

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

**MINUTES
MEETING OF JANUARY 27, 2003**

At 3:02 p.m. Chairman Marland Townsend in Conference Room C of San Mateo City Hall, called the meeting to order.

Members Attending: Duane Bay, Jim Bigelow, Richard Claire, Tom Davids, Mary Janney, Linda Larson, Arthur Lloyd, Irene O'Connell, Lennie Roberts, Toni Stein, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Geoff Kline(C/CAG Staff - County Public Works), Richard Napier (C/CAG Executive Director), Christine Maley-Grubl (Alliance), Richard Cook (SamTrans), Sylvia Gregory (Bay Rail Alliance), Christine Leslie (Peninsula Policy Partnership), and Pat Dixon (Transportation Authority Citizens Advisory Committee).

1. Public comment on items not on the agenda.

None.

CONSENT AGENDA

2. Minutes of September 30, 2002 meeting.

The minutes were corrected to note that the name of CMAQ Member Arthur Lloyd as the recipient of the Amtrak President's Award was omitted.

3. Update on legislation.

Motion: To approve the items on the Consent Agenda and minutes as corrected. Bigelow/Bay, unanimous.

REGULAR AGENDA

4. Recommendations for a scope of work for a ramp metering study.

- Staff reported that the Technical Advisory Committee approved the scope with the condition that a revised schedule and a budget by task is included. These items have been developed by the contractor and were distributed at the CMAQ meeting. Staff was requested by CMAQ to ensure that part of the project will include providing presentations to city councils on the initial outcomes of the study.

Motion: To approve the ramp metering scope of work with the addition of the revised schedule and budget by task. Bigelow/Janney, unanimous.

5. Transit Oriented Development criteria for employment centers.

The following was the discussion on this item:

- Staff noted that the program should be to reward innovation and not to just pay for the status quo. This is the reason that requesting some sort of parking concession program is important. The program is 100% voluntary and is not a requirement for approval of a development, only to qualify for incentive payments. Without the parking component, there would be no real requirement to get the incentive funds.
- It was noted that the Stanford program listed on the attachment is no longer providing the ECHO Passes. They now provide a direct subsidy.
- It was questioned whether the \$3 million set aside for this program could better be used for other programs. Staff responded that if this program were canceled, the funding would likely be used for other incentive programs. The funding will expire in June 2007 and could possibly be extended.
- This program will not impede development. It is 100% voluntary on the part of the local jurisdiction.
- Staff was requested to identify the methodology by which the incentives will be allocated. It is likely that it will be based on the total square footage of the project divided by 20,000ft². This amount will then be used to compare with other eligible projects and determine a proportion of the total funds available.
- It was questioned how this program will create a nexus by creating job intensive development near transit.
- It was suggested that a program be developed to encourage small businesses that rely on time-limited on street parking, to use transit.
- The Santa Clara Valley Manufacturers Group does not support parking restrictions as a policy. They do support the other aspects of this program.
- It is difficult to measure the effectiveness of the Transit Oriented Development program for housing; however with the program for jobs, the employers will track the usage by their workers.
- This program is only for new development.
- Not all communities have adopted reduced parking requirements in the transit corridor.
- It was suggested that requests for the incentive funds be accepted until 2005. If there are no requests, then the money should be reprogrammed.
- It was noted that it is at the discretion of the local jurisdiction whether to share any of the incentive funds with the developer. In order to make the program successful it must be financially worthwhile to the developer.
- The City of San Bruno was able to get the GAP to do a transportation demand management program without providing an incentive. Consideration should be given to having some nominal charge (such as \$1 per month) for parking to determine if the program will be effective.

Motion: To approve the program and request applications for the incentive funds until 2005. At that point the program should be reevaluated. Larson/O'Connell, motion passed with 7 ayes and 2 nos (Bigelow, Davidson).

6. Update on the process for developing projects to include in the reauthorization of Measure A.

A list of potential projects needs to be developed by March 31, 2003 in order to be included in a ballot measure for the 2004 election. The groups working on this ballot measure include all 20 cities, the County, SamTrans, the Joint Powers Board, the Transportation Authority, and C/CAG. The Technical Advisory Committee for C/CAG is soliciting all of these groups plus CalTrans for project nominations. The Transportation Authority will be contracting with a consulting firm to develop an information gathering and distribution campaign. There will be a separate non-governmental group created to do an actual campaign to promote passage of a measure. It was recommended that a second legal opinion be sought on whether certain groups and funds can be used for a campaign.

7. Sacramento budget implications.

It appears that projects that are already under contract will not be impacted by the budget deficit of the State. The Route 101 (Ralston Avenue to Marsh Road) auxiliary lane project is already under contract. The Ralston Avenue/Route 101 interchange project is not yet under contract and all of the funding for this project has not yet been secured. This project could be in danger of losing the State funding.

8. Adjournment.

At 4:08 p.m. the meeting was adjourned.