

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

**MINUTES
MEETING OF JULY 28, 2003**

At 3:04 p.m. Vice-Chair Sue Lempert called the meeting to order in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Deberah Bringelson, Tom Davids, Mary Janney, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Lennie Roberts, Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Sylvia Gregory and Jim Kelly (Bay Rail Alliance), Pat Dixon (Transportation Authority Citizens Advisory Committee, Richard Napier (C/CAG Executive Director).

1. Public comment on items not on the agenda.

- None.

CONSENT AGENDA

2. Minutes of April 28, 2003 meeting.

3. Update on legislation.

Motion: To approve the items on the Consent Agenda as presented. Davids/Larson, unanimous.

REGULAR AGENDA

4. Selection of DKS Associates to prepare the San Mateo County Intelligent Transportation System (ITS) Strategic Plan.

Sandy Wong reported that proposals were received from four firms to develop this plan. A subcommittee of the Technical Advisory Committee (TAC) that included representatives from the cities, MTC, Caltrans, C/CAG, and the Transportation Authority, reviewed the applications and interviewed each of the firms. A second interview was held with the firm that ranked the highest. Although the subcommittee felt that all of the applicants were well qualified to perform the task, DKS Associates was recommended as the firm to receive the contract because of its superior presentation and the qualifications of the individual who was designated as the Project Manager. The recommendation to award the contract to DKS was unanimously approved by the full TAC at its meeting on July 17, 2003.

Motion: To approve the recommendation of the TAC to award the ITS contract to DKS

Associates. Bigelow/Lempert, unanimous.

5. Measure A reauthorization language to define local allocation expenditures.

Some of the polling and focus group outcomes being conducted for the reauthorization of Measure A, were reported at the June Technical Advisory Committee (TAC) meeting. One of the things that was noted is that the voters are asking for more specific information on how the local government share of the past and proposed Measure A funds have and will be expended. The TAC decided to develop a recommendation for more specific guidelines for future local share monies in an attempt to address this potential voter concern. These recommendations have been included with the CMAQ packet.

CMAQ members provide the following comments:

- Public opinion can change rapidly. We need to be careful not to allow the pollsters to dictate the terms of the reauthorization of Measure A.
- Under the current Measure A program there have been some challenges to the expenditures because they are so broadly described in the actual Measure.
- The wording that formulates the ballot measure will be extremely critical. The suggestions of the TAC should be considered in terms of content and not necessarily used as the actual words put into the Measure.

Motion: To approve in concept the recommendation of the TAC subject to rewording for the actual ballot measure . Bigelow/Davids, unanimous.

6. Update on the impact of the State budget crisis on local transportation funding.

Richard Napier reported:

- C/CAG has been successful in getting \$4.5 million for the Ralston/Route 101 interchange project. Part of the deal for getting this money includes having the cities involved, advance the funds for the first two years and then get reimbursed from the State.
- Currently there is a negative balance in the State Highway Account. This is hope that a loan from the State General Fund will be forthcoming so that projects that are already underway can continue. Contractors have been asked to work without funds for one to two months and get reimbursed with interest. Self-help counties (those that have approved transportation sales tax measures) have been asked to advance funds so that projects can continue, and then be reimbursed after the State has adopted a budget. There is general agreement that if projects have to be halted and then restarted, the costs will increase.
- After the State adopts a budget, there will likely be a deficit before the year runs out. The next State Transportation Improvement Program (STIP) will likely have to reprogram some projects to later years.
- The Ralston/Route 101 interchange project will not be impacted by these State budget problems.
- It will be up to the Transportation Authority whether they want to guarantee the funding for the Auxiliary Lane projects in the hope of future State reimbursement. This includes

funding for the 3rd to Millbrae Auxiliary Lane project.

- The CalTrain projects are already fully funded by the Transportation Authority and will not be impacted by the State budget problems. The one exception to this is the State's Congestion Relief Program funds for CalTrain. These monies could potentially be lost.
- The Devil's Slide tunnel project is federally funded and not impacted by the State's budget.
- There is great concern that if local agencies advance the funds with the expectation that the State will reimburse them, the State might renege on this commitment. The recent action of the State on the Vehicle License Fee is evidence that the State does not always stay true to its commitments.

7. MTC guidelines for project evaluation for Transportation 2030.

Richard Napier reported:

- MTC has requested help from the Congestion Management Agencies to develop outreach for the Regional Transportation Plan and to develop a list of projects for future implementation. Some of these projects can be nominated by the general public.
- Instead of MTC determining the projects, they would like a more open process. This will be a good opportunity to advance transportation and land use coordination.
- CMAQ Member Sue Lempert serves on the MTC and ABAG Committee to foster transportation and land use planning. There has been a suggestion that ABAG begin to require housing on transit corridors as part of its regional housing needs assessment and its land use projections.
- It was suggested that a number of items be provided to the CMAQ at a future meeting –
 - Copy of the MTC performance criteria
 - Information on Transit Oriented Development
 - Copy of the toolkit developed by the Valley Transportation Authority for promoting transportation and land use coordination.

7.a. Other items.

Deberah Bringelson reported that Samceda has begun to take a more active role in reviewing and taking positions on legislation. Walter Martone is currently representing C/CAG on a Samceda subcommittee to review legislation.

8. Adjournment.

At 4:00 p.m. the meeting was adjourned.