

2010 TAC Roster and Attendance								
Member	Agency	Jan	Mar	May	Jun	Aug	Oct	Nov
Jim Porter (Co-Chair)	San Mateo County Engineering	x			x	x	x	
Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x		x
Duncan Jones	Atherton Engineering		x	x	x	x	x	x
Randy Breault	Brisbane Engineering		x	x		x	x	x
Syed Murtuza	Burlingame Engineering	x	x	x	x		x	x
Bill Meeker	Burlingame Planning					x		x
Gene Gonzalo	Caltrans					x		
Sandy Wong	C/CAG	x	x	x	x	x		x
Robert Ovadia	Daly City Engineering	x	x	x	x	x	x	x
Tatum Mothershead	Daly City Planning	x	x		x		x	x
Ray Towne	Foster City Engineering	x	x	x		x		x
Mo Sharma	Half Moon Bay	n/a	n/a	n/a	n/a	n/a	x	x
Chip Taylor	Menlo Park Engineering	x	x	x	x		x	x
Ron Popp	Millbrae Engineering	x	x	x	x	x	x	x
Van Ocampo	Pacifica Engineering	x	x	x	x		x	x
Peter Vorametsanti	Redwood City Engineering	x	x	x	x	x		x
Klara Fabry	San Bruno Engineering	n/a	x	x	x	x	x	x
Robert Weil	San Carlos Engineering		x	x	x	x	x	x
Larry Patterson	San Mateo Engineering	x	x	x		x	x	x
Steve Monowitz	San Mateo County Planning	x						
Dennis Chuck	So. San Francisco Engineering	x	x	x	x	x	x	x
Kenneth Folan	MTC							

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**November 18, 2010  
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, November 18, 2010.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Jean Higaki – C/CAG; Richard Napier – C/CAG; Lee Taubeneck – Caltrans; Noreen Rodriguez – Caltrans; Fredrick Schermer – Caltrans; Katie Benouar – Caltrans; Paul Krupka - consultant

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

None.

**2. Issues from the last C/CAG and CMEQ meetings.**

None.

**3. Approval of the Minutes from October 21, 2010.**

Approved.

**4. Presentation on Final draft US 101 South Corridor System Management Plan (CSMP)**

Lee Taubeneck, Caltrans District 4 Deputy Director, presented the US 101 South CSMP with recommendations that focuses on the development and implementation of ITS, ramp metering, HOV/Express lanes, auxiliary lanes, interchange modifications, general purpose lanes, and non-freeway strategies. These strategies would help inform the transportation planning process as well as better programming of future planned projects. The second generation of CSMP would focus on Sustainable Communities Strategies and the 2013 RTP.

It was indicated that development of the CSMP was one of the requirement of the Pop 1B bond program. The CSMP provides a list of recommended projects with varying details and not intended to be used as a programming document, rather it would be utilized as a mechanism for prioritization and for comparisons with other corridors.

**5. Measure M - \$10 VRF Next Steps**

John Hoang indicated that Measure M passed on the Nov. 2<sup>nd</sup> elections. Five out of the 7 Bay Area counties passed their respective VRF measures. In December, the Board will be approving a resolution to authorize the DMV to begin collection of the \$10 VRF, starting May 2011. Within the next few months, an Implementation Plan, which will include details of the Countywide programs, will be developed and presented to the TAC for recommendations to be approved by the Board. Proposition 26 also passed but it was determined by C/CAG legal counsel that this proposition would not affect the implementation of the \$10 VRF.

**6. Review and recommend approval to reauthorize the San Mateo County Congestion Relief Program**

Jean Higaki presented the proposed Congestion Relief Program (CRP), which would maintain the same member assessment levels of 2007. Most of the programs and budget allocation would remain the same along with a revised “El Camino Real Planning Grants” program. This program has been revised and renamed “Linking Transportation and Land Use” program, and include the El Camino Real Planning Grants, Transportation Improvement Strategy to Reduce Green House Gases, General Climate Action Plan Activities, and Sustainable Communities Strategies (SCS) activities, linking with Housing and Transportation.

It was mentioned that figures for population and trip generations should reference the same year as much as feasible. Also, the new “Linking Transportation and Land Use” program needs to be better explained and more guidelines and examples provided.

Item approved.

**7. Recommend Support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-region for San Mateo County including the 20 cities**

Richard Napier, C/CAG Executive Director, presented the need for reformation of the RHNA sub-region, originally established to in 2006/07 to the sub-regional allocation for housing, to coordinate and support the SCS requirements per SB 375. C/CAG’s role would primarily be as a facilitator, working with the 20 cities, County, and coordinating the efforts of the Grand Blvd Initiative and County Department of Housing. The Sub-region would need to be formed by March 16, 2011.

Item approved.

**8. C/CAG Travel Demand Forecasting Model Discussion**

Sandy Wong, C/CAG Deputy Director, initiated a discussion regarding the current status of the C/CAG Travel Demand Model and it’s limitations and the need to upgrade the C/CAG Model, proposing the option of utilizing the Valley Transportation Authority (VTA) Model.

Discussions are as follows: The City of Daly City is initiating the use of Cube Voyager. The Metropolitan Transportation Commission (MTC) and San Francisco is planning to move to an activity-based model. It was mentioned that the VTA may switch to an activity-based model in about 3 to 5 years and that the cost to C/CAG for the switch (or enhancement) would be built into the annual maintenance agreement (estimated at \$25,000 per year). Typically, there would be high costs associated with validating the model for base year versus the current year. One benefit of using the VTA Model is that VTA has modelers on staff and cost may be more controlled. Different models have different costs associated with it depending on features. The VTA model is known for being robust for transit but there were questions about the traffic side. More information about the VTA Model needs to be presented to aid in the decision-making process as to whether to go with the VTA Model or consider another model. Concerns about how land use assumptions are updated was brought up. It was indicated that the VTA

Model would be ready and that not much effort would need to be made to modify for San Mateo County's use for major planning effort, including the CTP and upcoming SCS efforts.

**9. Regional Project and Funding Information**

Rich Napier, Executive Director, clarified information regarding call for projects and unused funds within the County. Unused funds from past call for projects are typically rolled over to the next cycle.

Member Weil mentioned that it would help cities if funding are made available for advanced planning efforts, especially planning for the PDAs. This might lead to more cities having projects ready when funding opportunities become available.

**10. Executive Director Report**

Richard Napier, C/CAG Executive Director, indicated that San Francisco's proposed tolling is problematic and will be addressed shortly. Napier reiterated that staff will begin working on the \$10 VRF Implementation Plan and would address the maintenance of effort proposed by the SVLG.

**11. Member Reports**

None.

End of meeting.