# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

# AGENDA

The next meeting of the
Congestion Management & Environmental Quality Committee
will be as follows.

**Date:** Monday, August 28, 2006 3:00 p.m. to 5:00 p.m.
**Place:** San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

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|---|---|---|---|---|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | | 3:10 p.m. 5 mins. |

## *CONSENT AGENDA*

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|---|---|---|---|---|
| 2. | Minutes of July 31, 2006 meeting. | Action (Martone) | Pages 1-27 | 3:15 p.m. 5 mins. |

## *REGULAR AGENDA*

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|---|---|---|---|---|
| 3. | Development of an Energy Strategy for San Mateo County Workplan. | Action (Jill Boone) | Pages 29-34 | 3:20 p.m. 20 mins. |
| 4. | Presentation on the California High-Speed Rail Program. | Presentation (Arthur Lloyd) | Map enclosed separately. | 3:40 p.m. 20 mins. |
| 5. | Review and approval of the El Camino Real Incentive Program Planning Grant Process. | Action (Madalena) | Pages 35-40 | 4:00 p.m. 20 mins. |
| 6. | Update on C/CAG's role in the Regional Housing Needs Allocation Process (RHNA). | Information (Napier) | | 4:20 p.m. 10 mins |
| 7. | Member comments and announcements. | Information (O'Connell) | | 4:30 p.m. 10 mins. |

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227

| | | | |
|---|---|---|---|
| 8. | Adjournment and establishment of next meeting date for September 25, 2006. | Action (O'Connell) | 4:40 p.m. |

**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 – Proposed High-Speed Rail Alignment Map

# CITY/COUNTY ASSOCIATION OF GOVERNMENTS
# COMMITTEE ON CONGESTION MANAGEMENT
# AND AIR QUALITY (CMAQ)

## MINUTES
## MEETING OF JULY 31, 2006

At 3:05 p.m., the meeting was called to order by Vice-Chairwoman Sepi Richardson in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Tom Davids, Linda Koelling, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Barbara Pierce, Vice-Chairwoman Sepi Richardson, Lennie Roberts, Toni Stein, and Onnolee Trapp.

Staff/Guests Attending: Sandy Wong and Walter Martone (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Duane Bay (County Housing Director), Shelley Kilday (Sustainable San Mateo County), Jill Boon (County Public Works), Richard Cook (SamTrans), Marshall Loring (MTC EDAC), Mark Duino (C/CAG Staff – County Planning).

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

None.

### CONSENT AGENDA

**2. Minutes of June 26, 2006 meeting.**

***Motion: To approve the Minutes as presented. Bigelow/Lempert, unanimous.***

### REGULAR AGENDA

**3. New Sustainable San Mateo County Indicators Report.**

Shelley Kilday, Director of Education for Sustainable San Mateo County gave a presentation that highlighted the major findings in the report titled "Indicators for a Sustainable San Mateo County – 2006 Report Card," and pointed out those items that would likely be of most interest to C/CAG. A copy of Ms. Kilday's presentation is attached to these minutes.

Comments from CMAQ Members:

- There was discussion about the pros and cons of the "Spare The Air Days" and providing free transit on smoggy days to improve air quality. The Metropolitan Transportation Commission is beginning to review whether the expenditure of these dollars is having a sustainable impact. They are also looking into suggestions that transit be free all the time.
- It was noted that there a number of very effective ads have been appearing on T.V. relating to Global Warming.
- There was discussion about recycling – under what conditions it is successful and ways to improve its effectiveness. It was suggested that future editions of the Sustainable S.M. Co. report show the outcomes of recycling efforts.
- Encouragement was given for promoting the wide circulation of Al Gore's new movie on the environment. Copies should be provided to schools, and reward should be given to those who see it (such as free transit passes).

- Consideration should be given to the fuel and energy costs associated with food items that come from long distances away. Encouragement should be given to buying locally grown food commodities. Grocers should be encouraged to identify the source of the produce they sell.
- It was noted that most San Mateo County jurisdictions are doing well with their recycling efforts. In some areas however, there are no weekly pick-ups of recyclables, there are language problems, and not enough attention is given to the waste produced from construction and demolition.
- Apartment buildings present additional challenges to recycling.
  - Turnover of the residents.
  - Language issues.
  - Limited space to store recyclables.
- The Town of Portola Valley has implemented a one-container system for recycling. The residents do not sort waste. It is all placed in a single container and sorted at the waste facility. This does not produce the same high quality of recyclables and much of the waste is composted. The use of this system is limited because only a few facilities are available for this type of recycling.
- It would be useful if a spreadsheet were developed that shows the pros and cons of sorting versus not sorting (single-stream).
- Another important strategy that must be promoted is to limit the amount of waste created. Consumers can help by demanding and purchasing items that are not subjected to excessive packaging and wrapping.

**4. Review of potential candidate projects for the Corridor Mobility Improvement Account (CMIA) component of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.**

Sandy Wong provided the following presentation:

- If the voters approve the transportation bond in November 2006, the California Transportation Commission must develop program guidelines by December, nominations for projects must be submitted in January, and projects must be under construction by 2012.
- Of the $4.5 billion that would be available for corridor mobility projects, $1.8 billion (20%) will be available for Northern California projects selected through an open competition process.
- Due to these extremely ambitious timeframes, it is important to start lining up projects that may be potential candidates for funding.
- Even though the guidelines have not been developed, it is expected that congestion relief and project readiness will be very important criteria.
- Most of the projects on the list provided to CMAQ for consideration already have some of the scooping and environmental review completed.
- The first two projects on the list (Route 101 Auxiliary Lanes from Marsh Road to Embarcadero and then continuing south to Route 85) will likely be combined into one project if the Valley Transportation Authority agrees to join C/CAG and the San Mateo County Transportation Authority as an additional cosponsor.

Comments from the CMAQ included:

- The identification of "congestion hot spots" was based on work done as part of the reauthorization of the Measure A Program, the Countywide Transportation Plan, and the analysis of potential solutions to the traffic problems associated with the connection of the Dumbarton Bridge to the north and south employment centers along Route 101.
- The San Mateo County Transportation Authority is in the process of updating its Strategic Plan. The C/CAG Travel Forecasting Model is being used to test the impacts of the various improvement projects that are in the current Measure and proposed for the reauthorized Measure. Cities that submitted projects for the Measure need to update their fact sheets on these projects.

