:** Adopt a resolution to officially retire legacy time-based billing (\$1.00/hour) and establish a tiered energy pricing framework (\$0.19/kWh Off-Peak / \$0.48/kWh Peak) in the city's master fee schedule.
- **Administrative Pricing Flexibility:** To ensure the network remains permanently self-funded, include a provision in the resolution granting administrative authority to designated City staff to quickly adjust public kWh consumer pricing levels in direct response to future structural adjustments by PG&E (tariff adjustments) or ChargePoint (network clearing changes). This allows the City to protect the General Fund in real time without the standard delay of formal council agenda revisions.
- **Optional Vehicle Turnover Control:** To preserve downtown parking availability and prevent vehicles from camping out in high-demand stalls, consider including a master provision allowing staff to activate a \$1.00 per minute overstay fee. This fee would automatically apply to any vehicle that remains physically plugged into a station 15 minutes after its active charging session has concluded.

8. Hypothetical Direct Current (DC) Fast Charger Impact

As the City considers the long-term future of its public charging network, a common "what-if" scenario involves the potential deployment of a high-speed Direct Current Fast Charger (DCFC). Fast-charging infrastructure operates under a fundamentally more intensive operational and utility cost profile than standard Level 2 units, particularly regarding fixed

vendor software fees, volumetric energy costs, merchant processing fees, and peak demand charges.

Public Market Context (San Mateo County Benchmarks)

To contextualize what local drivers encounter, public commercial DC fast charging rates within San Mateo County across major public networks (such as Tesla Supercharger, EVgo, and Electrify America) typically average between \$0.35 and \$0.65 per kWh, depending on the time of day and membership access.

A. Ongoing Vendor & Baseline Operating Cost Profile

A single commercial DC Fast Charger (such as a ChargePoint Express 250) commands significantly steeper static operating costs than standard Level 2 systems due to high-voltage hardware management:

- ChargePoint Enterprise DC Cloud Plan: \$1,200.00 per port × 2 ports = \$2,400.00/year
- ChargePoint Express Assure Warranty: \$2,530.00/year per station

Total Annual Fixed Vendor Cost = \$4,930.00 per DC station (\$410.83/month)

Fixed Cost Comparison: A single DC Fast Charger costs the City 3.6 times more per year in mandatory software and maintenance subscriptions than an existing Level 2 station (\$4,930 vs. \$1,370).

B. Utility Integration Scenarios & Break-Even Modeling

Assuming an active, high-utilization station averaging 5 uses per day (approximately 150 charging sessions per month), with an average session duration of 45 minutes delivering 30 kWh per session, the total monthly station throughput scales to 4,500 kWh/month.

Crucially, because ChargePoint retains a 10% merchant transaction processing fee on all gross revenue collected at the station, the consumer price must be structured using a gross-up factor of 0.90 to ensure the City's net payout covers 100% of its operating expenses. The financial projections under various pricing models break down as follows:

1. Legacy Time-Based Model (\$1.00 / Hour Pricing)

If the City hypothetically applies its legacy Level 2 pricing model to a DC fast charger mounted on a shared building meter, higher utilization actually accelerates the financial deficit.

- **Mechanics:** Because a DC Fast Charger delivers power rapidly, a driver pulling 30 kWh will be plugged in for roughly 45 minutes (0.75 hours). At a rate of \$1.00 per hour, the user pays gross fees of \$0.75. After ChargePoint's 10% cut, the City receives \$0.675 per session.
- **Monthly Revenue Remitted to City:** 150 sessions × \$0.675 = \$101.25 / month
- **Demand Charge Deficit:** On a shared building meter, adding a standard 125 kW fast charger triggers a fixed monthly utility demand spike penalty based on peak draw:

$$\text{Monthly Spike Penalty} = 125 \text{ kW} \times \$22.71/\text{kW} = \$2,838.75 \text{ per month}$$

Volumetric Cost: At an average building electricity import rate of \$0.32/kWh, the energy itself costs the City \$1,440.00 per month (4,500 kWh × \$0.32).

- **Total Monthly Cost to City:** \$410.83 (Vendor Fees) + \$2,838.75 (Demand Charge) + \$1,440.00 (Energy) = \$4,689.58
- **Net Monthly General Fund Deficit:** \$101.25 (Revenue) – \$4,689.58 (Cost) = –\$4,588.33 per month (An annual loss of over \$55,000 on a single station).

2. Volumetric Break-Even Pricing (Shared Building Meter)

To completely insulate the General Fund from the demand charge spike on a shared building meter, the City would be forced to shift to a volumetric (per-kWh) rate structure designed to fully absorb all fixed expenses, volumetric energy, and the 10% transaction fee.

- **Raw Cost to Recover:** \$1.04 per kWh (\$4,689.58 / 4,500 kWh)
- **True Consumer Price (Adjusted for 10% Fee):**

$$\frac{\$1.04 \text{ Base Cost}}{0.90 \text{ Revenue Retention}} = \$1.16 \text{ per kWh}$$

- **Market Impact:** A price of \$1.16/kWh is nearly triple the local commercial market average (\$0.35 – \$0.55/kWh). This extreme pricing premium would guarantee the

station sits abandoned, leaving the City stuck paying the fixed subscription costs out of the General Fund with zero revenue to offset it.

3. Volumetric Break-Even Pricing under PG&E Rule 29 (Dedicated B-EV Meter)

By utilizing PG&E Electric Rule 29 to isolate the fast charger onto its own dedicated Business EV (B-EV) service meter, the building demand charges are removed from the equation.

- **Elimination of Spikes:** Under the B-EV rate, the variable \$2,838.75 monthly peak demand penalty is replaced by a predictable flat monthly subscription capacity fee of roughly \$190.00.
- **Volumetric Cost:** The B-EV rate drops the baseline cost of energy down significantly, averaging roughly \$0.25 per kWh across time-of-use blocks.
- **Total Monthly Base Cost:** \$410.83 (Vendor Fees) + \$190.00 (B-EV Capacity Fee) + \$1,125.00 (4,500 kWh × \$0.25 Energy Cost) = \$1,725.83 / month (Or \$0.38 per kWh baseline cost).
- **True Consumer Price (Adjusted for 10% Fee):**

$$\frac{\$0.38 \text{ Base Cost}}{0.90 \text{ Revenue Retention}} = \$0.42 \text{ per kWh}$$

Section Summary

The numbers demonstrate that a legacy time-based structure (\$1.00/hr) is fundamentally incompatible with fast-charging speeds, triggering catastrophic monthly deficits exceeding \$4,500. Attempting to achieve financial break-even on a shared building meter forces an unmarketable consumer price of **\$1.16/kWh** due to building peak demand charges and network collection transaction fees.

Crucially, with a utilization rate of 5 uses per day, transitioning to a dedicated utility connection via PG&E Rule 29 drops the true, all-inclusive break-even price to **\$0.42 per kWh**. This lands the City directly within San Mateo County's public market rate (\$0.35 - \$0.65/kWh), proving that higher station utilization combined with isolated utility metering creates a completely self-sustaining, fiscally responsible infrastructure asset.

ChargePoint Fixed Costs

Cloud Plans (Standard Pricing)

Plan	1 Year	2 Years	3 Years	4 Years	5 Years
Power	\$240	\$480	\$720	\$960	\$1,200
Community	\$280	\$560	\$840	\$1,120	\$1,400
Commercial	\$370	\$740	\$1,110	\$1,480	\$1,850
Enterprise	\$480	\$960	\$1,440	\$1,920	\$2,400
Fleet Enterprise	\$480	\$960	\$1,440	\$1,920	\$2,400
Fleet Enterprise DC	\$950	\$1,900	\$2,850	\$3,800	\$4,750
Enterprise DC	\$1,200	\$2,400	\$3,600	\$4,800	\$6,000

Warranty Plans (Standard Pricing)

Plan	1 Year	2 Years	3 Years	4 Years	5 Years
CP6K Assure Assist (formerly CMLP)	\$330	\$660	\$990	\$1,320	\$1,650
CT4K Assure Assist (formerly CMLP)	\$450	\$900	\$1,350	\$1,800	\$2,250
CPF25/50 Assure	\$160	\$320	\$480	\$640	\$800
CP6K Assure	\$450	\$900	\$1,350	\$1,800	\$2,250
CT4K Assure	\$630	\$1,260	\$1,890	\$2,520	\$3,150
CPE250 Assure	\$2,530	\$5,060	\$7,590	\$10,120	\$12,650
Assure Pro	-				

Pacific Gas and Electric Company
Bundled Commercial/General Service
Electric Rates at a Glance
New B Schedules

