

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

**MINUTES  
MEETING OF FEBRUARY 25, 2008**

At 3:05 p.m., the meeting was called to order by Chair Irene O'Connell in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Judith Christensen, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Naomi Patridge, Barbara Pierce, Vice-Chair Sepi Richardson, and Onnolee Trapp.

Staff/Guests Attending: Richard Napier and Sandy Wong (C/CAG Staff), Pat Dixon (SMCTA CAC), Pat Giorni (Burlingame resident), Corinne Goodrich (SamTrans), Brian Perkins (Supervisor Tissier's office), and Marshall Loring (MTC EDAC).

**1. Public comment on items not on the agenda.**

Pat Giorni, resident of Burlingame, shared her positive experience in attending the Feb. 13-14, 2008 California Transportation Commission (CTC) meeting held in Burlingame. She saw how funding allocation is made to bike and ped projects at the State level.

**2. Minutes of January 28, 2008 meeting.**

*Motion: To approve the Minutes of the January 28, 2008 meeting. Bigelow/Richardson, approved, unanimous.*

**4. Review and recommend endorsement of the Guiding Principles of the Grand Boulevard Initiative.**

(This item was moved up due to time constraint of the speaker.) Rich Napier, Executive Director of C/CAG, introduced this item and provided a brief background on the Grand Boulevard. He also stated that the late Mark Duino had done analysis which indicated that if 25% of the El Camino Real corridor is developed to a density of 40 units per acre or more, it would meet the San Mateo County housing allocation need.

Corinne Goodrich of SamTrans presented on this item. She gave a progress update on the Grand Blvd effort thus far, including the Existing Condition Report, establishment of committees and task forces, and the emerging common themes. The Grand Blvd Initiative has provided capital grant funding to five local improvement projects along the corridor. They include projects in Daly City, San Carlos, San Mateo, San Bruno, and Millbrae. Ms. Goodrich also mentioned that all five BART stations and six CalTrain stations are within a quarter mile of the El Camino Real/Mission Street corridor. However, the transit ridership by residents and workers within the quarter mile to the transit stations is not higher than that by other locations. It reflects that we have not made it conducive to transit usage. The Grand Blvd Task Forces and Committees have developed the Guiding Principles. So far, cities/agencies such as Belmont, Colma, Mountain View, Redwood City, SamTrans, San Bruno, and South San Francisco have already adopted or pending adoption of the principles. For more details on strategies to go along with these guiding principles, please visit: <http://www.elcaminoreborn.com/gp/GP.pdf>

CMEQ members had the following comments:

- City of San Mateo has already adopted a Plan for the El Camino Real corridor. The Plan encompassed similar principles as those recommended by the Grand Blvd Initiative. Some of the options the city had discussed included putting residential units above retails on the ground floor, and parcel assembly.
- These principles will not only serve individual cities, but it helps to integrate the entire corridor across jurisdictions.
- These Guiding Principles, once adopted, will become tools for city planning staff. They also act as a “carrot” to cities because some future funding programs may use these principles to evaluate projects or as to how an agency measures up.
- It’s important to look ahead five to ten years from now and anticipate future demand. For example, the market is shifting from strip mall to regional shopping. Therefore, we need to look for housing opportunities as well as keeping retails in the county.
- We must encourage green building practices also.

*Member Bigelow made the motion to recommend endorsement of the Guiding Principles of the Grand Boulevard Initiative, and to encourage more green building practices. Member Christensen seconded the motion. Motion was passed unanimously.*

### **3. Report on Partnerships for Water Reuse Workshop October 29, 2007**

Member Pierce provided a report on the Partnerships for Water Reuse Workshop she attended. She stated that land-use, water resource, and water treatment, are like a three-legged stool. They are interconnected and go hand-in-hand when it comes to environmental protection. The Workshop brought together waste water treatment agencies, local agencies, and water supply agencies to collaborate on the issue of water reuse. The idea is treated waste water can be put into streams and then become a water source again.