- The list of projects that C/CAG Staff is presenting for the Bond is not prioritized. After the policies and rules for the funds are determined, the list will be revised so that the most competitive projects have the highest priority. This information will be brought back to CMAQ and C/CAG before it is submitted to the California Transportation Commission.
- The Route 92 Truck Climbing Lanes Project should have a better project description to show that it helps to support trucking related to the farming industry on the Coastside.
- The list of projects should clearly state that it is a "Potential" list of projects that is not listed in any "priority order." This will help to allay any false impressions about the list.

## 5. Update on C/CAG's role in the Regional Housing Needs Allocation Process (RHNA).

Mark Duino provided the following report:

- Every seven years the cities and counties must provide a plan on how they will meet certain housing production targets (also known as RHNA). That cycle is starting at this time.
- The State of California establishes targets for each of the regions in the State. The regional planning agencies (ABAG for the Bay Area) receive a number that they must then allocate to the cities and counties in their regions.
- Recent changes in the law now allow cities and counties to create subregions for the purpose of developing a methodology and approving allocations to each of the members of the subregion. C/CAG has explored the possibility of creating a subregion composed of its member jurisdictions.
- In order to continue with the process of creating a subregion, the jurisdictions willing to create the subregion must by August 31, 2006, each adopt a resolution in support of this effort. To date 16 cities representing 62% of the population in San Mateo County have adopted resolutions.
- C/CAG is the only group in the Bay Area that is pursuing the creation of a subregion at this time.
- If the subregion is formed, the body must by December 2006, develop a methodology for the allocation of the housing production targets among its members.

Comments by the CMAQ members and responses to questions included:

- There was discussion about the chart distributed by ABAG that gives a grade to jurisdictions on how they have succeeded in reaching their housing targets. It was noted that the numbers and the grades do not appear to be justified. Although San Mateo County is often cited as a leader in finding innovative ways to achieve these goals (for example its Transit Oriented Development program), it received a grade of "F." This chart is an example of statistics that have been skewed to the point that they are meaningless. There are a number of examples where a jurisdiction has receive an A or A+ and the number of units constructed are minimal or none. The chart also does not recognize the fact that much of the land in San Mateo County is preserved as green space and cannot be built on.
- The system established by the State for allocation of housing targets is all "demand" driven and gives no consideration to the "supply" side of the equation.
- The proposed role for C/CAG in this RHNA process will be one of facilitation. This will not be a process that empowers a majority of jurisdictions to impose requirements on a minority of jurisdictions.
- By December 2006 the subregion must determine the decision making process it will employ and the methodology that will be used to allocate the housing targets. Some of the issues that will need to be determined is whether trades will be permitted, under what circumstances, and what types of trades will be allowed including the items to be traded. Due to the tight time frame, it is critical that the process be kept simple.
- Although there is not strict enforcement of the targets by the State, it is the law and the collective number for the jurisdictions in the County must equal the Countywide total allocated by ABAG. If it does not, the State will reject the Housing Elements for the local jurisdictions in the County.

## 6. Member comments and announcements.

- None

## 7. Adjournment and establishment of next meeting date for August 28, 2006.

The next regular meeting will be on August 28, 2006. At 4:27 p.m., the meeting was adjourned.

# Sustainable San Mateo County

www.sustainablesanmateo.org

## Sustainable San Mateo County

- Non-partisan, volunteer-based, 501(c)(3)
- Mission: Cultivate an economically vital, environmentally healthy, and socially equitable region.

## What is Sustainability?

- Living sustainably means that we meet today's needs without compromising the ability of future generations to meet their needs.
- Triple bottom line: economic vitality, environmental health, and social equity

## SSMC "Indicators Report"

- Includes measures of the economic, social, and environmental health of our community.
- Evaluates data over time and compared to other locales.

## 10th Anniversary Edition

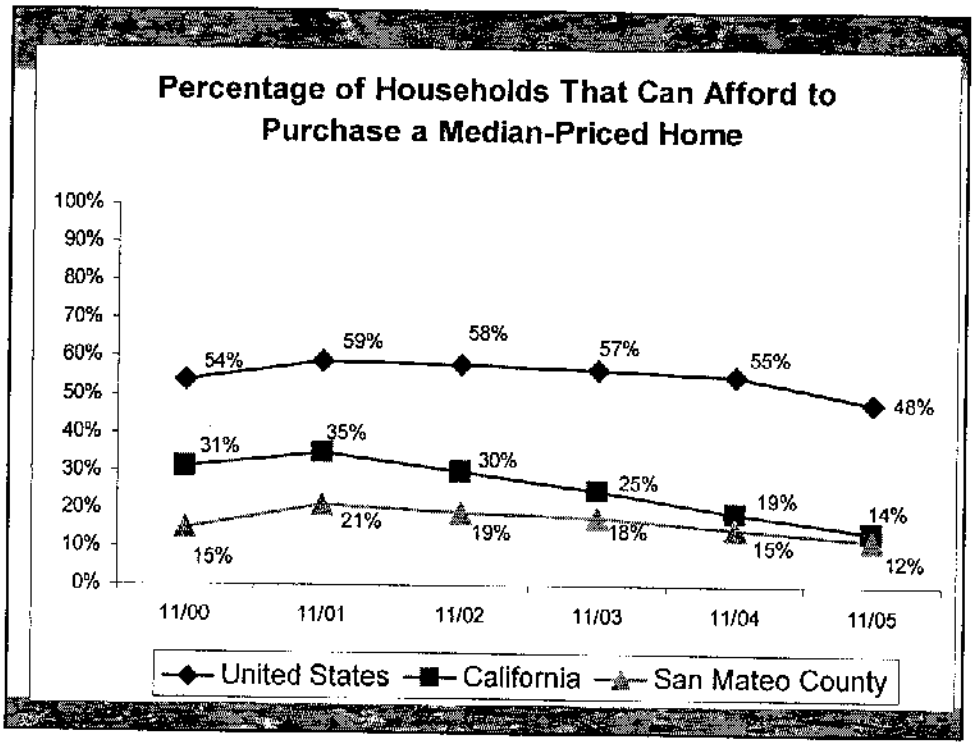
- Sustainability reports from each of the cities and the County.
- 10-year trend data
- Executive summary

