

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

**MINUTES  
MEETING OF April 28, 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 February 24, 2014 meeting.**

*Motion: To approve the Minutes of the February 24, 2014 meeting, Bigelow/Olbert. Motion carried unanimously.*

**3. Review and recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2014/2015 and FY 2015/2016.**

Sandy Wong, C/CAG Executive Director, presented the list of shuttle projects recommended for funding for the C/CAG and San Mateo County Transportation Authority (SMCTA) Shuttle Program for FY 2014/2015 and FY 2015/2016. A review panel scored the applications and recommended all of the projects for funding except for one from the Town of Colma. This project was determined to substantively overlap with existing SamTrans service. Sandy explained that both the C/CAG Board of Directors and the SMCTA Board of Directors would take action on this item.

*Motion: To recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2014/2015 and FY 2015/2016, Bigelow/Patridge. Motion carried unanimously.*

**4. Review and recommend approval to allocate remaining AB 1546 (\$4 Vehicle Registration Fee) funds to the Countywide Traffic Congestion Management and Stormwater Pollution Prevention Programs.**

John Hoang, C/CAG staff, discussed a proposal for allocating the unused administration and investment income funds from the \$4 vehicle registration fee that C/CAG collected as part of AB 1546. Collection of this fee ended in December 2012, and C/CAG collected approximately \$20 million over the seven and a half years that the fee was in place. During this time, the agency also accrued interest and investment income on the funds. John explained that C/CAG allocated the fee revenues 50/50 into the traffic congestion and stormwater programs (half went directly to the local jurisdictions for these purposes and half to the countywide programs). Prior to distributing the funds, C/CAG set aside five percent of the total fees collected for an administrative reserve.

To date, C/CAG has used less than half of the funds in the administrative reserve, and there is approximately \$1 million available in unused administration and investment income funds. John explained that the Board approved a resolution in March to provide \$350,000 of this money to the San

Mateo County Smart Corridor project, leaving a balance of roughly \$660,000 in unused administration and investment income funds. Staff recommend that the remaining funds be allocated to the countywide congestion management and stormwater programs, with a majority going to the congestion management program for regionally-significant projects. There are several projects in this funding category in Menlo Park and East Palo Alto that were identified as part of the C/CAG Gateway 2020 study.

Member Patridge commented that she was glad to see some of the money go into stormwater program, as stormwater is an important countywide issue and difficult for local jurisdictions to address individually.

Member Bigelow commented on the significant congestion on Willow Road and made a motion to support the staff recommendation.

Member Aguirre asked about the method used to allocate funds to the cities and whether local needs were taken into consideration in the distribution. John and Sandy responded that, for the \$4 vehicle registration fee, C/CAG used a formula based on population with smaller jurisdictions receiving a minimum amount.

***Motion: To recommend approval of the allocation of the remaining AB 1546 (\$4 Vehicle Registration Fee) funds to the Countywide Traffic Congestion Management and Stormwater Pollution Prevention Programs, Bigelow/Trapp. Motion carried unanimously.***

**5. Review and recommend approval of the C/CAG Priority Development Area (PDA) Planning Program list of projects.**

Wally Abrazaldo, C/CAG staff, provided background on the C/CAG PDA Planning Program and described the process to select the three projects that were recommended for funding. He explained that the Metropolitan Transportation Commission (MTC) allocated \$20 million to the nine congestion management agencies in the region to support local PDA planning and implementation. C/CAG received approximately \$1.6 million of these funds and developed and issued a call for projects in October 2013. Staff received four applications in January 2014 and reviewed them for meeting minimum eligibility requirements.

After consultation with staff from MTC, one project submitted by the City of San Bruno was determined to be ineligible for funding because it constituted a design/construction project rather than a planning project. The remaining three projects were recommended for funding by a scoring panel made up of staff from C/CAG, MTC, the Association of Bay Area Governments (ABAG), SMCTA, and the City of South San Francisco. Wally explained that one of the three projects from the City of Millbrae was conditionally recommended for funding based on the submission of additional information to C/CAG staff.

The funds requested by the three projects recommended for funding totaled approximately \$1.4 million. Wally mentioned that staff were in the process of developing a recommendation for the remaining \$300,000 in PDA planning funds and would return to the committee with a recommendation in the coming months.

Member Pierce asked if the City of San Bruno would resubmit its project to be better aligned with the guidelines of the program. Wally responded that the San Bruno project was a design/construction

project by nature (the project proposed to bring its TIGER II complete streets case study on El Camino Real from 35% to 100% design) and that city staff at San Bruno did not follow-up with C/CAG staff about other ideas.

Member Lewis asked if funding was only available for projects in PDAs, as the City of Atherton is in the process of completing a bicycle/pedestrian plan. Wally responded that MTC established the local PDA planning program with the goal of supporting planning projects in PDAs only.