Rates Effective: March 1, 2026 - Present	Customer Charge (\$ per meter per day)	Season	Time-of-Use Period	Demand Charge (\$ per kW)			Time-of-Use Period	Total Energy Charge (\$ per kWh)			PDP ^{1/} Charges (\$ per kWh)	PDP ^{2/} Credits DEMAND (\$ per kW)			PDP ^{2/} Credits ENERGY (\$ per kWh)			Power Factor Adjustment (\$/kWh%)	"Average" Bundled Total Rate ^{3/} (\$ per kWh)					
B-1 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.47087			\$0.60	-		(\$0.06014)			-	\$0.40737						
							Part-Peak	\$0.42164						(\$0.01787)										
							Off-Peak	\$0.40083						-										
		Winter		-			On-Peak	\$0.39545				-		-			-							
							Off-Peak	\$0.37933						-										
							Super Off-Peak	\$0.36291						-										
B1-ST	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.49377			-	-		-			-	\$0.40737						
							Part-Peak	\$0.35247						-										
							Off-Peak	\$0.30514						-										
		Winter		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.39582				-		-			-							
							Part-Peak	\$0.36632						-										
							Off-Peak	\$0.27727						-										
B-6 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.64253			\$0.60	-		(\$0.07245)			-	\$0.40013						
							Off-Peak	\$0.38491						-										
							Super Off-Peak	\$0.31617						-										
		Winter		-			On-Peak	\$0.39584				-		-			-							
							Off-Peak	\$0.35225						-										
							Super Off-Peak	\$0.31617						-										
B-10 TOU	\$11.36882	Summer		Secondary	Primary	Transmission		Secondary	Primary	Transmission	\$0.90	Secondary	Primary	Transmission	Secondary	Primary	Transmission	-	Secondary \$0.35514 Primary \$0.32369 Transmission \$0.19284					
								Peak	\$0.33947	\$0.31874										\$0.22249	-	(\$0.08489)	(\$0.08489)	(\$0.08489)
								Part-Peak	\$0.27778	\$0.26044										\$0.16574				
		Winter		Secondary	Primary	Transmission		Off-Peak	\$0.24522	\$0.22960		\$0.13568	-	-	-	-	-	-						
								On-Peak	\$0.26321	\$0.24588		\$0.16944								-	-	-	-	-
								Off-Peak	\$0.22773	\$0.21224		\$0.13660												
B-19 TOU	Mandatory B-19 S: \$58.62824 Mandatory B-19 P: \$87.34546 Mandatory B-19 T: \$117.10726 Voluntary B-19: S, P, T: \$11.36882	Summer	Max. Peak	\$46.16	\$37.89	\$14.67	Peak	\$0.18648	\$0.16454	\$0.14803	\$0.90	(\$6.72)	(\$6.61)	(\$5.46)	\$0.00000	\$0.00000	\$0.00000	\$0.00005	Secondary \$0.32110 Primary \$0.25566 Transmission \$0.16875					
			Max. Part-Peak	\$10.52	\$8.54	\$3.67	Part-Peak	\$0.14775	\$0.13500	\$0.13556		(\$0.98)	(\$0.97)	(\$1.37)	\$0.00000	\$0.00000	\$0.00000							
			Maximum	\$37.37	\$29.11	\$16.94	Off-Peak	\$0.12037	\$0.10931	\$0.10902		-	-	-	-	-	-							
		Winter	Max. Peak	\$2.31	\$1.69	\$1.41	Peak	\$0.16188	\$0.14737	\$0.14719		-	-	-	-	-	-	\$0.00005						
			-	-	-	-	Off-Peak	\$0.12026	\$0.10963	\$0.10961														
			Maximum	\$37.37	\$29.11	\$16.94	Super Off-Peak	\$0.06442	\$0.05594	\$0.05433														

^{1/}Peak Day Pricing (PDP) Consecutive Day, Three-Hour Event. PDP Charges apply to all Usage During PDP Event Hours. See specific tariff for further details and program options.

^{2/}Peak Day Pricing (PDP) Consecutive Day Three-Hour Event. PDP Credits apply to components shown in all summer billing months. See specific tariff for further details and program options.

^{3/}Based on estimated forecast. Average bundled rates provided only for general reference, and individual customer's average rate will depend on its applicable kW, kWh, and TOU data.

This table provided for comparative purposes only. See current tariffs for full information regarding rates, applicability, eligibility and additional options.

NOTE - ABOVE Rates are Total Bundled Time-of-Use Rates

Advice Letter 6713-E, Effective October 1, 2022, Changed Schedule B-6 Only on this page

Pacific Gas and Electric Company
Bundled Commercial/General Service
Electric Rates at a Glance
New B Schedules, (B-19, Option S, For Qualifying Storage Customers)

Rates Effective: March 1, 2026 - Present	Customer Charge (\$ per meter per day)	Season	Time-of-Use Period	Demand Charge (\$ per kW)			Time-of-Use Period	Total Energy Charge (\$ per kWh)			PDP ^{1/} Charges (\$ per kWh)	PDP ^{2/} Credits ENERGY (\$ per kWh)			Power Factor Adjustment (\$/kWh/%)	"Average" Bundled Total Rate ^{3/} (\$ per kWh)
B-1 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.47087			\$0.60	(\$0.06014)			-	\$0.40737
							Part-Peak	\$0.42164				(\$0.01787)				
							Off-Peak	\$0.40083				-				
		Winter		-			On-Peak	\$0.39545				-			-	
							Off-Peak	\$0.37933								
							Super Off-Peak	\$0.36291								
B1-ST	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.49377			-	-			-	\$0.40737
							Part-Peak	\$0.35247								
							Off-Peak	\$0.30514								
		Winter		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.39582				-			-	
							Part-Peak	\$0.36632								
							Off-Peak	\$0.27727								
							Super Off-Peak	\$0.26085								
		B-6 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.64253			\$0.60	(\$0.07245)		
Off-Peak	\$0.38491								-							
Winter				-			On-Peak	\$0.39584			-			-		
							Off-Peak	\$0.35225								
							Super Off-Peak	\$0.31617								
B-10 TOU	\$11.36882	Summer		Secondary	Primary	Transmission	Peak	\$0.33947	\$0.31874	\$0.22249	\$0.90	Secondary	Primary	Transmission	-	Secondary
							Part-Peak	\$0.27778	\$0.26044	\$0.16574		(\$0.08489)	(\$0.08489)	(\$0.08489)		\$0.35514
							Off-Peak	\$0.24522	\$0.22960	\$0.13568		(\$0.02941)	(\$0.02941)	(\$0.02941)		Primary
														\$0.32369		
		Winter		Secondary	Primary	Transmission	On-Peak	\$0.26321	\$0.24588	\$0.16944		-			-	Transmission
							Off-Peak	\$0.22773	\$0.21224	\$0.13660						\$0.19284
							Super Off-Peak	\$0.19139	\$0.17590	\$0.10026						
B-19 TOU (Option S) (for qualifying storage customers only)	Mandatory B-19 S: \$58.62824 Mandatory B-19 P: \$87.34546 Mandatory B-19 T: \$117.10726 Voluntary B-19: S, P, T: \$11.36882	Summer	Max. Peak (per day)	\$1.60	\$1.07	\$0.36	Peak	\$0.43568	\$0.39207	\$0.24804	-	-			\$0.00005	Secondary
			Max. Part-Peak (per day)	\$0.08	\$0.07	-	Part-Peak	\$0.25184	\$0.21733	\$0.16654						\$0.32110
			Maximum ^{1/}	\$6.35	\$3.95	\$1.40	Off-Peak	\$0.19137	\$0.16028	\$0.12439						Primary
			Maximum ^{2/}	\$9.13	\$9.13	\$9.13	-	-	-	-						\$0.25566
		Winter	Max. Peak (per day)	\$1.22	\$0.79	\$0.36	Peak	\$0.18276	\$0.16296	\$0.15828		-			\$0.00005	Transmission
			Maximum ^{1/}	\$6.35	\$3.95	\$1.40	Off-Peak	\$0.14044	\$0.12531	\$0.12460						\$0.16875
			Maximum ^{2/}	\$9.13	\$9.13	\$9.13	Super Off-Peak	\$0.10462	\$0.08949	\$0.08878						

^{1/}Peak Day Pricing (PDP) Consecutive Day, Three-Hour Event. PDP Charges apply to all Usage During PDP Event Hours. See specific tariff for further details and program options.
^{2/}Peak Day Pricing (PDP) Consecutive Day Three-Hour Event. PDP Credits apply to components shown in all summer billing months. See specific tariff for further details and program options.
^{3/}Based on estimated forecast. Average bundled rates provided only for general reference, and individual customer's average rate will depend on its applicable kW, kWh, and TOU data.
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Bundled Commercial/General Service
Electric Rates at a Glance
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B-1 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.47087			\$0.60	(\$0.06014)			-	\$0.40737	
							Part-Peak	\$0.42164				(\$0.01787)					
							Off-Peak	\$0.40083				-					
		Winter		-			On-Peak	\$0.39545				-			-		
							Off-Peak	\$0.37933									
							Super Off-Peak	\$0.36291									
B1-ST	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.49377			-	-			-	\$0.40737	
							Part-Peak	\$0.35247				-					-
							Off-Peak	\$0.30514									
		Winter		\$7.86 (assessed from 2:00 pm to 11:00 pm only)			On-Peak	\$0.39582				-			-		
							Part-Peak	\$0.36632									
							Off-Peak	\$0.27727									
B-6 TOU	Single-phase \$0.32854 Poly-phase \$0.82136	Summer		-			On-Peak	\$0.64253			\$0.60	(\$0.07245)			-	\$0.40013	
							Off-Peak	\$0.38491				-					
							Winter		-			On-Peak	\$0.39584				-
		Off-Peak	\$0.35225														
		Super Off-Peak	\$0.31617														
						Secondary	Primary	Transmission		Secondary		Primary	Transmission		Secondary		Primary
B-10 TOU	\$11.36882	Summer		\$20.50	\$19.77	\$12.55	Peak	\$0.33947	\$0.31874	\$0.22249	\$0.90	(\$0.08489)	(\$0.08489)	(\$0.08489)	-	Secondary \$0.35514 Primary \$0.32369 Transmission \$0.19284	
							Part-Peak	\$0.27778	\$0.26044	\$0.16574		(\$0.02941)	(\$0.02941)	(\$0.02941)			
							Off-Peak	\$0.24522	\$0.22960	\$0.13568		-					
		Winter		\$20.50	\$19.77	\$12.55	On-Peak	\$0.26321	\$0.24588	\$0.16944		-			-		
							Off-Peak	\$0.22773	\$0.21224	\$0.13660							
							Super Off-Peak	\$0.19139	\$0.17590	\$0.10026							
B-19 TOU (Option R) (for qualifying solar customers only)	Mandatory B-19 S: \$58.62824 Mandatory B-19 P: \$87.34546 Mandatory B-19 T: \$117.10726 Voluntary B-19: S, P, T: \$11.36882	Summer	Max. Peak	\$6.50	\$5.20	\$0.00	Peak	\$0.43568	\$0.39207	\$0.24804	-	-			\$0.00005	Secondary \$0.32110 Primary \$0.25566 Transmission \$0.16875	
			Max. Part-Peak	\$1.87	\$1.49	\$0.00	Part-Peak	\$0.25184	\$0.21733	\$0.16654							
			Maximum	\$36.61	\$28.43	\$16.26	Off-Peak	\$0.19137	\$0.16028	\$0.12439							
		Winter	Max. Peak	\$0.00	\$0.00	\$0.00	Peak	\$0.18276	\$0.16296	\$0.15828		-			\$0.00005		
			-	-	-	-	Off-Peak	\$0.14044	\$0.12531	\$0.12460							
			Maximum	\$36.61	\$28.43	\$16.26	Super Off-Peak	\$0.10462	\$0.08949	\$0.08878							

^{1/}Peak Day Pricing (PDP) Consecutive Day, Three-Hour Event. PDP Charges apply to all Usage During PDP Event Hours. See specific tariff for further details and program options.
^{2/}Peak Day Pricing (PDP) Consecutive Day Three-Hour Event. PDP Credits apply to components shown in all summer billing months. See specific tariff for further details and program options.
^{3/}Based on estimated forecast. Average bundled rates provided only for general reference, and individual customer's average rate will depend on its applicable kW, kWh, and TOU data.
This table provided for comparative purposes only. See current tariffs for full information regarding rates, applicability, eligibility and additional options.