## Key Issues

- Housing
- Energy Use/Carbon Emissions
- Transportation
- Air Quality
- Crime
- Children's Health
- Education

# Housing: Why is this Important?

- Lack of affordable housing limits who can live here
- Difficult for employers to recruit talent
- Contributes to traffic congestion – people commute from far away
- We want first responders to live close by



## Housing: Challenges

- Median-priced home: $855,000
  - up from $755,000
- Only 12% of households can afford a median-priced home
- Need income of $174,997
  - up 13% from last year
  - up 137% over 10 years

## Housing: Challenges

- Median family income: $95,000
- Income of $111,000 needed to afford median-priced condo
- During 1999-2003 only produced 37% of needed affordable units

## Housing Affordability: Good News

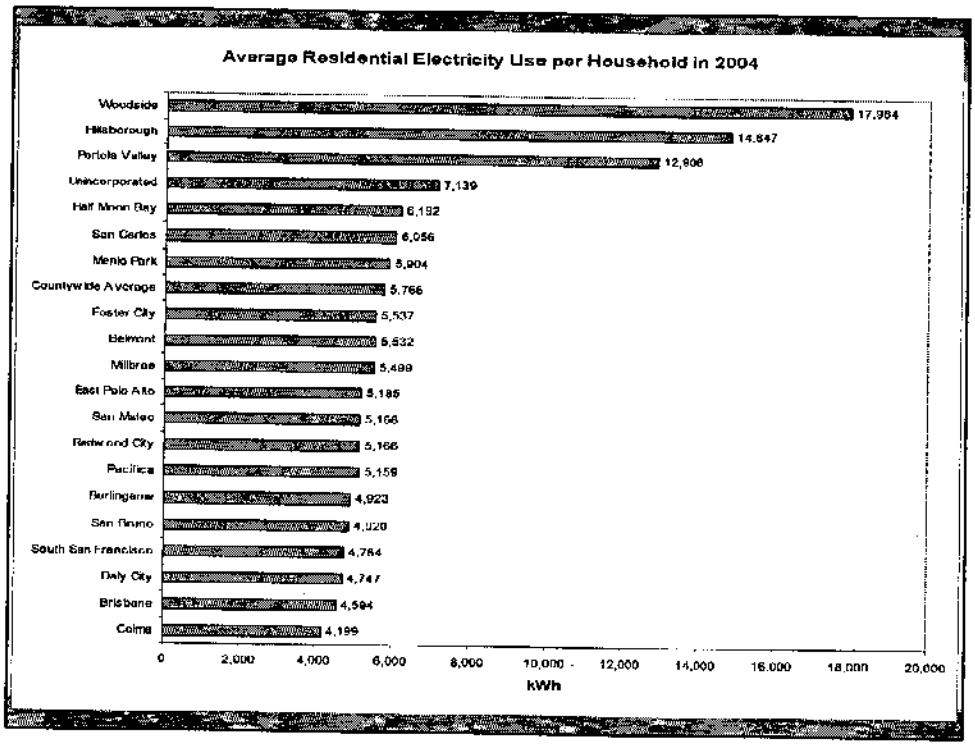
- Colma met affordable goal
- Millbrae almost met goal

## City Efforts: Housing

- Foster City, Colma, and S.S.F. require 20% affordable housing in new developments
- Belmont and Brisbane offer home buyer assistance programs
- Hillsborough encourages residential second units

# Energy Use / Carbon Emissions

- Burning fossil fuels releases harmful emissions into the atmosphere
- Emissions change the chemistry of the atmosphere, lead to climate change
- 60-80% reduction in carbon emissions by 2050 is needed to stabilize the climate



## Energy Use: Challenges

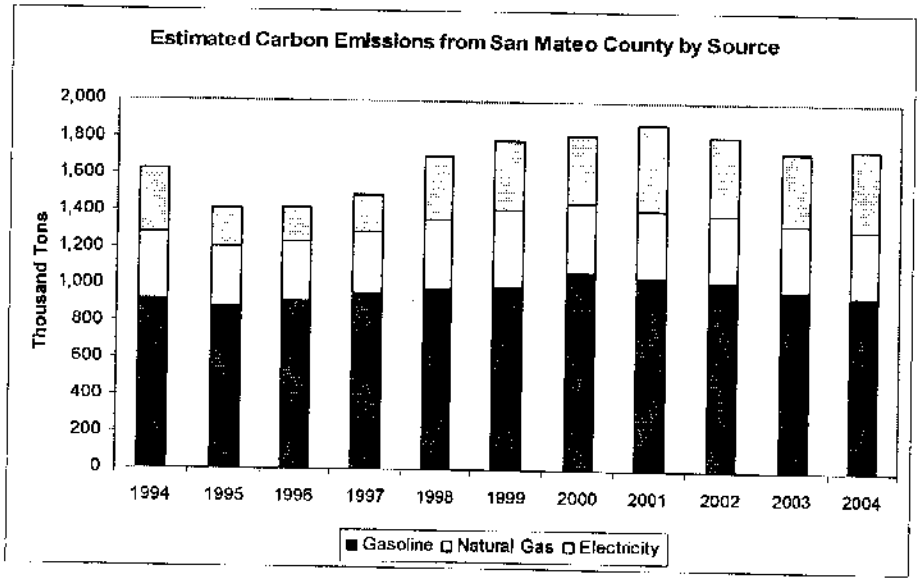
- Affluent communities consume up to 4 times more energy per household than other cities
- Electricity use up 24% over last 10 years
- Renewable energy use a tiny fraction

## Energy Use: Good News

- Solar energy use up 95x since 1998
- PUC Solar Initiative will allocate $2.9 billion for rebates and tax credits
- Green building is catching on
- New technologies allow more conservation

# Carbon Emissions: Challenges

- Carbon emissions up 8% since 1994
- Transportation sector accounts for 54% of carbon emissions in county



