

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, February 24, 2014 at 3:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

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

- | | | | |
|----|--|-------------------------------------|--------------|
| 1. | Public comment on items not on the agenda. | Presentations are limited to 3 mins | |
| 2. | Approval of minutes of January 27, 2014 meeting. | Action (Garbarino) | Pages 1 - 6 |
| 3. | Receive a presentation on express lanes. | Information (Wong) | No materials |
| 4. | Receive information on a proposal to develop an Alternative Fuel Readiness Plan. | Information (Hoang) | No materials |
| 5. | Update on Potential Countywide Stormwater Funding Initiative. | Information (Fabry) | No materials |
| 6. | Executive Director Report. | Information (Wong) | |
| 7. | Member comments and announcements. | Information (Garbarino) | |
| 8. | Adjournment and establishment of next meeting date:
March 31, 2014. | Action (Garbarino) | |

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

NOTE: *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence - None

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

**MINUTES
MEETING OF January 27, 2014**

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

1. Public comment on items not on the agenda.

None.

2. Approval of Minutes of November 25, 2013 meeting.

*Motion: To approve the Minutes of the November 25, 2013 meeting, O'Connell/Aguirre.
Motion carried unanimously.*

3. Update on potential Stormwater funding initiative.

Matt Fabry, C/CAG staff, provided an updated on the potential countywide stormwater funding initiative.

- The legislation that would enable C/CAG to pursue a countywide special tax or property related fee to fund stormwater pollution prevention programs passed out of the Senate Governance and Finance Committee and will be headed for a vote on Senate floor by the end of the month.
- The draft Funding Needs Analysis report, which details existing costs for compliance, anticipated future costs, and existing sources of dedicated revenue for stormwater pollution prevention by jurisdiction, is being revised by the consultant. The Stormwater Committee will discuss the revised report at its February 20 meeting.
- The C/CAG Board authorized early use of contract funds slated for later phases of the consultant team's scope of work in order to begin developing an Action Plan and initiating community engagement efforts.

Member Pierce suggested that staff include messaging about the repercussions of not complying with the regional permit (i.e. penalties) in its communications about C/CAG's funding initiative.

Member Lewis stated that Atherton residents are required to pay for stormwater infrastructure as part of the costs of building their homes and suggested that some might have a problem with paying an additional countywide fee for stormwater. Matt agreed that some residential/rural jurisdictions in the county, such as Atherton, Woodside, and Portola Valley, have lower stormwater needs than other jurisdictions with more urban and industrial land uses. This was one of the findings of the Funding Needs Analysis. He suggested that as a result, the funding initiative may include two rate classes: one for rural/residential jurisdictions and another for urban/industrial jurisdictions.

4. Technology presentation – feasibility of digester gas to compressed natural gas (CNG) fuel.

Gogo Heinrich, a Project Manager for the City of San Mateo working on the Corporation Yard Master Plan, and Mike Barnes, a consultant for Kennedy/Jenks, provided a presentation about the feasibility of converting digester gas at the city's wastewater treatment plant to compressed natural gas (CNG) fuel. Currently, the digester gas at the treatment plant is being flared. Kennedy/Jenks examined the cost effectiveness and feasibility of cleaning the biogas and compressing it for use as CNG fuel for city maintenance vehicles.

Results of the study suggest that new technology could clean the digester gas and produce about 100 cubic feet per minute (CFM) of CNG fuel per day, which equates to approximately 500 gas gallon equivalents (GGE) per day. The City of San Mateo identified uses for about 280 GGE per day in the study and is examining the possibility of providing excess fuel to other public agencies.

The proposed technology would require capital expenditures of \$4.7 million and save the city approximately \$610,000 per year. The bulk of the savings would come from the savings from purchasing vehicle fuel. Depending on the number of CNG vehicles that the city has in its fleet, the payback period for the project could range from five to eight years. However, Mike reported that this timeframe could lengthen considerably if the CNG fuel being produced is not used.

Member Olbert asked about the cost to retrofit light duty trucks to use CNG. Mike responded that the cost is approximately \$8,000 to \$10,000. According to Gogo, these costs were included in the \$4.7 million cost estimate for the project.

Member Aguirre asked about the costs of new CNG vehicles. Mike responded that the cost is likely less than buying a new vehicle and retrofitting it for CNG.