NOTE - ABOVE Rates are Total Bundled Time-of-Use Rates
Advice Letter 6713-E, Effective October 1, 2022, Changed Schedule B-6 Only on this page

Pacific Gas and Electric Company

Commercial/General Service

Schedule B-1, B-6, B-10 and B-19

Time Periods

B-1, B-6, B-10 and B-19 Time Periods

B-1, B-10 and B-19

Summer (June-September)

Peak:	4:00 pm to 9:00 pm	Every day, including weekends and holidays
Partial-Peak:	2:00 pm to 4:00 pm AND 9:00 pm to 11:00 pm	Every day, including weekends and holidays
Off-Peak:	All other hours	

Winter (October-May)

Peak:	4:00 pm to 9:00 pm	Every day, including weekends and holidays
Super Off-Peak	9:00 am to 2:00 pm	Every day in March, April and May only, including weekends and holidays
Off-Peak:	All other hours	

For Customers on B1-ST Only

Partial-Peak:	2:00 pm to 4:00 pm AND 9:00 pm to 11:00 pm	Every day, including weekends and holidays
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B-6

Summer (June-September)

Peak:	4:00 pm to 9:00 pm	Every day, including weekends and holidays
Off-Peak:	All other hours	

Winter (October-May)

Peak:	4:00 pm to 9:00 pm	Every day, including weekends and holidays
Super Off-Peak	9:00 am to 2:00 pm	Every day in March, April and May, including weekends and holidays
Off-Peak:	All other hours	

Holidays:

Holidays for the purposes of these Rate Schedules are New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day.

The dates will be those on which the holidays are legally observed.

Pacific Gas and Electric Company

Commercial Business Electric Vehicle Electric Schedule BEV

Rate Schedule Effective: March 1, 2026 - Present	Block Size (kW)	Subscription Charge (per block)	Subscription Charge (\$ per kW) ^{1/}	Overage Fee (\$ per kW)	Time-of-Use Period	Total Energy Charges (\$ per kWh)
BEV-1 The BEV-1 rate option is applicable to customers with kW usage at or below 100 kW. Customers may be on the BEV-1 or BEV-2 at usage of 100 kW based on the customer's preference. BEV-1 is for Secondary Voltage service.	10	\$12.41	\$1.24	\$2.48	Peak	\$0.35711
					Off-Peak	\$0.16510
					Super Off-Peak	\$0.13844
BEV-2-S <u>Secondary</u> The BEV-2 rate option is applicable to customers with kW usage at or above 100 kW. Customers may be on the BEV-1 or BEV-2 at usage of 100 kW based on the customer's preference. BEV-2 is designed with a Primary and Secondary Voltage service option.	50	\$95.56	\$1.91	\$3.82	Peak	\$0.36977
					Off-Peak	\$0.15654
					Super Off-Peak	\$0.13327
BEV-2-P <u>Primary/Transmission</u> The BEV-2 rate option is applicable to customers with kW usage at or above 100 kW. Customers may be on the BEV-1 or BEV-2 at usage of 100 kW based on the customer's preference. BEV-2 is designed with a Primary and Secondary Voltage service option. Transmission Voltage customers are eligible for enrollment on the BEV-2 Primary rate.	50	\$85.98	\$1.72	\$3.44	Peak	\$0.36003
					Off-Peak	\$0.15115
					Super Off-Peak	\$0.12849

^{1/} \$/kW for informational purposes only. This does not constitute an additional charge. See tariff for further details.

Time Periods:

Peak: 4:00 pm to 9:00 pm, Every day including weekends and holidays, all year

Off-Peak: 9:00 pm to 9:00 am And 2:00 pm to 4:00 pm, Every day including weekends and holidays, all year

Super Off-Peak: 9:00 am to 2:00 pm, Every day including weekends and holidays, all year

This table provided for comparative purposes only. See current tariffs for full information regarding rates, application, eligibility and additional options.

COMMERCIAL, INDUSTRIAL, AND AGRICULTURAL CUSTOMER RATES

Rates Effective February 1, 2026



RATE SCHEDULE	SCHEDULE TIMES	ENERGY CHARGE \$/kWh		
		GENERATION RATE	RATE WITH PG&E SURCHARGES ¹	01.01.26 PG&E GENERATION RATE
COMMERCIAL, INDUSTRIAL AND GENERAL SERVICE CUSTOMERS				
A-1-A (PG&E Equivalent: A-1)		Small Commercial		
SUMMER	May 1 through October 31	0.08334	0.11999	0.13332
WINTER	November 1 through April 30	0.04722	0.08387	0.09319
A-1-A-P		Small Commercial (Primary Service Voltagee)		
SUMMER	May 1 through October 31	0.07818	0.11483	0.12759
WINTER	November 1 through April 30	0.04351	0.08016	0.08907
A-1-B (PG&E Equivalent: A-1X)		Small Commercial Time of Use		
SUMMER	May 1 through October 31			
PEAK	12 PM to 6 PM Mon-Fri except holidays ²	0.08615	0.12280	0.13644
PART-PEAK	8:30 AM to 12 PM and 6 PM to 9:30 PM Mon-Fri except holidays ²	0.08615	0.12280	0.13644
OFF-PEAK	All other summer hours	0.06391	0.10056	0.11173
WINTER	November 1 through April 30			
PART-PEAK	8:30 AM to 9:30 PM Mon-Fri except Holidays ²	0.05847	0.09512	0.10569
OFF-PEAK	All other winter hours	0.05795	0.09460	0.10511
A-1-B-P		Small Commercial Time of Use (Primary Service Voltage)		
SUMMER	May 1 through October 31			
PEAK	12 PM to 6 PM Mon-Fri except holidays ²	0.08088	0.11753	0.13059
PART-PEAK	8:30 AM to 12 PM and 6 PM to 9:30 PM Mon-Fri except holidays ²	0.08088	0.11753	0.13059
OFF-PEAK	All other summer hours	0.05953	0.09618	0.10686
WINTER	November 1 through October 31			
PART-PEAK	8:30 AM to 9:30 PM Mon-Fri except holidays ²	0.05431	0.09096	0.10107
OFF-PEAK	All other winter hours	0.05381	0.09046	0.10051
B-1 (PG&E Equivalent: B-1)		New Small Commercial		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.12209	0.15874	0.17638
PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM Every day	0.07779	0.11444	0.12715
OFF-PEAK	All other hours	0.05906	0.09571	0.10634
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.07237	0.10902	0.12113
OFF-PEAK	All other hours	0.05786	0.09451	0.10501
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.04308	0.07973	0.08859
B-1-P		New Small Commercial (Primary)		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.11539	0.15204	0.16893

PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM Every day	0.07285	0.10950	0.12167
OFF-PEAK	All other hours	0.05487	0.09152	0.10169
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.06765	0.10430	0.11589
OFF-PEAK	All other hours	0.05372	0.09037	0.10041
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.03954	0.07619	0.08465

B-1-ST (PG&E Equivalent: B-1-ST)		New Small Commercial (Storage)		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.12638	0.16303	0.18114
PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM Every day	0.08816	0.12481	0.13868
OFF-PEAK	All other hours	0.05599	0.09264	0.10293
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.08085	0.11750	0.13056
PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM Every day	0.06975	0.10640	0.11822
OFF-PEAK	All other hours	0.04995	0.08660	0.09622
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.03517	0.07182	0.07980

A-6 (PG&E Equivalent: A-6)		Small Commercial Time of Use		
SUMMER	May 1 through October 31			
PEAK	12 pm to 6 pm Mon-Fri except holidays ²	0.09777	0.13442	0.14936
PART-PEAK	8:30 am to 12 pm and 6 pm to 9:30 pm Mon-Fri except holidays ²	0.09777	0.13442	0.14936
OFF-PEAK	All other summer hours	0.06740	0.10405	0.11561
WINTER	November 1 through April 30			
PART-PEAK	8:30 am to 9:30 pm Mon-Fri except holidays ²	0.05896	0.09561	0.10623
OFF-PEAK	All other winter hours	0.05832	0.09497	0.10552

A-6-P		Small Commercial Time of Use (Primary)		
SUMMER	May 1 through October 31			
PEAK	12 pm to 6 pm Mon-Fri except holidays ²	0.09204	0.12869	0.14299
PART-PEAK	8:30 am to 12 pm and 6 pm to 9:30 pm Mon-Fri except holidays ²	0.09204	0.12869	0.14299
OFF-PEAK	All other summer hours	0.06288	0.09953	0.11059
WINTER	November 1 through April 30			
PART-PEAK	8:30 am to 9:30 pm Mon-Fri except holidays ²	0.05478	0.09143	0.10158
OFF-PEAK	All other winter hours	0.05416	0.09081	0.10090

B-6 (PG&E Equivalent: B-6)		New Small Commercial		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.20626	0.24291	0.26990
OFF-PEAK	All other hours	0.05332	0.08997	0.09997
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.07988	0.11653	0.12948
OFF-PEAK	All other hours	0.04429	0.08094	0.08993
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.01182	0.04847	0.05385