## Carbon Emissions: Good News

- Sustainable Silicon Valley (SSV) is engaging local organizations to reduce emissions
- www.sustainablesiliconvalley.org

## City Efforts: Carbon Emissions

- County will reduce 10% by 2010
- Menlo Park is considering a hydrogen fueling station
- Foster City, San Mateo, Redwood City, and the County all purchase hybrid vehicles

## City Efforts: Energy Use

- Millbrae is upgrading its wastewater treatment plant with a cogeneration system that uses kitchen grease as a fuel source
- San Carlos has solar at its corporation yard and saves $15,000/year
- Portola Valley charges $50 for solar system permits, San Carlos charges $0

## City Efforts: Energy Use

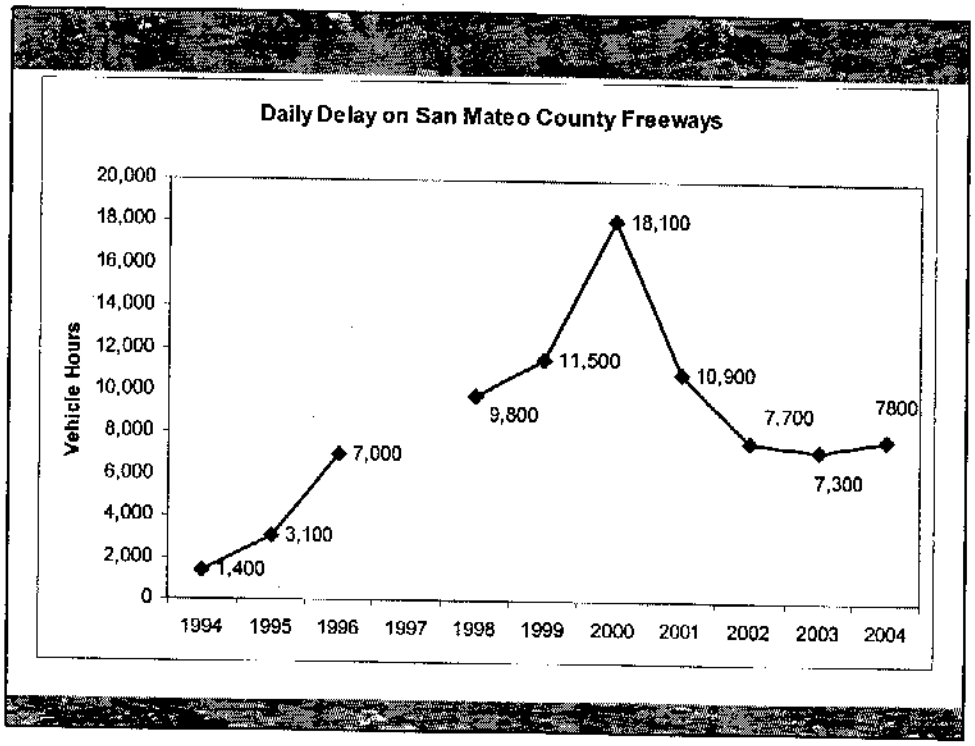
- Pacifica is designing a biodiesel production plant that will generate 200,000 gallons a year from waste restaurant oil
- Pacifica is constructing 2 photovoltaic power generation systems that will generate 450kw each year

## City Efforts: Green Building

- County has a sustainable building policy
- San Mateo required 30 "green" units of housing for Bay Meadows
- San Mateo's new police station and main library will be LEED certified (silver)
- Brisbane is working on a green building ordinance for new construction

## Transportation: Why Important?

- Congestion results in lost productivity, less time with families, and wasted fuel
- Vehicles pollute air and water
- Major contributor to carbon emissions




# Transportation: Challenges

- Daily traffic delay rose 7%
- Daily traffic delay up 557% over last 10 years
- 70% of commuters drive alone
- Carpooling decreased 5% to 13%

## Transportation: Good News

- Transit ridership increased 3% to 12%
- "Baby Bullet" train ridership up 20%
- Transit-oriented development
- "Grand Boulevard Initiative"

## City Efforts: Transportation

- Burlingame, S.S.F., RWC, and San Mateo are promoting transit-oriented development
- Burlingame is enhancing several pedestrian crossings
- S.S.F. is working to develop ferry service at Oyster Point Marina
- Menlo Park, Brisbane, Foster City, Burlingame all sponsor shuttle programs

## Air Quality: Why Important?

- Harms the environment
- Serious health effects:
  - Asthma
  - Permanent lung damage

## Air Quality: Good News

- Peninsula enjoys relatively clean air
- Prevailing winds carry pollution elsewhere

## Air Quality: Challenges

- American Lung Association gave SM Co. a "D" for short-term particle pollution
- Asthma rates up 75% in 20 years
- Cars and light trucks account for over half of our air pollution

## Air Quality: City Efforts

- East Palo Alto and County have formed an Asthma Task Force
- San Bruno retrofitting diesel waste collection trucks to:
  - Reduce particulates by 85%
  - Reduce nitrogen oxide by 25%

## Children's Health: Why Important

- Children who are overweight are at risk of developing:
  - high blood pressure
  - high cholesterol
  - asthma
  - Type 2 diabetes

