

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

**MINUTES
MEETING OF February 23, 2004**

At 3:05 p.m., the meeting was started by Vice Chair Sue Lempert in Conference Room C of San Mateo City Hall. There was no quorum; therefore no action items could be considered.

Members Attending: Jim Bigelow, Deborah Bringelson, Tom Davids, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Barbara Pierce, Lennie Roberts, and Toni Stein.

Staff/Guests Attending: Rich Napier (C/CAG Executive Director), Walter Martone and Geoffrey Kline (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Christine Maley-Grubl (Peninsula Congestion Relief Alliance), Richard Cook (Samtrans), Howard Goode (Transportation Authority), Sylvia Gregory (Peninsula Rail 2000), Bruce Balshone, Mintze Cheng (City of San Mateo).

1. Public comment on items not on the agenda.

- None.

CONSENT AGENDA

2. Minutes of January 26, 2004 meeting.

No action could be taken.

REGULAR AGENDA

3. Presentation on the Measure A Program.

Howard Goode of the Transportation Authority made a presentation on the Draft Measure A Reauthorization Expenditure Plan. The following is a summary of the major points and comments:

1. The public opinion polls show good support for including a BART project in the Plan.
2. The BART study proposed in the Expenditure Plan will be to look at opportunities for expanding BART service in San Mateo County.
3. Regarding the ferry project in the Plan – the Transportation Authority staff recommends that all of the money be spent for landside improvements in San Mateo County. The Water Transit Authority would like the money to be available for system wide applications.
4. The ferry system has long been considered separately from other transit services. Ferry

- funding does not fall under the auspices of MTC as other transit funding does.
5. There is a campaign mounting against Regional Measure 2 (\$1 toll increase on Bay Area bridges) because the Measure contains substantial funding for ferry services.
 6. If Regional Measure 2 fails before the voters, the San Mateo County reauthorization of Measure A may be negatively impacted.
 7. It was suggested that the strategic plan for Caltrain be shared with the BART advocates.
 8. Public opinion polling in San Mateo County shows that both Caltrain and BART are both very important to the voters.
 9. It was recommended that CMAQ members who were absent today be encouraged to submit their comments on the draft Expenditure Plan directly to C/CAG before its March 11th meeting.
 10. The project listed in the Expenditure Plan for access to the Dumbarton Bridge is just a placeholder because an extensive plan for this corridor is currently being developed. No specific project has been identified or has been contemplated at this time.
 11. It was questioned why the Sand Hill Road Synchronization project was listed as an emerging project in the Expenditure Plan. Research should be done to see if the developments that created the congestion in this location could be tapped to fund this project.
 12. It was noted that additional grade separation projects might need to be added to the Plan in order to complete the construction of the Dumbarton Rail project.
 13. It was noted that some of the money budgeted in the Plan for a BART study may need to be used to pay San Mateo County's share of the cost of upgrading the BART System.
 14. The money budgeted in the Plan for ferries should be considered as seed money. Some surveys show that the development of a comprehensive ferry network will attract new riders. It is hoped that employers will consider offering employee subsidies to use the ferries.

Additional comments:

1. It was questioned where the funding amounts came from for the transit projects.
2. Concern was expressed that the funding projections may not be adequate if the economy slows down once again.
3. There was discussion about whether the reauthorization should be for a 20 or 25-year period.
4. It was noted that the projected cost per rider for the ferry system is very expensive. Measure A money should be contingent upon it being a cost effective transit system.
5. Concern was expressed that the allocation for BART will exceed the \$24 million that has been proposed. It was noted that the Transportation Authority Board will have the ability to make changes to the adopted Expenditure Plan, but it must be done in an open meeting process.

4. Transportation Enhancements Activities (TEA) Program Process and Recommendations for 2004-05.

No discussion or action could be taken on this item due to a lack of quorum.

5. Interim Train Horn Final Rule of the Federal Railroad Administration.

CMAQ Member Tony Stein brought this item to the attention of the Committee. One of the concerns is that the encouragement to build more transit oriented developments could start putting residents of these developments in conflict with federal rules related to trains having to sound their horns at grade crossings and approaches to stations. CMAQ Member Arthur Lloyd indicated that he may have further information on this matter and would check into it for the Committee.

6. Adjournment.

At 4:15 p.m., the meeting was adjourned.