B-6-P		New Small Commercial (Primary)		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.19619	0.23284	0.25871

SBTOUP (PG&E Equivalent: STANDBY - B - P)		New Standby Time of Use (Primary)		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.07989	0.10565	0.11739
PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM	0.06883	0.09459	0.10510
OFF-PEAK	Every day			
	All other hours	0.05653	0.08229	0.09143
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.07546	0.10122	0.11247
OFF-PEAK	All other hours	0.05757	0.08333	0.09259
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.01784	0.04360	0.04844
		RESERVATION CHARGE (\$/kW)		
		0.93	0.93	1.03

SBTOUT (PG&E Equivalent: STANDBY - B - T)		New Standby Time of Use (Transmission)		
SUMMER	June 1 through September 30			
PEAK	4:00 PM to 9:00 PM Every day	0.06220	0.08796	0.09773
PART-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 11:00 PM	0.05142	0.07718	0.08576
OFF-PEAK	Every day			
	All other hours	0.03944	0.06520	0.07244
WINTER	October 1 through May 31			
PEAK	4:00 PM to 9:00 PM Every day	0.05797	0.08373	0.09303
OFF-PEAK	All other hours	0.04055	0.06631	0.07368
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day in March, April, and May only	0.00075	0.02651	0.02946
		RESERVATION CHARGE (\$/kW)		
		0.42	0.42	0.47

B-EV-1 (PG&E Equivalent: B-EV-1)		Small Business EV		
ALL YEAR ROUND	January 1 through December 31			
PEAK	4:00 PM to 9:00 PM Every day	0.20527	0.23581	0.26201
OFF-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 9:00 AM	0.04097	0.07151	0.07945
	Every day			
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day	0.01811	0.04865	0.05406

B-EV-2-S (PG&E Equivalent: B-EV-2-S)		Large Business EV (Secondary Voltage)		
ALL YEAR ROUND	January 1 through December 31			
PEAK	4:00 PM to 9:00 PM Every day	0.20527	0.23581	0.26201
OFF-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 9:00 AM	0.04097	0.07151	0.07945
	Every day			
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day	0.01811	0.04865	0.05406

B-EV-2-P (PG&E Equivalent: B-EV-2-P)		Large Business EV (Primary Voltage)		
ALL YEAR ROUND	January 1 through December 31			
PEAK	4:00 PM to 9:00 PM Every day	0.21847	0.25314	0.28127
OFF-PEAK	2:00 PM to 4:00 PM and 9:00 PM to 9:00 AM	0.03545	0.07012	0.07791
	Every day			
SUPER OFF-PEAK	9:00 AM to 2:00 PM Every day	0.01259	0.04726	0.05251

AGRICULTURAL CUSTOMERS				
AG-1-A (PG&E Equivalent: AG-1-A)		Agricultural		
SUMMER	May 1 through October 31	0.05130	0.08593	0.09548
WINTER	November 1 through April 30	0.03913	0.07376	0.08196
		CONNECTED LOAD (\$/HP)		
SUMMER MAX		2.82	2.82	3.13

AG-1-B (PG&E Equivalent: AG-1-B)		Agricultural		
SUMMER	May 1 through October 31	0.05821	0.09284	0.10315
WINTER	November 1 through April 30	0.03067	0.06530	0.07256
		DEMAND CHARGE (\$/kW)		

PEAK	5:00 PM to 8:00 PM Every day except Wednesdays and Thursdays	0.05551	0.09014	0.10015
OFF-PEAK	All other hours	0.03170	0.06633	0.07370
		DEMAND CHARGE (\$/kW)		
SUMMER PEAK		14.58	14.58	16.20

STREET AND OUTDOOR LIGHTING				
SL-1 (PG&E Equivalent: LS-1, LS-2, LS-3, OL-1)		0.05611	0.08668	0.09631
TC-1 (PG&E Equivalent: TC-1)		0.05574	0.09239	0.10266

ECO100 (100% RENEWABLE ENERGY OPTION)	Customers electing the 100% renewable energy service option will pay the applicable rate for the default service option plus the 100% Renewable Energy Charge.	\$	0.01	
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¹ Peninsula Clean Energy's generation rates are calculated using the 2016 Vintage Power Charge Indifference Adjustment (PCIA) and Franchise Fee rates

² "Holidays" for the purposes of this rate schedule are New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, and Christmas Day.

Peninsula Clean Energy is committed to protecting customer privacy. Learn more at www.PenCleanEnergy.com/privacy

Resolution No. C-2015-08

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY
APPROVING AMENDMENT TO THE MASTER FEE SCHEDULE TO
INCLUDE FEES FOR THE ELECTRICAL VEHICLE CHARGING STATION**

WHEREAS, an amendment to the Master Fee Schedule is required to include fees for the Electrical Vehicle Charging Station; and

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby approves and amends the Master Fee Schedule to include a \$1.00 per hour rate for the use of City owned electrical vehicle charging stations.

I, the undersigned, hereby certify that the forgoing Resolution was duly passed and adopted on the 3rd day of March 2015 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers: Kowalczyk, Muller, Penrose, Ruddock and Mayor Fraser

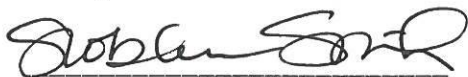
NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

APPROVED:



Siobhan Smith, City Clerk



Marina Fraser, Mayor

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **September 15, 2026**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

TITLE: **CITY COUNCIL PRIORITIES WORKPLAN FOR FISCAL YEARS 2026-28**

RECOMMENDATION:

Receive a report and provide feedback on the City Council Priorities Workplan for FYs 2026-28.

FISCAL IMPACT:

There is no fiscal impact associated with this item. Depending on feedback on the final priorities and workplan, additional funding may be needed to supplement the Recommended Budget for FY 2026-27.

STRATEGIC ELEMENT:

This update supports all Elements of the Strategic Plan.

BACKGROUND:

The City's Strategic Plan consists of the City Council Strategic Elements, the City Council Priorities, and the Capital Improvement Program. The Strategic Elements are high level objectives, including *Fiscal Sustainability, Healthy Communities and Public Safety, Inclusive Governance, and Infrastructure and Environment*. These elements provide a long-range vision for the City's future and a consistent focus for all of the City's services and operations. The Council Priorities are a short list of key focus areas that may change periodically, as major projects and initiatives are completed, or in response to changes in the economy, regulatory environment, or major emergencies. The Capital Improvement Program is a list of planned construction projects that covers a window of five years.

In preparation for the FY 2026-27 budget, the City Council hosted several listening sessions in February 2026, which allowed the Council to hear directly from members of the community in an open format. The purpose of the sessions was to gain additional insight into the community's priorities, for consideration by the Council and staff as they identify how resources will be allocated over the next year and beyond.

After the completion of the listening sessions, the City Council held a priority setting workshop on March 14, 2026, for the purpose of identifying priorities for the upcoming fiscal year and beyond. The workshop was attended by staff and the public, and the Council received updates on: prior year accomplishments; budget status and outlook; current projects, CIP and grants; and the

listening sessions feedback. The Council then reviewed the current/upcoming/proposed projects and programs lists, and discussed priorities for the upcoming year.

Based on the discussion of the Council at the workshop, staff prepared a base priorities draft, organized into six categories (Organizational Health and Excellence; Housing; Economic and Community Vitality; Parks and Recreation; Public Health, Safety and Emergency Preparation; and Transportation, Circulation and Mobility), which included projects already underway, projects that are legally mandated, and others that were noted in the priority setting discussion as important to multiple Councilmembers. This draft list was presented to the Council in April, and after a discussion it was determined that the process and priorities list needed to be streamlined and simplified. An ad-hoc committee was assigned to work with Staff on modifications for future discussion by the Council. Due to Council schedules, other competing priorities and projects, and additional challenges, the ad-hoc was not scheduled and has not been able to work with Staff. Instead, Staff made revisions to the draft priorities list for further discussion and direction by Council, and on June 16, 2026, Council was presented with this updated draft. The feedback from that discussion has been incorporated into the attachments for further review and refinement.

DISCUSSION:

One criticism of the previous documents was that it comingled existing projects with potential new projects. This was intended to provide context on the existing workload beyond day-to-day operations, but the structure and format led to confusion due to the sheer number of projects. To address this, staff has revised the documents and developed two versions with identical information presented in different ways. The first separates the Council Priorities from existing projects and new legal mandates. The two lists remain organized by category for consistency (which categories are subject to change by Council), and Council can now review and evaluate only the Council Priorities while still having the overall workload context available. The second document continues to comingle Council Priorities with Existing Projects and Legal Mandates, but has updated the format to help simplify and clarify the information, making it easier to identify Council Priorities from among the projects. Staff recommends the second version as it provides a consolidated list of strategic priority projects, which really should be viewed in context of each other. On both versions, staff has attempted to organize each category by priority ranking, and includes a status column along with anticipated start dates (by fiscal year quarter) as well as anticipated completion dates, where possible.

Staff seeks any additional direction on the list of priority projects, and ranking of those projects. Staff will then develop detailed write-ups on each project to be included along with regular updates to the Council on the progress of the projects and provide updates to the community on the City's Strategic Plan webpage. Staff is also exploring options for an online dashboard for providing updates on the Strategic Priorities, which we hope to implement later this fiscal year.

ATTACHMENTS:

1. FY 2026-28 Strategic Priorities Workplan (Council Priorities separated)
2. FY 2026-28 Strategic Priorities Workplan (Projects Integrated)



Strategic Priorities Workplan Summary

Fiscal Years 2026–28

The City Council develops Strategic Elements, annual Priorities, and a Capital Improvement Program to help guide the City's actions and work plans, and focus efforts on addressing the City's identified priority initiatives. Together, these comprise the **City's Strategic Plan**. The overarching Strategic Elements describe how the City will conduct its operations in service to the community, and are based on the principles and values that outline the City's purposes. They offer focus toward the City Council's key priorities, and are aimed at providing high quality public services and facilities in a fiscally sustainable, responsive, and friendly manner, fostering a safe, healthy, and thriving community.