Member Bigelow asked about collisions involving CNG vehicles. Ray Towne, Interim Public Works Director for the City of San Mateo, responded that there are many CNG vehicles on the road today and that the technology is not new.

5. Informational update on the San Mateo County Energy Watch (SMCEW) Program

Kim Springer and Susan Wright, San Mateo County staff members on contract with C/CAG, provided an update on new initiatives of the San Mateo County Energy Watch (SMCEW) Program.

- SMCEW held a workshop for school districts on Proposition 39, which allocates funds to school districts for energy efficiency. In order to access these funds, districts have to prepare expenditure plans, which require energy benchmarking and audits. SMCEW helped districts complete benchmarking activities and are working with schools on immediate next steps, such as energy audits and building operator certification training.
- SMCEW is holding a Real Estate Advisory Group Meeting in early February. Developers and contractors were surveyed by staff, and many responded that they are not often asked about energy efficiency. The goal of the February meeting is to collaborate to help drive the demand for energy efficient homes.
- The Title 24 building code that will become the new code on July 1, 2014 may supersede cities' existing green building ordinances. Enactment of a new ordinance may require filing of justification papers (i.e. cost effectiveness studies) with the California Energy Commission. Given that all new residential construction is required to be ZNE by 2020, SCMEW is exploring the feasibility of cities instituting Zero Net Energy (ZNE) ordinances.

- SMCEW is looking into expanding its work into the commercial sector (i.e., conducting outreach campaigns to specific business sectors and providing technical assistance for benchmarking services). Staff are also talking with PG&E to get a tool to do residential data analytics for energy benchmarking in San Mateo County.

Member Olbert commented that it will be important for cities to consider the impact of ZNE ordinances on affordable housing development.

Member Pierce asked about AB 1103, which is a new law that requires energy benchmarking for commercial buildings. Susan responded that the law mainly applies to buildings that have a lot of square feet (i.e. buildings in San Francisco), but that the threshold may be reduced in future years. Kim added that the law requires buildings to have energy benchmarking completed before they are sold.

Member Olbert asked about model ZNE design guides for municipalities looking to construct new, or redesign existing, buildings. Susan responded that PG&E has a “Savings by Design” program that may be helpful. Kim added that ZNE design can often be site-specific, pointing to an example of a new ZNE public library branch in Berkeley where the shading of nearby trees and prevailing wind were modeled.

Member Bigelow asked about examples of ZNE commercial buildings in San Mateo County. Susan and Kim could not think of any examples in the county, but pointed to a new public library branch in Berkeley as one possible example of a local government doing ZNE.

6. Update on the highway improvement studies along US 101

Sandy Wong, C/CAG Executive Director, provided an update on highway improvement studies along US 101, focusing on a recently initiated Project Study Report (PSR) to extend the carpool lane on US 101 from Whipple Avenue to I-380. At present, the carpool lane on US 101 extends six miles from the Santa Clara-San Mateo county line to Whipple Avenue, where it transitions into a mixed-flow lane. The C/CAG study examines a “hybrid option” for extending the carpool lane that involves decreasing lane width in some segments of the highway and adding pavement in other segments.

Sandy provided background on how C/CAG landed on studying this approach. She described that in 2011, C/CAG partnered with the Metropolitan Transportation Commission (MTC) on a concept study that examined the feasibility of two “bookend” approaches that represented extreme cases for extending the carpool lane in terms of cost. The first and cheaper approach involved restriping the existing mixed flow lane from Whipple Avenue to I-380 into a carpool lane. The second and more expensive approach involved adding pavement for a new carpool lane. The analysis found that the first approach would result in delays of 20+ minutes for the other mixed-flow lanes and estimated the cost of the second approach to be in the range of \$400 million.

Both of these approaches were determined to be unacceptable based on these results, and staff formulated the new “hybrid option” approach that fell in between the two bookend cases. C/CAG applied for funding for a PSR for this approach from the San Mateo County Transportation Authority (SMCTA) Highway program in 2012 and were awarded funds. Sandy explained that a PSR is the first required document for a highway improvement project per Caltrans procedures and represents the first phase of the design of a project, which is equivalent to approximately 30% engineering design.