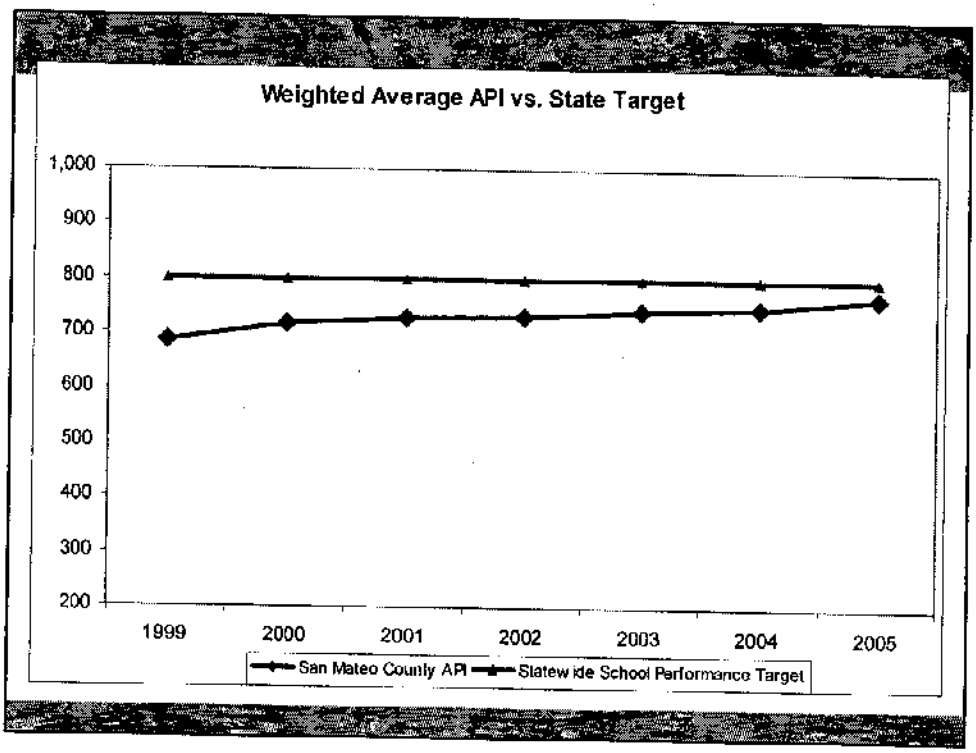
## Children's Health: Challenges

- 25% of public school students in grades 5, 7, and 9 are overweight or obese
- Only 25% of 9th grade students passed the state fitness standards

## Children's Health: Good News

- 66% increase in children enrolled in Medi-Cal, Healthy Families, and Healthy Kids (due to Children's Health Initiative)

## Education: Why Important?




# Education: Good News

- Average API score up 12% over the past 6 years
- 42% of schools had API of 800 or higher
- In all measures, SM Co students perform better than state average

## Education: Challenges

- Per pupil spending differs widely between cities/districts
- Arts education continues to suffer
- >20% of students an ESL learner
- ESL learners have significantly lower rates of passing the CA High School Exit Exam

## Trends Away From Sustainability

- More than 1/3 of residents earn less than self-sufficiency level
- 80% of pollution entering the Bay is from stormwater runoff (auto maintenance, construction, waste dumping, and pest control)
- Child care costs are high and getting higher

## Trends Towards Sustainability

- Jobs are well diversified
- Unemployment is lower: 4.3% in 2005
- Use of fuel-efficient vehicles is growing
- Landfill waste is down 19% since 2000

## Conclusions

- Indicators Report shows positive change, but numerous concerns
- Continue to invest in sustainable projects
- Many opportunities for positive change
- YOU can make a difference

## Sustainability Awards

- Honor businesses, community groups, individuals, and government programs
- Nomination Deadline: *November 2006*
- Self-nominations are encouraged!

## Thank You

- Brisbane
- Burlingame
- Colma
- Half Moon Bay
- Menlo Park
- Portola Valley
- San Mateo
- San Carlos
- San Mateo County

www.sustainablesanmateo.org

# CMEQ AGENDA REPORT

**Date:** August 28, 2006

**To:** Congestion Management and Environmental Quality Committee

**From:** Utilities and Sustainability Task Force

**Subject:** Development of an Energy Strategy for San Mateo County Workplan

(For further information contact Jill Boone at 650 599-1433)

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**RECOMMENDATION**

That the Congestion Management and Environmental Quality (CMEQ) Committee:

Approve the attached workplan.

**FISCAL IMPACT**

None anticipated.

**SOURCE OF FUNDS**

Not applicable.

**BACKGROUND/DISCUSSION**

In April, 2006, CMEQ agreed to recommend to C/CAG that an ad hoc committee be formed as follows:

1. Authorize an ad hoc Utilities Working Group, which will report to CMEQ, to consider the future energy and other utility needs of San Mateo County and make recommendations to CMEQ.
2. Approve the initial committee members and authorize the committee to make replacements and additions as necessary.
3. Request the development of a draft Energy Strategy for San Mateo County to be taken to CMEQ for discussion and recommendations.

These recommendations were approved at the May 2006 C/CAG meeting.

The committee named itself the Utilities & Sustainability Task Force (USTF) and has

developed a workplan to complete a draft Energy Strategy. The workplan describes the focus and approach to establishing an energy strategy and is attached for CMEQ's comments and/or approval.

The roster of the committee is also attached for your information.

The San Mateo County Energy Snapshot and the San Mateo County Energy-Water Snapshot , which were prepared for the USTF, are available for downloading at http://www.ccag.ca.gov/ustf.html.

**ATTACHMENTS**

- USTF Workplan for developing an Energy Strategy for San Mateo County
- Current Committee Roster

## SAN MATEO COUNTY UTILITIES & SUSTAINABILITY TASK FORCE (USTF)

### PURPOSE

USTF was convened by the Congestion Management Environmental Committee (CMEQ) to develop an Energy Strategy and to consider other utility related issues such as water conservation and cable issues, if referred or approved by CMEQ. As a subcommittee of CMEQ, the primary emphasis is on environmental issues relating to utilities.

### LINE OF REPORTING

USTF is an ad hoc subcommittee of CMEQ (formerly called CMAQ). USTF studies and discusses issues and makes recommendations to CMEQ, which then advises C/CAG. C/CAG can then make recommendations to the cities.

### MEMBERSHIP

Membership in USTF consists of 6 elected officials and one representative from each of the following: large business, small businesses, environmental nonprofit, energy expertise, water utilities and energy utility. The committee is staffed by C/CAG and/or San Mateo County employees. Meetings are open to the public and interested people are encouraged to attend and participate. (See Committee Roster)

### MEETING TIME AND LOCATION

Meetings are on the third Thursday of each month, from 3 – 5 pm. Meetings are held at 155 Bovet Road, San Mateo, in the first floor conference room provided by BAWSCA.

### DURATION OF EXISTENCE

The committee will complete the Energy Strategy for San Mateo County and will continue with other utility issues as requested or approved by CMEQ.