This Strategic Priorities Workplan Summary includes the FY 2026-28 City Council adopted Priorities along with their status or target for kickoff, and anticipated completion quarter. Items marked with an asterisk (*) were also identified as priorities by the Recreation Commission. Below the Council Priorities are other Strategic Priority projects, with similar information.

Attached to this summary document will be detailed overviews of each project, which will include a more detailed project description, milestones and timelines, estimated costs, and existing/needed funding.

Key: **Council Priority** **Legal Mandate** **Existing Project** **In Progress** **Delayed Start/Completion**

Council Priorities:

Organizational Health and Excellence

#	Item	Type	Status	Completion
1	LCLUP Implementation Plan Update	Council Priority	In Progress	Q3 FY 27-28
2	Organizational Study Phase 1 (baseline and best practices)	Council Priority	Completed	
3	Organizational Study Phase 2 (recs and implementation plan)	Council Priority	In Progress	Q2 FY26-27
4	Sewer Rate Prop 218 Study	Council Priority	In Progress	Q4 FY 26-27
5	Council Benefits exploration	Council Priority	In Progress	Q1 FY26-27
6	Core Services identification and planning	Council Priority	In Progress	Q2 FY26-27
7	Priorities and Projects Dashboard	Council Priority	Q2 FY26-27	Q4 FY26-27
8	Staff training and development evaluation and improvement	Council Priority	Q3 FY26-27	Ongoing
9	Commission/Committee appointment process	Council Priority	Q2 FY26-27	Q2 FY26-27

Housing

#	Item	Type	Status	Completion
1	Measure D modifications - Downtown Map ballot measure	Council Priority	In Progress	Q2 FY26-27
2	Measure D modifications - ADU administrative changes	Council Priority	In Progress	Q4 FY26-27

#	Item	Type	Status	Completion
3	Local Affordable Housing Preference Ordinance	Council Priority	Q2 FY26-27	Q4 FY26-27
4	Renter Support programs implementation	Council Priority	Completed	
5	Broader affordable housing for all levels (integrated/social housing, etc.)	Council Priority	Q4 FY26-27	Q4 FY27-28

Economic and Community Vitality

#	Item	Type	Status	Completion
1	Main Street Bridge Repairs project (CIP)	Council Priority	In Progress	Q2 FY26-27
2	Main Street Banner Program (CIP)	Council Priority	In Progress	Q3 FY26-27
3	Wayfinding signage (CIP)	Council Priority	In Progress	Q2 FY27-28
4	Parking Ordinances - Timed/Compact Parking/Street Sweeping	Council Priority	Q3 FY26-27	Q1 FY27-28
5	Parking Garage study (CIP)	Council Priority	Q3 FY26-27	Q1 FY27-28
6	City Hall Parklet / Nazàre Sister City Recognition Project (CIP)	Council Priority	In Progress	Q2 FY27-28
7	Beach to Streets signage pilot at beaches, trails, and other facilities	Council Priority	In Progress	Q2 FY26-27
8	Downtown Formula Business (chain store) ordinance	Council Priority	Q2 FY26-27	Q4 FY26-27
9	Downtown Directory / Kiosks	Council Priority	Q3 FY26-27	Q2 FY27-28
10	Street Furnishings policy/program	Council Priority	Q4 FY26-27	Q2 FY27-28

Parks and Recreation

#	Item	Type	Status	Completion
1	Poplar Beach Fire Pits Pilot – Phase 2*	Council Priority	In Progress	Q2 FY26-27
2	Carter Park Signage planning/construction (CIP)	Council Priority	Q3 FY26-27	Q2 FY27-28
3	Carter Park – Continue fundraising efforts for additional amenities	Council Priority	In Progress	Q4 FY27-28
4	Summers End Music Festival expansion*	Council Priority	Q3 FY26-27	Q1 FY27-28
5	Expand MOU with CUSD to create more public access opportunities*	Council Priority	TBD	
6	Explore additional partners for events, and fundraising/sponsorship*	Council Priority	TBD	
7	Johnston House Property recreation expansion* (CIP)	Council Priority	Q2 FY27-28	TBD
8	Magnolia Park project planning (CIP)*	Council Priority	TBD	

Transportation, Circulation and Mobility

#	Item	Type	Status	Completion
1	Bicycle Pedestrian Master Plan update	Council Priority	Q2 FY26-27	Q2 FY27-28
2	Coastal Trail overlay project planning/construction (CIP)	Council Priority	In Progress	Q2 FY27-28
3	Coastal Access Routes program planning	Council Priority	Q1 FY27-28	Q2 FY27-28
4	Kelly Avenue Streetscape West of 1 planning (CIP)	Council Priority	Q4 FY26-27	Q3 FY27-28

Public Health, Safety, and Emergency Preparation

#	Item	Type	Status	Completion
1	Water and Sewer Agencies consolidation	Council Priority	Q3 FY26-27	TBD
2	<i>Pullman Bypass Project planning/construction (CIP)</i>	Council Priority	In Progress	Q2 FY27-28
3	<i>Kehoe Watershed Restoration planning (CIP)</i>	Council Priority	In Progress	Q3 FY27-28
4	<i>Roosevelt Watercourse Restoration planning (CIP)</i>	Council Priority	Q1 27-28	Q4 FY27-28
5	E-Bike policies and enforcement	Council Priority	In Progress	Q4 FY26-27
7	Study of Healthcare District formation	Council Priority	Q2 FY26-27	Q4 FY26-27
8	Homelessness – Homeless Encampment Ordinance exploration	Council Priority	Q2 FY26-27	Q4 FY26-27
9	Homelessness – Safe Parking Program/RV Tenant Protections exploration	Council Priority	Q2 FY26-27	Q4 FY26-27
10	Sheriff Contract research/renegotiation	Council Priority	Q3 FY26-27	Q4 FY26-27
11	<i>Main Street Bridge Scour planning (CIP)</i>	Council Priority	In Progress	Q4 FY27-28
12	All Hazards Evacuation planning	Council Priority	In Progress	TBD
13	PG&E Coastside Yard project support	Council Priority	TBD	
14	Internet Access improvements	Council Priority	TBD	
15	Fireworks Ordinance updates	Council Priority	Q3 FY26-27	Q4 FY26-27

Legal Mandates and Existing Projects:

Included in the Strategic Priorities Workplan are the City's current slate of active or anticipated special projects, including Legal Mandates and other Existing Projects. These projects are included to provide a centralized tracking and reporting mechanism for all major City projects, and to provide context on the workload and resource allocation of projects over the next two fiscal years. The Strategic Priorities list does not reflect the day-to-day operational responsibilities of the City, which constitute the largest portion of staff time, energy, and resources.

Organizational Health and Excellence

#	Item	Type	Status	Completion
1	SB 707 Brown Act Updates implementation	Legal Mandate	In Progress	Q4 FY 26-27
2	SB 827 Ethics Training implementation	Legal Mandate	In Progress	Q4 FY 26-27
3	Council Benefits exploration	Council Priority	In Progress	Q1 FY26-27
4	<i>Public Meeting Infrastructure and Technology Improvements (CIP)</i>	Existing Project	In Progress	Q2 FY 26-27
5	AI use policy and tools development and implementation	Existing Project	In Progress	Q4 FY26-27
6	Website ADA compliance (new mandates)	Legal Mandate	Q1 FY 27-28	Q4 FY 27-28

Housing

#	Item	Type	Status	Completion
1	Housing Element rezoning	Legal Mandate	In Progress	Q2 FY26-27
2	ADU ordinance revisions	Legal Mandate	In Progress	Q2 FY26-27
3	Housing Development projects (555 Kelly, 940 Main Street, Podesta, etc.)	Existing Project	In Progress	Ongoing

#	Item	Type	Status	Completion
4	Affordable Housing Fund Revolving Loan Pilot Program	Existing Project	In Progress	Q2 FY26-27
5	Housing linkage fees / development impact fees – Grand Nexus Study	Existing Project	In Progress	Q2 FY27-28

Economic and Community Vitality

#	Item	Type	Status	Completion
1	Small Business Resource Guide	Existing Project	Completed	
2	Citywide EV Charging project construction (CIP)	Existing Project	In Progress	Q2 FY27-28
3	Film Permit process improvements/Regional Coordination	Existing Project	Q2 FY26-27	Q4 FY26-27
4	Former Bay City Flowers annexation	Existing Project	In Progress	TBD
5	Special event and street closure policy and process improvements	Existing Project	In Progress	Q3 FY26-27
6	Streetscapes Master Plan (design/construction/funding) (CIP)	Existing Project	TBD	TBD

Parks and Recreation

#	Item	Type	Status	Completion
1	Frenchman's Creek Park Phase 2 construction (CIP)	Existing Project	In Progress	Q4 FY26-27
2	Wavecrest Water Main construction (CIP)	Existing Project	In Progress	Q2 FY26-27
3	Smith Field Phase 1 construction (CIP)	Existing Project	Q4 FY26-27	Q2 FY27-28
4	Carter Park – Continue programming and activation expansion	Existing Project	In Progress	Q4 FY27-28
5	Smith Field Phase 2 planning (CIP)	Existing Project	Q2 FY27-28	TBD

Transportation, Circulation and Mobility

#	Item	Type	Status	Completion
1	Highway 1 North Safety Project construction (CIP)	Existing Project	In Progress	Q4 FY27-28
2	Highway 1 South Corridor planning (CIP)	Existing Project	In Progress	Q3 FY26-27
3	Eastside Parallel Trail Segment 4 construction (CIP)	Existing Project	In Progress	Q2 FY27-28
4	Eastside Parallel Trail Segment 2 planning (CIP)	Existing Project	In Progress	Q1 FY27-28
5	FY 2026-27 Pavement Management Program (CIP)	Existing Project	In Progress	Q3 FY26-27
6	Safe Routes For All Action Plan planning (CIP)	Existing Project	In Progress	Q3 FY26-27
7	Cunha Safe Routes To School project planning/construction (CIP)	Existing Project	In Progress	Q2 FY26-27
8	2nd Avenue Hatch Connection planning (CIP)	Existing Project	In Progress	Q2 FY26-27
9	Eastside Parallel Trail South Segment planning (CIP)	Existing Project	Q2 FY26-27	Q3 FY27-28