Following this background discussion, Sandy brought to members' attention a side discussion regarding US 101 that has been raised by a Bay Area advocacy agency, TransForm. She described that the agency, on its own initiative, conducted a study that examined the costs and benefits of converting the existing leftmost mixed-flow lane on US 101 into an express lane. The express lane would require single-occupant vehicles to pay a toll to use the lane and allow carpools to travel for free. The results of the TransForm report show that doing this conversion would be beneficial.

Staff found the data in the TransForm report to be thin and are skeptical of some of the report's assumptions, including the number of people that would shift to carpooling, the number of new buses that would use the lane, the number of people that would pay to use the lane, and the amount of money the express lane would generate. Sandy added that existing state legislation prohibits the conversion of an existing mixed flow lane to an express lane and indicated that federal money could not be used to convert existing mixed flow lanes to express lanes. Furthermore, she stated that the analysis assumed the definition of carpooling to be three or more people, whereas the existing definition for carpooling in the county is two or more people.

Sandy explained that given the timing of the TransForm study, express lanes are not covered in the scope of work for the PSR that is being funded by SMCTA. She asked for feedback from the CMEQ Committee.

Member Lewis recommended that the study model the number of electric vehicles that use carpool lanes as there has been a large increase in the use of electric vehicles in recent years.

Member Pierce mentioned that she received a copy of TransForm's study and recommended that Sandy forward a copy along to other CMEQ Committee members. She also asked staff to find out if MTC or the SMCTA would be willing to pay for a more rigorous background study given that the TransForm study lacked strong data. She expressed some interest in the express lane idea, as toll revenues could be used to pay for transit.

Member Bigelow asked staff to explore how decreasing lane width may impact the number of accidents on a highway. He also suggested that staff involve some of the companies offering transportation to their employees in the study (i.e. Google, Facebook, Genentech), as several have lodged complaints about the traffic on US 101, particularly in San Mateo County.

Member Olbert asked about the historical reason why the existing carpool lane ends at Whipple Avenue. He suggested that there may be various explanations that may come up again in future studies. Member Olbert also recommended that staff explain the purpose of studying and implementing express lanes (i.e. congestion pricing, etc.) and to go beyond simply analyzing their financial impacts.

Responding to the discussion, Sandy suggested that staff could look into getting additional money to fill in the gap of data and analysis that were missing from the TransForm study. Member Aguirre added that she and Adrienne Tissier have an upcoming meeting with TransForm staff to receive more information.

7. Recommend adoption of the Fiscal Year 2014/15 Expenditure Plan for the Transportation Fund for Clear Air (TFCA) County Program Manager Fund for San Mateo County

John Hoang, C/CAG staff, presented the Fiscal Year 2014/15 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County. He explained that

C/CAG receives an allocation of funds from the Bay Area Air Quality Management District, which collects vehicle registration fees. The Expenditure Plan details how this money will be spent. John explained that C/CAG distributes 56% of the allocation to SamTrans for shuttle programs and 44% to the Peninsula Traffic Congestion Relief Alliance for trip reduction programs.

Motion: To recommend adoption of the Fiscal Year 2014/15 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County, Bigelow/Pierce. Motion carried unanimously.

8. Nominations and elections of CMEQ Chair and Vice Chair.

Motion: To nominate and elect Richard Garbarino as the Chair of the CMEQ Committee, Lewis/Bigelow. Motion carried unanimously.

Motion: To nominate and elect Barbara Pierce as the Vice Chair of the CMEQ Committee, Lewis/Bigelow. Motion carried unanimously.

9. Executive Director Report.

Sandy stated that C/CAG will be issuing a recruitment letter to all elected officials in San Mateo County for vacant committee positions. The CMEQ Committee currently has two vacant positions, the Resource Management and Climate Protection (RMCP) Committee has one vacant position, and the Legislative Committee and two vacant positions.

Sandy also introduced new C/CAG staff member, Ellen Barton, who started recently as C/CAG's Active Transportation Coordinator.

Meeting adjourned at 4:30 pm.

The next regular meeting was scheduled for February 24, 2014.

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

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

Staff and guests in attendance for January 27:

Sandy Wong, John Hoang, Matt Fabry, Jean Higaki, Wally Abrazaldo, Kim Springer, Susan Wright - C/CAG Staff & SMC Energy Watch

Mike Barnes, Mark Minkowski - Kennedy/Jenks Consultants

Ray Towne, Gogo Heinrich - City of San Mateo

Joseph M. Hurley - San Mateo County Transportation Authority

* arrived at 3:30pm