

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

**MINUTES
MEETING OF October 28, 2013**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:05 pm. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of Minutes of September 30, 2013 meeting.

*Motion: To approve the Minutes of the September 30, 2013 meeting, Bigelow/Dworetzky.
Motion carried unanimously.*

3. Recommend adoption of the Final 2013 Congestion Management Program (CMP) For San Mateo County.

John Hoang presented a summary of updates made to the 2013 CMP since the report was released for public review in September. He reported that staff took public comments into consideration and incorporated them into the Draft Final 2013 CMP as feasible. John also followed-up on the CMEQ Committee's request that staff consider adding data on private buses/shuttles to the 2013 CMP. He reported that he called the Peninsula Traffic Congestion Relief Alliance (the Alliance) and several local cities, but found that most private companies are reluctant to make this information public.

Members Roberts and Bigelow suggested that city staff in Menlo Park are likely to have access to this information from Facebook, given that the company agreed to a 43% alternative mode share in its development agreement. According to Member Bigelow, Facebook has a trip monitoring system in place and is subject to a \$10,000 fine for each day that the alternative mode share is below the target percentage. He will follow-up with the company during the November 19 meeting of the Menlo Park Chamber of Commerce Transportation Committee.

Member Patridge requested that staff insert a footnote into the 2013 CMP indicating that there are several large companies in the county that have policies and services in place for trip reduction (such as private buses/shuttles) and that staff are in the process of gathering more information on ridership.

Member Pierce suggested that future updates of the CMP include performance measures showing the number of companies that provide bus/shuttle services for their employees, as this may be easier to collect than passenger data. She also suggested that the report track the number of bicycle lanes completed and other measures that capture how the transportation system in the county is becoming more multimodal.

Member Dworetzky offered to connect C/CAG staff with Gary Bauer of Bauer's Intelligent Transportation to help start a conversation around obtaining information on the ridership of private shuttles.

John Ford, the Executive Director of the Alliance and a member of the public attending the CMEQ Committee meeting, reported that the Metropolitan Transportation Commission will be surveying all companies in the county in two years as part of the monitoring that will be completed for SB 1339. This survey will provide information on the number of companies in the county that provide private bus/shuttle services for their employees.

Member Lentz asked why the percentage of county residents carpooling to work decreased from 13% in 2000 to 10% in 2012 according to the data reported in the CMP. John Hoang responded that the information is based on survey data collected by the U.S. Census Bureau and suggested that there could be a number of possible explanations. John Ford mentioned several, including the improving economy, decreases in gas prices, and increases in congestion (which may induce mode shifts away from carpool to transit). He also reported that the Alliance will be conducting a telephone survey of San Mateo County residents and commuters in 2014 and offered to share survey the results of this effort with C/CAG staff.

Member Roberts suggested that the CMEQ Committee establish an award for companies that do a great job on trip reduction to provide an incentive for companies to report data on their private buses/shuttles.

Motion: To recommend adoption of the Final 2013 Congestion Management Program with additional notes indicating that there are several companies in the county that offer private bus/shuttle services for their employees that result in the reduction of Drive Alone trips. In addition, staff will work to obtain information on the usage of these services in the coming years with support from the Alliance, Patridge/Pierce. Motion carried unanimously.

4. Receive a progress report on the San Mateo County Energy Watch 2013-14 Program (Information).

Kim Springer, San Mateo County staff member on contract with C/CAG, provided a detailed presentation on the San Mateo County Energy Watch Program, which is run through a local government partnership between PG&E and C/CAG. The presentation offered an overview of the energy efficiency services that the program provides and an update of the program's progress toward its goals during the 2010-2012 and 2013-2014 program cycles. Highlights include:

The program beat its goals for peak kW and kWh savings during the 2010-2012 program cycle. Two new sectors—schools and farms—were added to the existing sectors that the program serves (public facilities, non-profits, and homes) during the 2013-2014 program cycle. Available data through July 2013 show that the program has not yet met its 2013-2014 goals for peak kW and kWh savings. However, part of this is because the California Public Utilities Commission took until June to determine the type of retrofits that would be eligible for receiving incentives. Despite this and other delays, trends in the data suggest that the program will meet or exceed its peak kW and kWh savings goals by the end of 2014. The program provided support to 14 local jurisdictions in the county through its Comprehensive Energy Recommendations efforts. As part of this work, program staff conduct no-cost audits to help cities find deeper energy savings than are projected in their planned capital investment packages. PG&E offers cities “on-bill” financing for projects, which provides loans of up to \$1 million at 0% financing for up to 10 years that are repaid through

monthly bill payments. This financing scheme allows cities to make additional energy improvements without large outlays of cash.

The RICAPS program provides climate action planning support to all local governments in San Mateo County. Topics covered at monthly working meetings with the cities includes: emissions inventories, climate action planning technical assistance, and implementation updates on various programs such as: bike share, climate adaption, Safe Routes to Schools, and updates to the Title 24 building code.

The Title 24 building code, which has been updated in 2013, will become the new code on January 1, 2014. Depending on how cities have green building ordinances structured, this may cause the ordinance to be superseded by the new code. Enactment of a new ordinance may require filing of justification papers with the California Energy Commission. Cities are looking for guidance and support for this process.

The program started a Large Residential Resource Conservation Collaborative (LR2C2) to help local jurisdictions with large residential sectors to reduce energy use in large homes. As part of this work, staff put together webinars, presentations, and classes for residents on topics such as plug-load and energy audits.

The program benchmarked all K-12 public schools in San Mateo County and presented this information to school administrators, chief business officers, and facilities managers in early October. This work put schools in the county a step ahead of all other schools in the region because benchmarking is a key requirement for Proposition 39 funds, which are allocated to local education agencies to support energy efficiency and alternative energy projects.

Member Pierce commented that several local cities banded together to form the LR2C2 because incentives did not seem to be driving resident behavior and more work was needed to achieve energy savings from the residential sector.

CMEQ members commended Kim Springer and his staff for their hard work.

6. Executive Director Report.

Sandy Wong, C/CAG Executive Director, reported back to the CMEQ committee regarding the kick-off event for the SamTrans technical assistance program for prospective shuttle sponsors, which the committee heard about during its September meeting from SamTrans staff member, Joel Slavit. Sandy reported that the event was well attended and discussed improvements in the process to apply for shuttle funds, including more standardized performance measures for different types of shuttles and revised procedures in requesting a letter of concurrence from SamTrans. Sandy also mentioned that \$7 million of funding would be available for new and existing shuttles and that staff would bring the C/CAG/SamTrans joint call for projects guidelines to the CMEQ Committee for review in the coming months.

7. Member comments and announcements.

Member Dworetzsky mentioned that he would follow-up with Gary Bauer and connect him with C/CAG staff.

8. Adjournment and establishment of next meeting date.

Meeting adjourned at 4:13 pm.

The next regular meeting was scheduled for November 25, 2013.