Public Health, Safety, and Emergency Preparation

#	Item	Type	Status	Completion
1	Coastside Emergency/Urgent Care, Radiology, Lab Services exploration	Existing Project	In Progress	TBD
2	Automated License Plate Reader Pilot Program	Existing Project	In Progress	Q2 FY26-27

#	Item	Type	Status	Completion
3	Safety Element update	Legal Mandate	In Progress	Q2 FY26-27
4	<i>Pilarcitos Creek Fencing construction (CIP)</i>	Existing Project	In Progress	Q4 FY26-27
5	Fire Map and Zone Zero code updates implementation	Legal Mandate	In Progress	TBD
6	Community Resilience Center planning (HMB Library)	Existing Project	In Progress	Q4 FY26-27
7	Emergency planning documents update (EOP, EPIP)	Existing Project	Q3 FY26-27	Q4 FY26-27
8	SB 272 Sea Level Rise Planning and Adaptation Compliance	Legal Mandate	In Progress	Q3 FY33-34



Strategic Priorities Workplan Summary

Fiscal Years 2026–28

The City Council develops Strategic Elements, annual Priorities, and a Capital Improvement Program to help guide the City's actions and work plans, and focus efforts on addressing the City's identified priority initiatives. Together, these comprise the City's Strategic Plan. The overarching Strategic Elements describe how the City will conduct its operations in service to the community, and are based on the principles and values that outline the City's purposes. They offer focus toward the City Council's key priorities, and are aimed at providing high quality public services and facilities in a fiscally sustainable, responsive, and friendly manner, fostering a safe, healthy, and thriving community.

This Strategic Priorities Workplan Summary consolidates the City Council's FY 2026-28 adopted priorities together with the City's current slate of active or anticipated special projects into a single list by Category. Each item is flagged as a Council Priority, Legal Mandate, or Existing Project, with its status or target for kickoff, and anticipated completion quarter. Items marked with an asterisk (*) were also identified as priorities by the Recreation Commission.

Attached to this summary document will be detailed overviews of each project, which will include a more detailed project description, milestones and timelines, estimated costs, and existing/needed funding. The Strategic Priorities list does not reflect the day-to-day operational responsibilities of the City, which constitute the largest portion of staff time, energy, and resources.

Key: **Council Priority** **Legal Mandate** **Existing Project** **In Progress** **Delayed Start/Completion**

Organizational Health and Excellence

#	Item	Type	Status	Completion
1	LCLUP Implementation Plan Update	Council Priority	In Progress	Q3 FY 27-28
2	Organizational Study Phase 1 (baseline and best practices)	Council Priority	Completed	
3	Organizational Study Phase 2 (recs and implementation plan)	Council Priority	In Progress	Q2 FY26-27
4	Sewer Rate Prop 218 Study	Council Priority	In Progress	Q4 FY 26-27
5	SB 707 Brown Act Updates implementation	Legal Mandate	In Progress	Q4 FY 26-27
6	SB 827 Ethics Training implementation	Legal Mandate	In Progress	Q4 FY 26-27
7	Council Benefits exploration	Council Priority	In Progress	Q1 FY26-27
8	<i>Public Meeting Infrastructure and Technology Improvements (CIP)</i>	Existing Project	In Progress	Q2 FY 26-27
9	Core Services identification and planning	Council Priority	In Progress	Q2 FY26-27
10	Priorities and Projects Dashboard	Council Priority	Q2 FY26-27	Q4 FY26-27
11	Staff training and development evaluation and improvement	Council Priority	Q3 FY26-27	Ongoing
12	Commission/Committee appointment process	Council Priority	Q2 FY26-27	Q2 FY26-27
13	AI use policy and tools development and implementation	Existing Project	In Progress	Q4 FY26-27
14	Website ADA compliance (new mandates)	Legal Mandate	Q1 FY 27-28	Q4 FY 27-28

Housing

#	Item	Type	Status	Completion
1	Housing Element rezoning	Legal Mandate	In Progress	Q2 FY26-27
2	Measure D modifications - Downtown Map ballot measure	Council Priority	In Progress	Q2 FY26-27
3	ADU ordinance revisions	Legal Mandate	In Progress	Q2 FY26-27
4	Measure D modifications - ADU administrative changes	Council Priority	In Progress	Q4 FY26-27
5	Local Affordable Housing Preference Ordinance	Council Priority	Q2 FY26-27	Q4 FY26-27
6	Housing Development projects (555 Kelly, 940 Main Street, Podesta, etc.)	Existing Project	In Progress	Ongoing
7	Renter Support programs implementation	Council Priority	Completed	
8	Affordable Housing Fund Revolving Loan Pilot Program	Existing Project	In Progress	Q2 FY26-27
9	Housing linkage fees / development impact fees – Grand Nexus Study	Existing Project	In Progress	Q2 FY27-28
10	Broader affordable housing for all levels (integrated/social housing, etc.)	Council Priority	Q4 FY26-27	Q4 FY27-28

Economic and Community Vitality

#	Item	Type	Status	Completion
1	<i>Main Street Bridge Repairs project (CIP)</i>	Council Priority	In Progress	Q2 FY26-27
2	<i>Main Street Banner Program (CIP)</i>	Council Priority	In Progress	Q3 FY26-27
3	<i>Wayfinding signage (CIP)</i>	Council Priority	In Progress	Q2 FY27-28
4	Parking Ordinances - Timed/Compact Parking/Street Sweeping	Council Priority	Q3 FY26-27	Q1 FY27-28
5	<i>Parking Garage study (CIP)</i>	Council Priority	Q3 FY26-27	Q1 FY27-28
6	City Hall Parklet / Nazàre Sister City Recognition Project (CIP)	Council Priority	In Progress	Q2 FY27-28
7	Beach to Streets signage pilot at beaches, trails, and other facilities	Council Priority	In Progress	Q2 FY26-27
8	Downtown Formula Business (chain store) ordinance	Council Priority	Q2 FY26-27	Q4 FY26-27
9	Downtown Directory / Kiosks	Council Priority	Q3 FY26-27	Q2 FY27-28
10	Small Business Resource Guide	Existing Project	Completed	
11	<i>Citywide EV Charging project construction (CIP)</i>	Existing Project	In Progress	Q2 FY27-28
12	Film Permit process improvements/Regional Coordination	Existing Project	Q2 FY26-27	Q4 FY26-27
13	Former Bay City Flowers annexation	Existing Project	In Progress	TBD
14	Special event and street closure policy and process improvements	Existing Project	In Progress	Q3 FY26-27
15	Street Furnishings policy/program	Council Priority	Q4 FY26-27	Q2 FY27-28
16	<i>Streetscapes Master Plan (design/construction/funding) (CIP)</i>	Existing Project	TBD	TBD

Parks and Recreation

#	Item	Type	Status	Completion
1	Poplar Beach Fire Pits Pilot – Phase 2*	Council Priority	In Progress	Q2 FY26-27
2	Frenchman's Creek Park Phase 2 construction (CIP)	Existing Project	In Progress	Q4 FY26-27
3	Wavecrest Water Main construction (CIP)	Existing Project	In Progress	Q2 FY26-27
4	Smith Field Phase 1 construction (CIP)	Existing Project	Q4 FY26-27	Q2 FY27-28
5	Carter Park Signage planning/construction (CIP)	Council Priority	Q3 FY26-27	Q2 FY27-28
6	Carter Park – Continue programming and activation expansion	Existing Project	In Progress	Q4 FY27-28
7	Carter Park – Continue fundraising efforts for additional amenities	Council Priority	In Progress	Q4 FY27-28
8	Summers End Music Festival expansion*	Council Priority	Q3 FY26-27	Q1 FY27-28
9	Expand MOU with CUSD to create more public access opportunities*	Council Priority	TBD	
10	Explore additional partners for events, and fundraising/sponsorship*	Council Priority	TBD	
11	Smith Field Phase 2 planning (CIP)	Existing Project	Q2 FY27-28	TBD
12	Johnston House Property recreation expansion* (CIP)	Council Priority	Q2 FY27-28	TBD
13	Magnolia Park project planning (CIP)*	Council Priority	TBD	

Transportation, Circulation and Mobility

#	Item	Type	Status	Completion
1	Highway 1 North Safety Project construction (CIP)	Existing Project	In Progress	Q4 FY27-28
2	Highway 1 South Corridor planning (CIP)	Existing Project	In Progress	Q3 FY26-27
3	Eastside Parallel Trail Segment 4 construction (CIP)	Existing Project	In Progress	Q2 FY27-28
4	Eastside Parallel Trail Segment 2 planning (CIP)	Existing Project	In Progress	Q1 FY27-28
5	FY 2026-27 Pavement Management Program (CIP)	Existing Project	In Progress	Q3 FY26-27
6	Bicycle Pedestrian Master Plan update	Council Priority	Q2 FY26-27	Q2 FY27-28
7	Coastal Trail overlay project planning/construction (CIP)	Council Priority	In Progress	Q2 FY27-28
8	Coastal Access Routes program planning	Council Priority	Q1 FY27-28	Q2 FY27-28
9	Kelly Avenue Streetscape West of 1 planning (CIP)	Council Priority	Q4 FY26-27	Q3 FY27-28
10	Safe Routes For All Action Plan planning (CIP)	Existing Project	In Progress	Q3 FY26-27
11	Cunha Safe Routes To School project planning/construction (CIP)	Existing Project	In Progress	Q2 FY26-27
12	2nd Avenue Hatch Connection planning (CIP)	Existing Project	In Progress	Q2 FY26-27
13	Eastside Parallel Trail South Segment planning (CIP)	Existing Project	Q2 FY26-27	Q3 FY27-28