# ENERGY STRATEGY FOR 2026 WORK PLAN

**Purpose (as requested by CMEQ)**
To consider the future energy needs of the county and to identify and recommend solutions that will address these needs in an environmentally, socially and fiscally responsible manner. (Energy includes electricity and natural gas and water as it affects energy use but not transportation fuels, which are already addressed by CMEQ with transportation issues).

**Objectives (Desired Outcomes)**
The strategy will ensure that:

- Energy is consistently available and affordable for all residential, commercial and industrial users in San Mateo County.
- Energy will be consistently available and affordable for future generations of San Mateo residents and businesses.
- The environmental impact of energy production is minimized to the greatest extent possible.
- Local officials are involved in PG&E's planning process regarding local production, transmission and distribution of energy, for both centralized and distributed generation.
- Policy makers and the public understand the impact of their actions, make wise energy choices and utilizing existing and future programs.
- The linkage between water and energy use is understood and recognized.
- San Mateo County is a leader in providing solutions for energy efficiency and greenhouse gas reduction.

**Guiding Principles**

These principles will guide the development of the recommendations in the Energy Strategy:

- San Mateo County communities will, to the greatest extent feasible, establish standards that are consistent within the county and across the Bay Area, and by sharing programs and educational materials. Applicable actions from the California Energy Action Plan will be included in the local strategy.
- Leverage all existing and future federal, state, regional and public purpose (such as PG&E-administered) programs to the greatest extent feasible.
- Government agencies should lead by example in reducing energy and water usage, enforcing regulations and educating citizens about energy issues.
- The City/County of San Francisco's energy use is inseparably linked to San Mateo County's use; therefore, future strategies must be collaborative and consider the needs of both Counties.
- The process for developing the plan and recommendations is transparent and open.
- Quick and visible wins are important for building credibility and commitment; if solutions that are easy to implement are identified during the process, these can be recommended to CMEQ prior to the full report.
- Policies and programs should be designed to meet long-term goals.
- As set forth in the California State Energy Action Plan II, conservation, efficiency, and demand management are the preferred ways to reduce energy use. Should new generation or infrastructure be required, it will be done in with the least possible environmental impact.
- Energy solutions will be pursued that support economic development and offer new job opportunities.
- Future land-use planning and development will include responsible energy decisions.
- Public education and awareness programs promote responsible energy and other resources use by the public.
- Recommendations take into account environmental justice impacts.
- Decisions will not increase greenhouse gases and will preferably contribute towards significant reductions.

**Actions/Tasks**

1. **Educate Committee**

2. **Develop Strategy** (Set short-term, medium-term and long-term goals, with milestones and metrics, vision, etc.)

3. **Present to CMEQ, CCAG and City Councils**

4. **Identify potential programs/policies or actions**

5. **Prioritize Options & Allocate Resources**

6. **Identify Entity Responsible for Overall Strategy & Plan**

7. **Draft Energy Strategy Report**

8. **Provide for Public Outreach and Comments**

9. **Refine and Finalize Strategy**

10. **Develop detailed implementation plan**

11. **Implement Action Plan**

12. **Measure, Monitor and Report Results**

13. **Update Strategy and Plan (5 or 10 years)**

**UTILITIES WORKING GROUP**
**List of Members**
June 2006

| Name | Agency | Representing |
|---|---|---|
| Bill Dickenson | Belmont | Elected Officials |
| Deborah Gordon | Woodside | Elected Officials |
| Jerry Hill | County Board of Supervisors | Elected Officials |
| Terry Nagel | Burlingame | Elected Officials |
| Barbara Pierce | Redwood City | Elected Officials |
| Sepi Richardson | Brisbane | Elected Officials |
| Bruce Chamberlain | Energy Solutions | Energy Interests |
| Robert Cormia | Sustainable Silicon Valley | Environmental Interests |
| Mukesh Khattar | Oracle Corporation | Business Community |
| Kathy Lavezzo | PG&E | Utility |
| Mario Panoringan | Daly City–Colma Chamber of Commerce | Business Community |
| Nicole Sandkulla | Bay Area Water Supply and Conservation Agency | Water Interests |

**Staff Support**

Jill Boone
jboone@co.sanmateo.ca.us
(650) 599-1433

Gina Blus
gina.blus@gmail.com
(510) 428-0349

# C/CAG AGENDA REPORT

**Date:** August 28, 2006

**To:** Congestion Management and Environmental Quality Committee

**From:** Tom Madalena

**Subject:** REVIEW AND APPROVAL OF THE EL CAMINO REAL INCENTIVE PROGRAM PLANNING GRANT PROCESS.

(For further information please contact Tom Madalena at 650-599-1460)

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## RECOMMENDATION

That the Congestion Management and Environmental Quality Committee consider the approval of the attached El Camino Real Planning Grant Process in accordance with staff recommendation.

## FISCAL IMPACT

This initiative will provide a financial incentive of up to $50,000 for the planning document. This incentive requires a 50% local match.

## SOURCE OF FUNDS

The planning grant incentive funds will be derived from the Congestion Relief Program.

## BACKGROUND/DISCUSSION

The objective of this program is to encourage cities and the County to take a look at the El Camino Real as it runs through their jurisdiction from city line to city line. Participating in this program will enable cities to be eligible for incentive funds for transit oriented development (TOD) housing projects that are built along the El Camino Real corridor.

As part of this program cities and the County are eligible to receive up to $50,000 to complete a plan that studies El Camino Real from city line to city line. Jurisdictions that already have completed plans that meet the intent of the El Camino Real Planning Program, will be eligible to receive up to $50,000 in incentive funds for implementation in place of the planning incentive funds, since there will be no retroactive invoicing permitted. The process to obtain the funds is presented in the attached El Camino Real Incentive Program Planning Grant Process.

ATTACHMENT

- El Camino Real Incentive Program Planning Grant Process
- California Department of Transportation and City/County Association of Governments of San Mateo County Joint Principles for Improvement on El Camino Real

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*


## El Camino Real Incentive Program
## Planning Grant Process

The purpose of studying El Camino Real is to examine the potential for increased housing in the County and to improve upon the mobility and "sense of place" along the corridor. C/CAG has a vested interest in seeing that this vital County thoroughfare has capacity preserved while the roadway itself is improved upon both in terms of safety and aesthetics. As the Congestion Management Agency, C/CAG hopes to foster insightful thinking about ways that this opportunity corridor can help in the reduction of congestion through increased mixed-use densities and transit usage along the El Camino Real. Once a city has an acceptable adopted plan, the city will also be eligible to apply for the C/CAG TOD Incentive Program for high-density (40 units or more per acre) housing projects anywhere along the El Camino Real within their city.

