

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

**MINUTES  
MEETING OF FEBRUARY 24, 2003**

At 3:03 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, Sue Lempert, Arthur Lloyd, Irene O'Connell, Lennie Roberts, Ira Ruskin, Adrienne Tissier, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Geoff Kline(C/CAG Staff - County Public Works), Daniel Zurfluh (Alliance), Richard Cook and Corinne Goodrich (SamTrans), Sylvia Gregory (Bay Rail Alliance), Christine Leslie (Peninsula Policy Partnership), Pat Dixon (Transportation Authority Citizens Advisory Committee), Marc Roddin (Metropolitan Transportation Commission).

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

None.

**CONSENT AGENDA**

**2. Minutes of September 30, 2002 meeting.**

The minutes were corrected to show that Lennie Roberts did not attend the meeting and to correct the spelling of Tom Davids name in the motion for item #5.

***Motion: To approve the Minutes on the Consent Agenda and minutes as corrected. Bigelow/Larson, unanimous.***

**REGULAR AGENDA**

**3. Update on legislation.**

Chairman Townsend reported that recent studies show that increases in the cost of gasoline can have a major deterrent effect on the use of the automobile. It also has the potential to raise a substantial amount of money for transportation improvements. An increase in the gas tax to one dollar per gallon could raise \$15 billion per year. This amount would taper off in future years as individuals reduce their driving. An increase in the tax to \$1.18 per gallon would be comparable to the levels in many other countries. This increase could raise \$18 billion per year.

***Motion: To recommend that C/CAG consider supporting an increase in the tax on gasoline to one dollar per gallon. Claire/Janney, unanimous.***

It was also suggested that C/CAG consider taking a position on AB 33, which would streamline the delivery of transportation projects. Chairman Townsend reported that the Legislative Analyst's Office review of the Governor's Budget Proposal provides an excellent summary of the budget. It clearly shows that the funding for the Transportation Congestion Relief Program

will be frozen.

**4. SamTrans Strategic Plan presentation – Market research study.**

Corinne Goodrich from SamTrans provided a power point presentation on the outcomes of a recent study of the habits and desires of transit users in San Mateo County. A copy of the presentation is available by contacting the C/CAG Offices.

**7. Process for developing projects to include in the reauthorization of Measure A.**

C/CAG staff member Geoff Kline reported that applications for potential projects to include in the reauthorization of Measure A will be requested in about a month. Project ideas will be accepted from the cities, the County, SamTrans, the Transportation Authority, the Joint Powers Board, and Caltrans. Staff is still working on determining if “state of readiness” will be a factor in the selection of projects.

**5. 2003-04 Transportation Fund for Clean Air program design recommendations.**

C/CAG staff member Walter Martone explained that the major change from last year’s program is that the Peninsula Congestion Relief Alliance is being recommended for full funding under this source of funds instead of split funding it with the Countywide Congestion Relief Plan.

***Motion: To recommend that C/CAG approve the design for the Transportation Fund for Clean Air Program as presented. Bigelow/Janney, unanimous.***

**6. Integrating transportation and land use decisions.**

C/CAG Executive Director Richard Napier reported that the Congestion Management Agencies (CMA) in the Bay Area are working on a new proposal to tie transportation and land use decision making closer together. Under this plan the CMA could take on a greater role in determining the regional housing allocation for each county. The Metropolitan Transportation Commission (MTC) would have to do more to ensure that all of the counties plans fit together into a comprehensive regional plan. A major intent of this process is to get local jurisdictions to think regionally and to consider how local decisions will affect other jurisdictions and counties. CMAQ members commented that more discussion should take place regarding the role of CMAs and MTC in reviewing land use decisions.

***Motion: To recommend that C/CAG support in concept the proposal. Additional work still needs to be done on the budget and the mechanics of how it will operate. Lempert/Larson, unanimous.***

**8. Sacramento Budget update.**

Richard Napier encouraged all jurisdictions to adopt a resolution in support of maintaining the Vehicle License Fee backfill. Copies of the resolutions should be sent to C/CAG.

**9. Adjournment.**

At 4:27 p.m. the meeting was adjourned.