

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND AIR QUALITY (CMAQ)**

**MINUTES
MEETING OF AUGUST 28, 2006**

At 3:02 p.m., the meeting was called to order by Chairwoman Irene O'Connell in Conference Room C of San Mateo City Hall.

Members Attending: Judith Christensen, Tom Davids, William Dickenson, Linda Koelling, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Chairwoman Irene O'Connell, Naomi Patridge, Barbara Pierce, Vice-Chairwoman Sepi Richardson, Lennie Roberts, and Onnolee Trapp.

Staff/Guests Attending: Sandy Wong, John Hoang, Tom Madalena, Jill Boone, and Walter Martone (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Duane Bay (County Housing Director), Richard Cook (SamTrans), Marshall Loring and Rich Hedges (MTC EDAC).

1. Public comment on items not on the agenda.

Pat Dixon reported that the County Elections Division is recruiting for Inspectors and Judges for the November election.

CONSENT AGENDA

2. Minutes of July 31, 2006 meeting.

Motion: To approve the Minutes as presented. Richardson/Christensen, unanimous with one abstention (O'Connell).

REGULAR AGENDA

3. Development of an Energy Strategy for San Mateo County Workplan.

Jill Boone presented the workplan that was included in the mailing and requested comments.

Comments from CMAQ Members:

- The Committee should ensure that they address green buildings and utilities for municipal buildings.
- C/CAG should consider developing a grant program to assist cities to implement green policies.
- Attaining Leadership in Energy and Environmental Design (LEED) certification can be helpful when competing for outside grants.
- Consideration should be given to developing a recognition and incentive program.
- LEED Certification helps to ensure that buildings meet a certain standard.
- It is important to make sure that only experienced people are used when building a green building. There are generally long term cost savings in operating costs for green buildings that are properly constructed and outfitted. Some of the savings are up-front when the green systems reduce the need for other systems (air conditioning, lighting, etc.).
- Green building techniques often make it easier to redesign office spaces do to more efficient techniques for air circulation and other factors.
- It is important to attract new businesses and industry that are constructing or remodeling buildings,

to adopt green technologies. Enforcement of conservation and energy saving requirements for buildings can only be done by local governments. Recycleworks makes education and information available to the public.

- Consideration should be given to adding an educational representative to the Committee. There is currently a building boom for new schools and educational facilities.
- The Cities of Brisbane and San Mateo have recently adopted new and innovative policies on green building.
- The County Planning Commission distributes the County's Green Building Policy, but it does not have any enforcement authority.

Motion: To approve the workplan as presented. Richardson/Koelling, unanimous.

4. Presentation on the California High-Speed Rail Program.

CMEQ Member Arthur Lloyd provided the following presentation:

- In November 2008 the voters of the State of California will have the opportunity to determine if a high-speed rail system should be implemented. A \$10 billion bond will be proposed to begin the construction of the system that will be designed to connect Los Angeles and San Francisco.
- Many of the airlines have unofficially endorsed the creation of this system. Southwest Airlines has indicated that if the bond is approved by the voters, it may submit a bid to operate and manage the new bullet train.
- All of the routes for the system have been adopted except for those going into the Bay Area. There is still debate over whether it should enter via the Pacheco or Altamont Pass.
- The route in Southern California follows the aqueduct trail.
- The Pacheco Pass route is preferred by the engineers and the City of San Jose. Its major disadvantage is that it would create environmental impacts on Henry Coe State Park. The Altamont Pass route would enter the Peninsula through Union City and would require the construction of a bridge or tube in order to cross the Bay.
- The Joint Powers Board has agreed to allow the new bullet train to use the Caltrain tracks. This would have the added benefit to Caltrain of electrifying the entire route and eliminating all 58 of the at-grade crossings.
- Mr. Lloyd provided some history on the deployment of high-speed rail systems around the globe.
 - The first bullet train was implemented in Japan in 1965. It traveled at 145 miles per hour and has now been expanded to go from one end of the Country to the other.
 - Similar trains have been built in France, Spain, Korea, and Mexico. Some of them now travel at 210 miles per hour.
 - The Amtrak Metroliner going from Washington D.C. to New York to Boston. It is limited to 150 miles per hour because it shares tracks with freight trains. This system is completely electrified.
 - California has the second, third, and fifth busiest rail corridors in the nation.
 - Under Regional Measure 2, the Metropolitan Transportation Commission was provided funds to study the alternative routes for the bullet train coming to the Bay Area.
 - The Capitol Corridor is an example of a very successful rail system. It is considered an intercity system with less than 50% commuter ridership and a fare box return of over 50%.

5. Review and approval of the El Camino Real Incentive Program Planning Grant Process.

Tom Madalena provided the following report:

- This program will provide up to \$50,000 in matching funds for local jurisdictions to develop land use and transportation plans for El Camino Real.
- The Plan must cover the entire stretch of El Camino within that jurisdiction.
- One component of the Incentive is to expand the eligibility of the Transit Oriented Development

program to include developments on El Camino Real.

Comments by the CMAQ members and responses to questions included:

- The policy should clearly spell out what qualified as a local match for the grants.
- The guidelines for the Plan should indicate how much detail will be required in the individual jurisdiction plans.
- There should be encouragement for the development of affordable housing. Users of the bus system tend to have lower incomes.
- Senior and disabled housing should also be encouraged.
- If the local plans are required to have common elements, jurisdictions should be encouraged to use a common data source instead of conducting individual research. The Grand Boulevard program has recently published an existing conditions report for all of El Camino Real that may provide a portion of this common data.

Motion: To approve the El Camino Real Incentive Program Planning Grant Process with the comments noted by the Committee. Koelling/Christensen, unanimous.

6. Update on C/CAG's role in the Regional Housing Needs Allocation Process (RHNA).

To date twenty jurisdictions have adopted resolutions joining the subregion being created by C/CAG to manage the Regional Housing Needs Allocation Process. The final jurisdiction, Redwood City, is expected to take action tonight, August 28, 2006.

7. Member comments and announcements.

- None

8. Adjournment and establishment of next meeting date for September 25, 2006.

The next regular meeting will be on September 25, 2006. At 4:43 p.m., the meeting was adjourned.