The process for the El Camino Real incentive planning grants will be as follows:

1. There will be no formal call for applications, a jurisdiction along the El Camino Real in San Mateo County may submit a letter of intent asking for the money anytime during the grant period.
2. The end of fiscal year 07/08 (June 30, 2008) is the horizon date for the planning grant incentive, but could be reauthorized in future fiscal years.

In order to be eligible the following conditions must be met:

1. To receive up to $50,000 in planning grant incentive funds the jurisdiction must commit to study El Camino Real from city line to city line.
2. There is a 50% match requirement.
3. The money will be available as a reimbursement and will only be available after the planning document is available in draft format.
   a. Submit a draft of the plan and an invoice to receive up to $50,000.
   b. The plan and request for reimbursement must be completed by the end of fiscal year 07/08 (June 30, 2008).
4. The process used to develop the document must include consideration of the entire stretch of El Camino Real in the jurisdiction, thereby making a conscious decision to change or not to change currently designated land uses, although no changes are required.
5. The plan must cover land use, transportation, and aesthetics and potential issues along the El Camino Real.

Each jurisdiction may use their own planning processes so that the plan meets their needs. All costs that can be proven and are within the grant period are eligible and the jurisdiction must submit the plan along with invoicing to receive the incentive funds.


555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1460 FAX: 650.361.8227

Potential ways to implement a qualified planning process:

1. The jurisdiction can agree to host a planning workshop conducted by C/CAG staff. (the cost of the C/CAG staff, the C/CAG Model consultant, and related materials do not count against the funds that the jurisdiction is eligible to receive)
   a. Use of the PLACE3S Model in a workshop with the City Council, Board of Supervisors, and/or Planning Commission.
2. City/County staff conducts the planning process.
3. City/County hires consultant to conduct the planning process.
4. Jurisdictions can use any combination of 1, 2, or 3.
5. Planning process should be reviewed with C/CAG Staff to ensure that it meets the eligibility criteria.

What constitutes an acceptable plan to C/CAG to be eligible for the C/CAG grants?

1. The plan must conform to the adopted definition for El Camino Real (copy attached)
   a. The plan must look at the following:
      i. Jobs
      ii. Housing
      iii. Proximity to transit (both fixed rail and bus)
      iv. Possible densities to support transit
      v. Current land uses and status of existing uses
   b. The plan must consider pedestrian and streetscape improvements along El Camino Real where appropriate
      i. Implementation of improvements is not required.
      ii. Potentially the plan could then be used in applications for regional funds through programs such as MTC's Transportation For Livable Communities and other local programs as they become available.
   c. The plan must consider land use options that will support multi-modal opportunities along El Camino Real
      i. Improving upon pedestrian safety and increased transit usage are paramount to the improvement of the corridor.
2. Documentation for entire length being covered can come through meeting minutes or community workshops.
3. The plan must conform to the adopted transportation definition for El Camino Real.
4. The plan must look at the entire length of El Camino Real (all of the frontage of El Camino Real, the width of the corridor for the plan is up to the local jurisdiction).
5. Should consider higher density housing in corridor such that the new densities could increase the viability of transit.

For further information on the program please contact Tom Madalena.

City/County Association of Governments (C/CAG)
555 County Center, 5th Floor
Redwood City, CA 94063
Tom Madalena
Phone: 650-599-1460
Fax: 650-361-8227

Caltrans

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

## CALIFORNIA DEPARTMENT OF TRANSPORTATION (DEPARTMENT) AND CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) JOINT PRINCIPLES FOR IMPROVEMENTS ON EL CAMINO REAL

El Camino Real (ECR) in San Mateo County is a major thoroughfare that connects several downtowns/ communities in the County. El Camino Real Corridor provides an opportunity for improved community aesthetics, transit connections, mixed-use developments, and housing at various levels of densities. It is critical that the County and the cities along the El Camino Real Corridor preserve the transportation role of this important transportation corridor while they define its unique character within their community. The practices of context sensitivity as discussed in Caltrans policy and guidelines will be used in the application of design standards and project features along the Corridor. Any changes (land-use or transportation) that impacts El Camino Real should actively involve C/CAG and Caltrans through Context Sensitive Solutions as early in the process as possible.

Transportation

Mobility - Seek to optimize mobility on El Camino Real as a thoroughfare connecting communities from County line to County line. This includes mobility for multiple modes of transportation such as public transit, private and commercial vehicles, bicycles and pedestrians.

Through Capacity - Preserve the through capacity on El Camino Real to:

a- Allow for future traffic increase due to population growth and increased housing densities.
b- Allow for potential enhancements for Express Bus or Bus Rapid Transit including the capability of a possible dedicated bus lane. No land use or transportation project should reduce or eliminate a segment of El Camino Real from the potential for a dedicated bus lane.
c- Facilitate Incident Management.

This means as a minimum:
a- No elimination of through lanes.
b- Must retain the current through lane footprint for transportation purposes only.
c- Other actions that reduce capacity on El Camino Real must be evaluated under the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

This will enable the incremental development of El Camino Real to be consistent with and to not preclude the potential development of a long-term vision that may include housing and enhanced transit service in the El Camino Real Corridor.

Turning Capacity - Flexible. This will be primarily determined by operating characteristics and safety considerations on a location specific basis. Caltrans will work cooperatively with local cities and County. Changes must be evaluated using the C/CAG adopted traffic impact policies for the Congestion Management network. Changes found to have significant unmitigated traffic impacts under that policy will not be permitted.