There are many potential options, i.e., South Bayside Water Association could provide reuse water for cities to purchase, the idea is that nearby cities could collaborate on a solution to save money; reuse water can be used for landscaping and for the recharge of aquifer; the capturing rain water run off, etc. It was suggested that when the Utility and Sustainability Task Force (USTF) bring forward the draft Energy Strategy (expected in April or May), CMEQ will bring back this water reuse issue so that it can be integrated into the Energy Strategy, and it may lead to a good project for C/CAG to champion.

CMEQ thanked member Pierce for bring this item to the committee. Chair O’Connell also suggested members to visit [www.WaterEducation.org](http://www.WaterEducation.org) for additional information.

### **5. Review and comment on the revised list of projects for initial submittal to the Metropolitan Transportation Commission (MTC) for consideration in the Regional Transportation Plan (RTP) update (*Transportation 2035*).**

Sandy Wong presented the revised list of projects for the Regional Transportation Plan (RTP) update. Revisions incorporated comments from CMEQ at the last meeting. Changes include:

- Consolidating, or bundling of, projects in the following categories/programs: 1) transit station and access improvement, 2) grade separations, 3) bike/pedestrian improvements, 4) intelligent transportation system (ITS).

- Addition of East Palo Alto Bay Road project.
- Addition of National Park Services' park access projects in San Mateo County.
- Deletion of the Bayfront Expressway Extension from Marsh to Woodside Road.

Sandy stated that staff is working with all project sponsors in obtaining project detail information to be submitted to MTC by the March 5<sup>th</sup> deadline. Rich Napier, Executive Director of C/CAG, mentioned that he attended a MTC sponsored RTP Workshop along with Member Lempert and C/CAG Board member O'Mahony. Issues raised by San Mateo County attendees included 1) FOCUS Priority Development Area (PDA) projects should not take away money from existing programs, but rather, build on relevant existing programs and seek new funding. 2) Urge the MTC commission to preserve local discretionary funds.

Member Lempert added MTC is making a big effort to obtain input from all stakeholders and groups. However, it's interesting to observe that individuals or groups that come forward to provide input to the Commission don't necessarily represent majority interests. In terms of PDA, the Joint Policy Committee, comprised of the Air District, ABAG, MTC, and BCDC, mapped out where does it make sense for developments of job and housing to occur, i.e., near transportation centers. The difficulty lies in where money should come from. For all the existing programs such as bike/ped program, Transportation for Livable Community (TLC) program, Roadway and Transit programs, proponents of these program advocate for not taking away money from their respective programs.

Public member Giorni commented on that various bike/ped related projects are now shown as consolidated into a \$75 million Bike/Ped programmatic category. However, there are eight San Mateo County bike/ped projects in the MTC Transportation Improvement Program (TIP). It is not clear as to how those eight projects are included in the \$75 million program.

Mr. Napier responded that the RTP is a planning document rather than a programming document. The purpose of putting a programmatic category for bike/ped, with undefined projects, is to provide flexibility in the future. It means that all projects are eligible to compete for funding in the future. If we specify each individual bike/ped project in the RTP at this time, it will preclude projects currently unidentified to move forward with the RTP time horizon. The estimated \$75 million is the best available staff can anticipate.

Member Bigelow added that although the specific bike/ped program is \$75 million, in reality, there are a lot more than that being spent on bike/ped improvements. An example would be the US 101 Auxiliary Lanes from 3<sup>rd</sup> Ave to Millbrae Ave included two new bike/pedestrian overcrossings over US 101.

***Motion: To recommend approval of this list of projects for submittal to MTC. Patridge/Matsumoto, approved, unanimously.***

## **6. Member comments and announcements.**

Member Pierce announced the Joint Policy Committee (JPC) on Regional Planning and Programs meeting will be held at 400 County Center, Redwood City on March 27, 2008 at 6:30 PM.

Member Patridge was happy to share with the group that the City of Half Moon Bay will host the LPGA Tournament in October.

Member Bigelow stated the California High Speed Rail Bond for \$10 billion will be on the November 2008 ballot. Congresswoman Feinstein and the Governor will be Co-Chair of the High Speed Rail Committee.

**7. Adjournment and establishment of next meeting date.**

At 4:38 p.m., the meeting was adjourned.