Public Health, Safety, and Emergency Preparation

#	Item	Type	Status	Completion
1	Water and Sewer Agencies consolidation	Council Priority	Q3 FY26-27	TBD
2	<i>Pullman Bypass Project planning/construction (CIP)</i>	Council Priority	In Progress	Q2 FY27-28
3	<i>Kehoe Watershed Restoration planning (CIP)</i>	Council Priority	In Progress	Q3 FY27-28
4	<i>Roosevelt Watercourse Restoration planning (CIP)</i>	Council Priority	Q1 27-28	Q4 FY27-28
5	E-Bike policies and enforcement	Council Priority	In Progress	Q4 FY26-27
6	Coastside Emergency/Urgent Care, Radiology, Lab Services exploration	Existing Project	In Progress	TBD
7	Study of Healthcare District formation	Council Priority	Q2 FY26-27	Q4 FY26-27
8	Homelessness – Homeless Encampment Ordinance exploration	Council Priority	Q2 FY26-27	Q4 FY26-27
9	Homelessness – Safe Parking Program/RV Tenant Protections exploration	Council Priority	Q2 FY26-27	Q4 FY26-27
10	Sheriff Contract research/renegotiation	Council Priority	Q3 FY26-27	Q4 FY26-27
11	<i>Main Street Bridge Scour planning (CIP)</i>	Council Priority	In Progress	Q4 FY27-28
12	Automated License Plate Reader Pilot Program	Existing Project	In Progress	Q2 FY26-27
13	Safety Element update	Legal Mandate	In Progress	Q2 FY26-27
14	<i>Pilarcitos Creek Fencing construction (CIP)</i>	Existing Project	In Progress	Q4 FY26-27
15	Fire Map and Zone Zero code updates implementation	Legal Mandate	In Progress	TBD
16	All Hazards Evacuation planning	Council Priority	In Progress	TBD
17	Community Resilience Center planning (HMB Library)	Existing Project	In Progress	Q4 FY26-27
18	Emergency planning documents update (EOP, EPIP)	Existing Project	Q3 FY26-27	Q4 FY26-27
19	PG&E Coastside Yard project support	Council Priority	TBD	
20	Internet Access improvements	Council Priority	TBD	
21	Fireworks Ordinance updates	Council Priority	Q3 FY26-27	Q4 FY26-27
22	SB 272 Sea Level Rise Planning and Adaptation Compliance	Legal Mandate	In Progress	Q3 FY33-34



**AGENDA DEL AYUNTAMIENTO
REUNIÓN ORDINARIA DEL
AYUNTAMIENTO CIUDAD DE HALF
MOON BAY**

MARTES, 15 DE SEPTIEMBRE DE 2026

**CENTRO COMUNITARIO TED ADCOCK, 535
KELLY AVENUE, HALF MOON BAY, CALIFORNIA
94019**

**Debbie Ruddock, Alcaldesa
Deborah Penrose,
Vicealcaldesa
Robert Brownstone, concejal
Patric Jonsson, concejal
Paul Nagengast, concejal**

19:00

Esta agenda contiene una breve descripción de cada punto a considerar. Quienes deseen dirigirse al Ayuntamiento sobre cualquier asunto no incluido en la agenda, pero que esté dentro de la jurisdicción del Ayuntamiento para resolver, podrán presentarse al atril durante la parte del Foro Público y dispondrán de un máximo de tres minutos para debatir su punto. Quienes deseen intervenir sobre un asunto empresarial o de audiencia pública serán llamados en el momento oportuno durante la consideración de dicho punto.

NOTA: Cualquier persona que desee presentar materiales al Ayuntamiento, por favor envíe siete copias al

Secretario Municipal. Copias de documentación escrita relativa a cada punto de la agenda están archivadas en la

Oficina de la

Secretario Municipal en el Ayuntamiento, donde están disponibles para inspección pública. Si se solicita, la agenda estará disponible en

formatos alternativos apropiados para personas con discapacidad, según lo exigido por la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 U.S.C. Sec. 12132). Se puede obtener información llamando al 650-726-8271.

En cumplimiento con la Ley de Estadounidenses con Discapacidades, se puede obtener asistencia especial para participar en esta reunión contactando con la Oficina del Secretario Municipal en el 650-726-8271. Una notificación de 48 horas permitirá a la ciudad proporcionar adaptaciones razonables para garantizar la accesibilidad a esta reunión (28 CFR 35.102-35.104 ADA Título II).

<http://halfmoonbay.gov/>

PROTOCOLOS HÍBRIDOS DE PARTICIPACIÓN EN REUNIONES

*Esta reunión se celebrará presencialmente y por Zoom para la participación pública. Los comentarios públicos pueden hacerse en persona o de forma remota a través de Zoom, y habrá interpretaciones disponibles. Durante cualquier parte de comentarios públicos, los asistentes pueden usar la función de "levantar la mano" y serán llamados y desactivados cuando les toque hablar. La reunión también se retransmitirá en streaming en el Canal 27, en pacificcoast.tv y en la web de la ciudad en <https://www.halfmoonbay.gov/315/City-Council-Agendas>. Por favor, haz clic para unirte al seminario web: <https://us06web.zoom.us/j/87674804231> o únete por teléfono al 669-900-9128, usando el ID del seminario web 876-7480-4231. Si te unes por teléfono, usa *9 para levantar la mano, *6 para silenciar y desactivar el silencio.*

1. PASE DE LISTA / JURAMENTO A LA BANDERA
2. APROBACIÓN DE LA AGENDA
3. PROCLAMACIONES Y PRESENTACIONES
 - 3.A ACTUALIZACIÓN DEL CONSEJO COMUNITARIO DE MIDCOAST
 - 3.B PROCLAMACIÓN DEL PICKLEBALL
4. ANUNCIOS DEL ALCALDE SOBRE ACTIVIDADES COMUNITARIAS Y SERVICIO COMUNITARIO
5. INFORME DE LAS RECIENTES REUNIONES A PUERTA CERRADA
6. ACTUALIZACIONES DE LA COMISIÓN / COMITÉ
7. ACTUALIZACIONES DEL GERENTE MUNICIPAL AL AYUNTAMIENTO
 - 7.A PROCLAMACIÓN DEL 40º ANIVERSARIO DEL CLUB FEMENINO COSTERO
 - 7.B ACTUALIZACIÓN DE LA TORMENTA INVERNAL
8. FORO PÚBLICO
9. CALENDARIO DE CONSENTIMIENTO
 - 9.A RENUNCIAR A LA LECTURA DE ORDENANZAS Y RESOLUCIONES
 - 9.B APRUEBA EL ACTA DE LA REUNIÓN ESPECIAL DEL 1 DE SEPTIEMBRE DE 2026
[ANEXO - Acta de la Reunión Extraordinaria del 1 de septiembre de 2026](#)
 - 9.C APRUEBA EL ACTA DE LA REUNIÓN ORDINARIA DEL 1 DE SEPTIEMBRE DE 2026

9.D ACEPTAR LAS ÓRDENES PARA EL MES DE AGOSTO DE 2026

Recomendación del personal: Aceptar la lista de órdenes para el mes de agosto de 2026. [INFORME DEL PERSONAL](#)

[ANEXO 1 - Consultar la lista de desembolsos](#)

9.E HIGHWAY 1 - NORTE (PROYECTO CIP Nº 0538) ACUERDO DE SERVICIOS PROFESIONALES DE GESTIÓN DE PROYECTOS

Recomendación del personal:

Adoptar una resolución que autorice al Gerente Municipal a firmar un acuerdo de servicios profesionales con Peninsula Municipal Engineering, Inc. (PME) por una cantidad que no exceda 191.000 dólares por servicios de gestión de proyectos para el Proyecto de Seguridad y Mejoras Operativas de la Carretera 1 - Norte (Proyecto CIP nº 0538).

[INFORME DEL PERSONAL](#)

[ANEXO 1 - Resolución](#)

[ANEXO 2 - Propuesta PME](#)

9.F IMPLEMENTACIÓN DE BENEFICIOS MÉDICOS, DENTALES Y DE VISIÓN PARA CARGOS ELECTOS

Recomendación del personal:

Adoptar 1) Una resolución que establezca beneficios médicos, dentales y de visión para los miembros del Ayuntamiento; y 2) Una resolución que amplía la elegibilidad médica bajo la Ley de Atención Médica y Hospitalaria de Empleados Públicos (PEMHCA) al grupo de Funcionarios Electos No PERS de la ciudad.

[INFORME DEL PERSONAL](#)

[ANEXO 1 - Resumen de la Resolución de Beneficios para Cargos Electos](#)

[ANEXO 2 - Resolución para CalPERS](#)

10. ORDENANZAS Y AUDIENCIAS PÚBLICAS

11. RESOLUCIONES E INFORMES DEL PERSONAL

11.A CONFERENCIA ANUAL DE LA LIGA DE CIUDADES DE CALIFORNIA; PAQUETE DE DELEGADOS VOTANTES Y RESOLUCIÓN

Recomendación del personal:

Por moción, designar al delegado con derecho a voto de la ciudad y a los suplentes para la Conferencia Anual 2026 de la Liga de Ciudades de California y proporcionar orientación sobre la posición del Consejo respecto al paquete de resoluciones de la Conferencia Anual 2026.

[INFORME DEL PERSONAL](#)

[ANEXO - Paquete de Resolución de la Conferencia Anual 2026](#)

11.B SOLICITUD DE PROPUESTAS PARA SERVICIOS DE ADMINISTRACIÓN DE INGRESOS Y CONSULTORÍA

Recomendación del personal:

Por moción, autorizar al personal a publicar una Solicitud de Propuestas (RFP) para servicios de administración de ingresos y consultoría, incluyendo administración y auditoría del Impuesto por Ocupación Transitoria, administración de licencias comerciales y servicios de reporte y previsión del impuesto sobre las ventas.

[INFORME DEL PERSONAL](#)

11.C INFORME FINANCIERO DEL TRIMESTRE FINALIZADO EL 30 DE JUNIO DE 2026

Recomendación del personal:

Aceptar el Informe Financiero correspondiente al trimestre finalizado el 30 de junio de 2026.