Conversion of an existing third through lane to a left turning lane on a temporary or short term basis may be considered, provided that it is absolutely not possible to accommodate a turning lane through the use of other alternatives. The alternatives that must be used first to create the turning lane include the usage of available median space, reduction of lane widths, removal of parking, project mitigation (dedication of land), purchase of land, usage of other amenities, etc. Any proposed turning lane must retain the geometry and footprint of the through lane. A minimum of two through lanes in each direction of travel on El Camino Real must be preserved. If a proposed development causes the turning traffic to increase thereby causing a need for a turning lane the development should address and pay for the mitigation of this turning lane including consideration of prohibiting left turns. C/CAG and Caltrans must approve the conversion of the through lane to provide a left turn lane.

The sponsor must provide the traffic analysis that is acceptable to C/CAG and Caltrans or provide the funds for the study that will be managed by C/CAG and Caltrans. The analysis must show a significant benefit to the overall traffic flow at the intersection before the conversion of the through lane will be considered. A lane conversion may be revoked by C/CAG and Caltrans in the future in the event of increased through traffic demand or the establishment of a dedicated Bus Lane.

Transit - Fully consider development of Express Bus or Bus Rapid Transit including the possibility of a dedicated bus lane to increase the person throughput. Encourage transit ridership through easy and attractive pedestrian connection between the downtown centers and Caltrain/ BART stations through design, aesthetics, and special crosswalk treatments.

Land Use

El Camino Real is an opportunity for housing and mixed-use (with housing) developments especially in areas where there is easy access to transit (bus and rail). The needs of existing businesses and other uses along the Corridor must be fully considered as planning and development decisions take place. While there are many opportunities for redevelopment, it is recognized that ECR may still provide an appropriate location for many of the older, established, less attractive, though necessary uses.

Caltrans Flexibility

Caltrans will provide reasonable flexibility in the design standards as long as the basic transportation principles in this policy and safety are maintained. The practices of context sensitivity as discussed in Department policy and guidelines will be used in the application of design standards and project features along the Corridor. This includes consideration of safety, operational efficiencies and surrounding environment as well as community's vision and interests. Early consultation concerning the application

of Context Sensitive Solutions and regular public involvement will be the backbone of developing solutions that fit within the context of the environment.

Congestion Management Plan

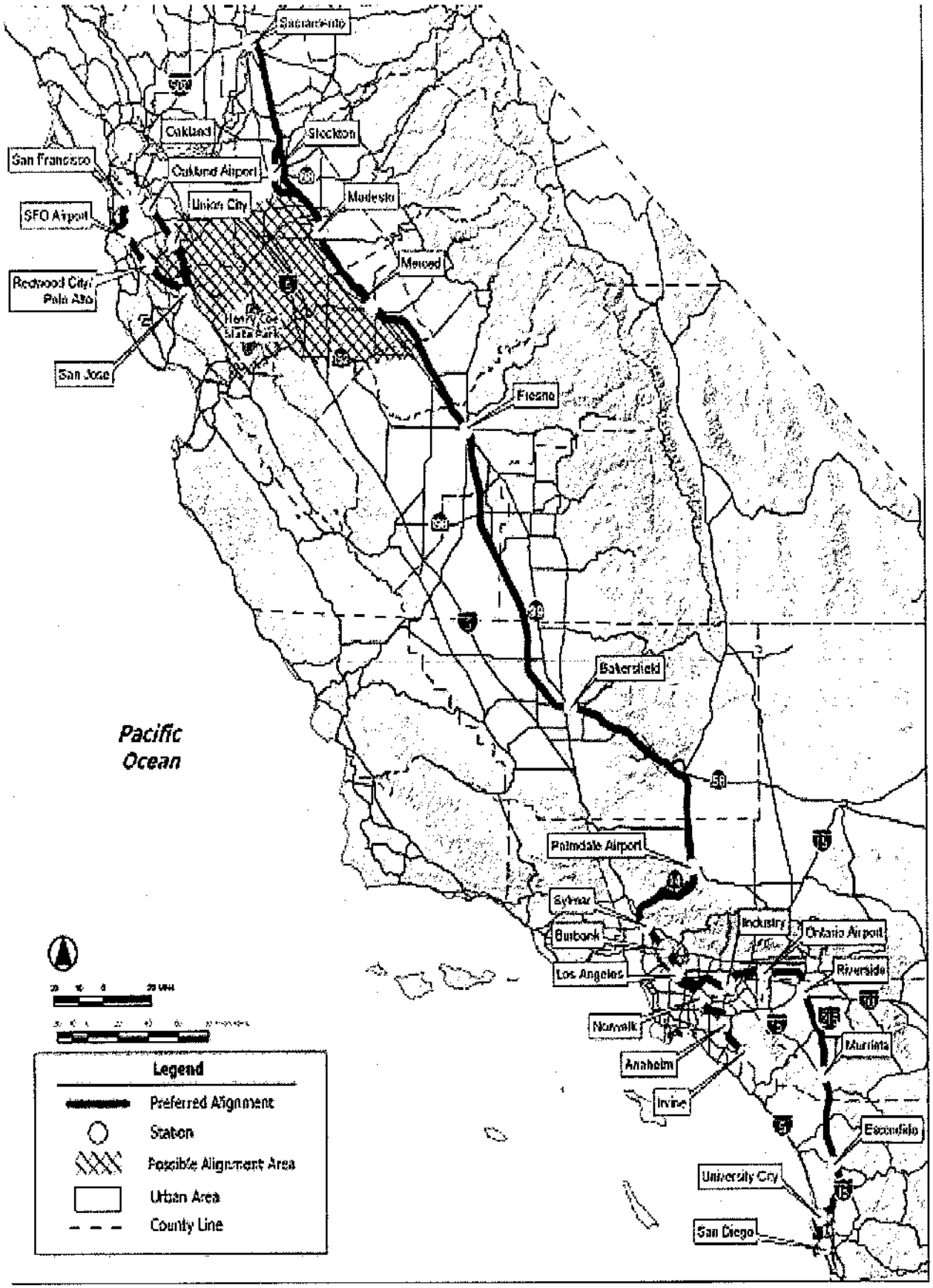
These principles will be incorporated into the San Mateo County Congestion Management Program and as such will be a conformity issue.

Richard S. Napier
C/CAG Executive Director

5/26/06
Date

Bijan Sartipi
Caltrans Director District IV

5/26/06.
Date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