

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

**MINUTES
MEETING OF APRIL 27, 2009**

The meeting was called to order by Chair Richardson in Conference Room C at the City Hall of San Mateo at 3:03 pm.

Attendance sheet is attached.

1. Public comment on items not on the agenda.

Greg Greenway, Executive Director of Threshold, provided copies of the “Summary Report for Threshold 2008”. Threshold is a community driven effort to bring the voice of the public into housing policy decisions in San Mateo County. He requested support from CMEQ and would value a partnership with CMEQ as they engage in the dialogue about how to solve San Mateo County’s housing problem.

2. Minutes of February 23, 2009 meeting.

*Motion: To approve the Minutes of the February 23, 2009 meeting. O’Connell/Bigelow.
Motion approved.*

3. Emerging Directions for the Bay Area’s Implementation of SB 375 .

Ted Droettboon of the Joint Policy Committee (JPC), a Bay Area regional committee representing ABAG, BAAQMD, BCDC, and MTC, provided a presentation on the emerging directions for the Bay Area’s implementation of SB 375. The presentation was rather technical, and many questions from CMEQ members ensued.

CMEQ members had the following questions and comments:

- Why allow the Alternative Planning Strategy? Wouldn’t everyone just end up opting its way out?
- How can we (collectively) get message to people regarding the importance of reducing household GHG emission?
- Data (color map in the powerpoint) showed households in outlying areas such as Antioch generate more GHG than those in the urban core. However, it’s inevitable that due to cheaper housing prices, people choose to live out there. How can we encourage people to choose their location of residency that would result in less GHG emission?
- Page 10, transportation model - will the region dictate a model to us? Droettboon: No, it will not be top-down. We will work with Congestion Management Agencies such as C/CAG to develop the transportation model.
- Water conservation is one big issue and should be addressed.
- CEQA assistance issue requires further explanation.
- When land use development projects are presented to City Planning Commissions, they should present carbon footprint of the development for consideration.
- Although there are plenty of questions associated with the implementation of SB375, not only at the CMEQ committee, but also at the Bay Area region’s Joint Policy Committee (JPC) meeting, this is an important step to push the land use/transportation effect on climate change issue to a higher level.
- Changing attitude is the key. Work/live/play nearby.

- Cities that are not in the core such as Half Moon Bay and Foster City could potentially become “grass land”.
- Jurisdictions that maintain open space such as Portola Valley should receive credit for that effort.
- Chair Richardson concluded on this item by saying that the question is where should we focus the available money in order to fight climate change.
- Droettboon provided a piece of interesting data: Bay Area Transit Survey showed that 40% of people who live and work within half a mile of a major transit station would take transit. However, if one of those two conditions is violated, then the percentage drops significantly.

Duane Bay, Director of the San Mateo County Housing Department, added that many efforts are already on-going in San Mateo County, including the C/CAG TOD Incentive Program. San Mateo County jurisdictions collectively have taken steps to address housing issues. That included the housing allocation and Housing Element update. The next step is Housing Element Implementation. There will be an item on the May 14, 2009 C/CAG Board meeting on priorities for C/CAG’s continuing efforts to address housing supply shortfall.

4. Review an update on the American Recovery and Reinvestment Act (ARRA) funding and direct staff to advocate for equitable allocation of the “freed up” bond funds resulting from State ARRA funds being directed to regional projects

Sandy Wong provided an update on ARRA funding and projects. Jean Higaki has been working with all project sponsors in delivering the Local Streets and Road projects funded by ARRA. As a result of a new State legislation, the MTC Bay Area region received another \$157 million dollars for transportation. The MTC Commission directed a bulk of that ARRA funding to the “shovel ready” Caldecott Tunnel project. Staff’s recommendation is to advocate for equitable distribution of the “freed up” Prop 1B bond funds from the Caldecott project when the 1B fund becomes available. Member Lempert, a MTC Commissioner, suggested a letter from C/CAG on this position.

Motion: Approve staff recommendation as presented. Motion Approved, unanimously.

5. Status update on the San Mateo County Smart Corridors project (Information)

Parviz Mokhtari, C/CAG Project Manager for the project, provided an update on the progress of the San Mateo County Smart Corridors project. A pilot piece of this project in the City of San Mateo is being advanced to go to construction later this year. That pilot project is currently in 60% design completion. As for the overall project, C/CAG staff are working with Caltrans to develop the System Engineering. Staff will meet with each individual city within the project limits to establish detail project requirements.

Vice Chair Pierce stated the importance of integrating the various cities’ needs in this project. Member Roberts asked about the southern segment of the Smart Corridor. Mr. Napier responded that C/CAG has submitted fund requests to Congresswomen Eshoo and Speier’s offices to seek the additional funds needed.

6. Progress update on the San Mateo Countywide Transportation Plan (CTP) (Information)

Joe Kott provided a progress update on the Countywide Transportation Plan. A Working Group, consists of city/county and transit agency planning staff, has been set up to assist and guide the update. The Working Group has developed a draft “vision statement” for the document.

CMEQ member had the following comments:

- Some of the charts prepared by Mark Duino in the current CTP were very helpful.
- The transit chapter should be broken down to the various modes of transit such as rail, bus, ferry.
- Goods movement for Port of Redwood City should be addressed.
- It's good to see a chapter on the bike/pedestrian mode of transportation. It will encourage more serious effort in using bike mode on congestion reduction.
- We need to address the issue of working with neighboring counties. Currently, VTA bus stopped at the county line. However, there are several buses that are serving cross-counties right now.

8. Executive Director Report

Richard Napier, C/CAG Executive Director, reported on the April 2009 C/CAG Retreat. It was well attended and there was excellent dialogue among those who attended. Jack Broadbent, Executive Director of the Bay Area Air Quality Management District was the guest speaker. The retreat topic was focus around the San Mateo County Energy Watch and San Mateo County Energy Strategy report.

Mr. Napier also announced that on May 14, 2009 **5:30** ~~6:00~~ PM, there will be a session sponsored by Assemblymember Jerry Hill on "State Budget Workshop" at the SamTrans building.

9. Member comments and announcements.

Member Robinson, also a member on the San Francisquito Creek JPA, reported that they have been working with Caltrans on the US 101 bridge replacement over the creek. They successfully lobbied Caltrans to increase the channel capacity, as long as the JPA will also increase the capacity downstream so that East Palo Alto won't be flooded.

Member Papan suggested to share tidbits from cities on accomplishments.

10. Adjournment and establishment of next meeting date.

Chair Richardson recapped the meeting and noted that the next meeting is scheduled for May 18, 2009 due to Memorial Holiday. Meeting was adjourned at 4:48 pm.