[INFORME DEL PERSONAL](#)

[ANEXO 1 - Informe financiero trimestral](#)

11.D ACTUALIZACIÓN DEL PROGRAMA PILOTO DE LECTORES AUTOMÁTICOS DE MATRÍCULAS

Recomendación del personal:

Recibir un informe sobre el proyecto piloto ALPR de dos años, que expira el 28 de octubre de 2026, y proporcionar orientación sobre la posible continuación del programa y el acuerdo con Fock Group, Inc. ("Flock").

[INFORME DEL PERSONAL](#)

[ANEXO 1 - Política Administrativa del SMC ALPR](#)

[ANEXO 2 - Política ALPR de la Ciudad de Half Moon Bay](#)

[ANEXO 3 - Informe del Gran Jurado](#)

[ANEXO 4 - Informe Anual de ALPR 2026](#)

11.E SESIÓN DE ESTUDIO SOBRE ENMIENDAS RELACIONADAS CON BICICLETAS ELÉCTRICAS A SECCIONES DEL CÓDIGO MUNICIPAL 30.10.010 Y 30.10.140

Recomendación del personal:

Recibir un informe sobre el desarrollo del lenguaje de la ordenanza relacionado con bicicletas eléctricas (bicicletas eléctricas) y proporcionar al personal orientación para modificar la Sección 10.30.010 (Definición de bicicleta) y la Sección 10.30.140 (Operación de bicicleta, monopatín o scooter) del Código Municipal de Half Moon Bay.

[INFORME DEL PERSONAL](#)

[ANEXO - Borrador de Ordenanza](#)

11.F MEJORA EN TARIFAS Y INFRAESTRUCTURAS DEL PROGRAMA PÚBLICO DE CARGA DE VEHÍCULOS ELÉCTRICOS

Recomendación del personal:

El personal recomienda que el Ayuntamiento adopte una resolución: 1) Modificar la Tabla Maestra de Tarifas para establecer una tarifa pública de carga de vehículos eléctricos de 0,48 dólares por kilovatio-hora (kWh); y 2) Autorizar al Administrador Municipal a implementar las mejoras eléctricas y de medición necesarias, y a ejecutar acuerdos relacionados para reducir los costes operativos de la Ciudad para la carga pública de vehículos eléctricos.

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[ANEXO 1 - Resolución](#)

[ANEXO 2 - Análisis financiero de vehículos eléctricos públicos](#)

[ANEXO 3 - Resolución CC nº 2015-08](#)

11.G PLAN DE TRABAJO DE PRIORIDADES DEL AYUNTAMIENTO PARA LOS EJERCICIOS FISCALES 2026-28

Recomendación del personal:

Recibe un informe y proporciona comentarios sobre el Plan de Trabajo de Prioridades del Ayuntamiento para los años fiscales 2026-28.

[INFORME DEL PERSONAL](#)

[ANEXO 1 - Plan de trabajo de prioridades estratégicas para el año fiscal 2026-28 separado](#)

[ANEXO 2 - Plan de trabajo de prioridades estratégicas para el año fiscal 2026-28 Fusión](#)

12. PARA FUTURAS DISCUSIONES / POSIBLES PUNTOS DE LA AGENDA

13. INFORMES DEL AYUNTAMIENTO

14. Suspensión

Agenda Item 11.D ALPR/Flock Pilot Program Update: Public Comment

Submitted by: Kimber Moreland, Half Moon Bay resident, District 2

I'm asking the Council NOT to treat this staff report as a sufficient basis for deciding whether to remain open to extending the Flock/ALPR contract. I'd like the Council to direct the Sheriff's Office to redo or substantially supplement this report before any further decision is made. The current report has significant gaps, lacks the statistical context needed for an informed decision, and in places reads more like advocacy for renewal than a neutral evaluation:

1. The Civil Grand Jury report ("Is Our Flock of ALPR Cameras Properly Tended?") directed six findings and six recommendations specifically to Half Moon Bay's Town Council: that the City's audit reports were insufficient to substantiate compliance with California law and the City's own ALPR policy (F5); that the City's Flock contract contains no provisions requiring compliance with California ALPR law (F6); that the City could not substantiate it followed its own required process for approving data-sharing agreements (F7); that the City's policy lacks written criteria for approving or terminating in-state data-sharing relationships (F8); and that the City's stated data retention period does not match what Flock's Transparency Portal and contract actually show (F9), an inconsistency also apparent when comparing the City's own ALPR Policy (30 days by default, up to 6 months if downloaded, up to 1 year if tied to an active investigation) against the Sheriff's countywide policy (30-day purge for non-intelligence Flock data). The Grand Jury's data also show Half Moon Bay had 290 network sharing relationships as of April 2026, far more than comparable jurisdictions like Woodside (3) or South San Francisco (15), with no stated sharing guideline on record. Given findings this specific and this serious, the City's official response, not due to Council until October 6, needs to be reviewed before the Council signals any openness to renewal. Summarizing this as merely "six findings and six recommendations, approximately in the middle of the agencies" gives councilmembers and the public no real sense of what was actually found or how serious it is, which is not enough information to make a sound decision on renewal.
2. The headline statistic (an 88% drop in vehicle burglaries and 89% drop in vehicle thefts) is not explained. It doesn't say how the "2022–2025 year-to-date average" was calculated.
3. The report confirms that the City Manager's mandated quarterly reports to Council, which were supposed to include crime statistics evaluating whether the technology has been beneficial, were never delivered during the pilot's first year. To me this suggest that the Council has never actually received the ongoing evaluation the City's own ALPR policy requires.
4. The report notes 314 agencies had access to the City's ALPR data and 7 had documented sharing issues. It asserts those issues predate the City's units going online and that no City data is believed to have been affected, but offers no audit or verification process to back that up. It's just an assertion.
5. The "Positive Outcomes" section is largely anecdotal, relying on specific dramatic cases, without the hit-to-outcome data that would let anyone judge overall effectiveness. Please see below for potential request to the Sheriffs office to make this report less anecdotal and based off data.

6. The City's 2026 ALPR Annual Report, prepared by the Sheriff's Office and submitted to Council, answers this question, and the numbers are far less impressive than the staff report's narrative suggests: 2,781 hotlist hits/alerts over the reporting period produced only 3 stolen vehicle recoveries and 13 suspect apprehensions, a combined 16 concrete outcomes out of 2,781 alerts, roughly a 0.6% hit-to-outcome rate. The Annual Report also contains an internal inconsistency: its summary states 42,051 search queries and 20 investigative leads, while its own data table on the very next page states 8,431 search queries and 17 investigative leads for the same reporting period.
7. More broadly, the report doesn't show what real evidence of effectiveness would look like. To actually demonstrate that ALPR technology is improving public safety in Half Moon Bay, the Sheriff's Office should provide a comparative baseline against similar non-Flock jurisdictions or to HMB prior to installation, a full hit-to-outcome breakdown rather than a handful of anecdotal cases, monthly or quarterly (not multi-year averaged) crime data, and an analysis that separates the effect of the 2023 mobile unit from the 2024–2026 pilot.

To fix this, I'd ask that the Sheriff's Office be directed to provide, before any further decision:

- The methodology behind the 88%/89% crime-reduction figures, including monthly data, not just an average, and an accounting for other factors (e.g., the pre-pilot mobile unit, other policing or staffing changes) that could have contributed
- Year-by-year stolen vehicle and burglary counts for Half Moon Bay for at least three years before the pilot and each year during it, alongside recovery/clearance rates
- Total Flock alerts/hits generated for Half Moon Bay cameras by year, and the number of those hits that led to a recovery, arrest, or documented investigative outcome, versus false positives or no action
- The missing quarterly crime-statistic reports to Council, backfilled for the full pilot period
- Confirmation, with audit detail, that none of the 7 agencies with documented sharing issues accessed Half Moon Bay data, not just an assertion that it's "not believed" to have happened
- The City's planned response to the Grand Jury report's six findings, so Council can weigh them before signaling any direction on renewal
- A comparative baseline showing crime trends over the same period in similar non-Flock jurisdictions, so the Council can see whether Half Moon Bay's drop is unusual or reflects a regional trend unrelated to ALPR
- A corrected and reconciled version of the 2026 ALPR Annual Report, since its summary and its data table report different search query and investigative lead totals for the same period

Given that a decision on the extension option must be made by September 28, 2026, I understand the timeline is tight. But a two-year, ongoing surveillance program deserves a report built to inform the public and the Council, not one that reads as a case for renewal.

Subject: Public comment for tonights meeting: Surveillance concerns

Date: Tuesday, September 15, 2026 at 12:54:58 PM Pacific Daylight Time

From: manu.hipkins

To: Debbie Ruddock, Deborah Penrose, Robert Brownstone, PBoJonsson@hmbcity.com, PBJonsson@hmbcity.com, Maggie Rodriguez

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Dear Debbie, City Clerk and all Council members ,

I am writing to express my concern about Flock cameras and Surveillance surrounding us everywhere.

There is no meaningful oversight. Most cities sign contracts with Flock Safety and never look back. The data lives on Flock's servers — a private company, not a public records system. Who accesses it? When? Why? In many jurisdictions, there's no audit trail citizens can actually see. Police can run searches without warrants, and the company's terms of service often shield the data from FOIA requests.

People who say "only criminals worry about surveillance" misunderstand how this data gets used. Divorce attorneys subpoena it. Insurance companies would love access. Stalkers and abusive ex-partners have exploited ALPR data. And once a data breach happens — which it will, because every company eventually gets breached — the complete movement history of your entire city is suddenly in the wild.

I'm not against using technology to catch violent criminals. I'm against warrantless mass surveillance where a private company owns the movement data of every person in this city. If police want to put a camera on a specific block with a specific warrant for a specific investigation — fine. Blanket collection on everyone is something else entirely.

Please consider these points to reverse Surveillance everywhere.

Thank you.

Best regards,
Manu Hipkins

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