***Motion: To recommend approval of the C/CAG PDA Planning Program list of projects, Bigelow/Pierce. Motion carried unanimously.***

## **6. Review and recommend approval of the Updated San Mateo County PDA Investment & Growth Strategy.**

Wally provided a presentation on the updated San Mateo County PDA Investment & Growth Strategy. This is a document that C/CAG prepared for the first time in 2013 and is required to update on an annual basis by MTC. The presentation provided an overview of the major sections of the report. The primary objectives of this document are to:

- Provide background on the 17 PDAs in San Mateo County;
- Track the progress of local jurisdictions in meeting the housing objectives established through their adopted Housing Elements and the Regional Housing Need Allocation (RHNA) process;
- Document ongoing transportation and land use planning efforts throughout the county to further growth and development in the PDAs; and
- Establish a framework to inform local PDA funding programs and the evaluation of OneBayArea Grant (OBAG) projects that support multi-modal transportation priorities based on connections to housing, jobs, and commercial activity.

Member Kersteen-Tucker asked about the unincorporated areas of the county that are designated as PDAs. Wally responded that North Fair Oaks and areas of land near Colma and Daly City are currently designated as PDAs and that he would follow-up to provide more detail on other smaller areas.

Member Aguirre made a comment challenging the notion that the loss of redevelopment made it impossible for local jurisdictions to address housing. She stated that many jurisdictions failed to produce housing even when redevelopment was in place and expressed interest in understanding what cities were doing with the funds before they were taken away by the state.

Member Pierce suggested that the font of the OBAG scoring criteria included as Appendix E in report be increased. She also asked staff to consider providing additional information on local job growth in future reports.

A discussed followed, led by Member Bigelow and Member Olbert, about the challenge of building housing to meet the number of jobs being generated in the county, particularly the lower-income, service jobs. Member Bigelow highlighted the 8,000 jobs created by Facebook and the Gateway project in Menlo Park and referenced the city's low housing targets. Member Olbert challenged fellow committee members to think about ways to encourage higher density housing off of the El Camino Real corridor so as to put more areas in play, take the burden off of single-family communities adjacent to El Camino Real, and change the dynamics of the discourse on the issue. He added that it

would be helpful to have the support of the business community in educating the public about the challenge of building housing.

Member O'Neill noted the need for more public education on the issue of affordable housing. He suggested that the public may have a misperception about the issue based on past government projects such as the Geneva Towers. Citing the recent loss of four teachers by the Pacifica School District due to the high cost of living in the county, Member O'Neill remarked that teachers, public safety officers, and service workers are all impacted by the lack of affordable housing in the county.

CMEQ members complimented Wally on his well-prepared presentation.

***Motion: To recommend approval of the updated San Mateo County PDA Investment & Growth Strategy, Aguirre/Kersteen-Tucker. Motion carried unanimously.***

**7. Review and recommend approval of the study parameters for a traffic feasibility analysis of Express Lanes on US 101.**

Sandy Wong presented the draft study parameters of a proposed traffic feasibility analysis of express lanes on US 101. She explained that, if the study were approved by the Board, C/CAG would share the costs with MTC on a 50/50 basis. The primary focus of the study would be to examine the potential traffic operations benefits of two express lane concepts on US 101. The first concept is converting the carpool lane that is currently being studied for US 101 to an express lane. The second concept is converting an existing mixed-flow lane on US 101 to an express lane.

According to Sandy, if the initial feasibility study finds that express lanes provide positive traffic benefits, then the decision to conduct additional analyses to understand other issues concerning the implementation of express lanes, such as authorizing legislation, equity, and technology can be made. In her presentation, Sandy highlighted several performance measures that will be used to evaluate the two express lane concepts versus the no build scenario, including travel time savings, vehicle delay, and vehicle miles traveled, among others.

There are two major tasks to the proposed traffic feasibility analysis. The first is to forecast the transportation impacts of the express lane concepts assuming that transit service in the county improves according to existing plans. The second is a sensitivity analysis that will examine how much transit service would need to be increased above and beyond existing plans for the two express lane concepts to have similar performance results. The assumption of the second task is that the first express lane concept would yield more performance benefits than the second concept all else being equal because the first concept involves the freeway being widened to include an additional lane.

Member Roberts asked about the highway widening that is currently being studied. Sandy explained that C/CAG is currently studying the addition of a carpool lane on US 101 from Whipple to I-380. In some parts of this segment, the existing auxiliary lane would be used to accommodate a new carpool lane, and in other parts, existing mixed-flow lanes may be narrowed or parts of the shoulder may be used.

Member Trapp asked if the analysis would take into account any expansion of private bus service. Sandy responded that it is difficult to predict the actions of the private sector and stated that she was not sure if the model would be able to take this into account. Other committee members echoed Member Trapp's comment and suggested that the study in some way try to account for the potential

expansion of private buses, as major employers that operate such services would benefit greatly from the addition of an express lane.

*Motion: To recommend approval of the study parameters for a traffic feasibility analysis of Express Lanes on US 101, Aguirre/Roberts. Motion carried unanimously.*

**8. Member comments and announcements.**

Member Dworetzky welcomed Member Kersteen-Tucker to the San Mateo County Planning Commission.

Chair Garbarino congratulated Redwood City for winning the league's bocce ball tournament.

Meeting adjourned at 4:30 pm.

The next regular meeting was scheduled for May 19, 2014.