

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

**MINUTES  
MEETING OF AUGUST 30, 2004**

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

Members Attending: Duane Bay, Jim Bigelow, Linda Larson, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Rich Napier (C/CAG Executive Director), Walter Martone, Sandy Wong, and Geoffrey Kline (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Tom Madalena (C/CAG Staff – County Planning), Sylvia Gregory (Peninsula Rail 2000), and Christine Maley-Grubl (Peninsula Traffic Congestion Relief Alliance).

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

- Walter Martone announced that the Water Transit Authority will be offering free ferry rides from South San Francisco and Redwood City on selected dates in October. If any CMAQ member is interested, they can make a reservation by sending an e-mail to Walter Martone.

**CONSENT AGENDA**

**2. Minutes of July 26, 2004 meeting.**

*Motion: To approve the Minutes as presented. Bigelow/Pierce, unanimous.*

**REGULAR AGENDA**

**3. Process to integrate Federal funding with Transportation Development Act (TDA) Article 3 Funding in selection of bicycle and pedestrian projects.**

C/CAG Staff Members Geoff Kline and Sandy Wong reported the following:

- This year the Metropolitan Transportation Commission (MTC) has set aside a pot of Federal funding that will be dedicated to bicycle and pedestrian projects.
- MTC has requested that each Congestion Management Agency (CMA) solicit project applications and screen them based on criteria provided by MTC.
- MTC will determine on a regional basis, which projects are to be funded.
- C/CAG, acting as the CMA for San Mateo County, will also be soliciting bicycle and pedestrian applications for funding under State monies it has available through the

Transportation Development Act (TDA) Article 3.

- In order to coordinate both of these processes and expedite the administrative work involved, the Technical Advisory Committee (TAC) and the Bicycle and Pedestrian Advisory Committee (BPAC) are recommending that both processes be combined.
- The deadline to submit applications for the combined application process will be December 10, 2004.
- The BPAC will evaluate and make recommendations to the C/CAG Board on the applications that qualify for the TDA funds.
- The C/CAG Staff will do the screening of the applications that qualify for the Federal funds and pass on those applications that pass the screen, to MTC for evaluation.

Comments on the presentation included:

- The definition of what is a “regional road” should be clarified. Additional information will be requested from MTC on this definition.
- It was noted that the total funds available to the region (\$8 million) is the only maximum limit on the amount of funding that can be requested under the Federal program.
- It was recommended that letters of support and an endorsement from BPAC should accompany the applications for the Federal funding.
- MTC should be encouraged to use the full \$8 million in support of bicycle and pedestrian programs and not divert any of the funds to other projects.

***Motion: To approve the BPAC and TAC recommendations as presented. Bigelow/Bay, unanimous.***

#### **4. Update on the CMP Land Use Policy.**

C/CAG Staff Member Tom Madalena reported the following:

- C/CAG currently has in place a policy that requires the implementation of Trip Reduction measures as a condition of approval of land use projects that are projected to generate a net 100 or more peak hour trips.
- This policy has been in place for over two years.
- Based on input from the entities who have been active in implementing the policy, a number of changes are being proposed to provide clarification and to adjust credits based on past experience.
- This amended policy will be incorporated into the next update of the Congestion Management Program.

It was noted that the Congestion Management Program roadway network includes all State highways and only selected principal arterials.

***Motion: To approve the TAC recommendations for amendments to the land use policy as presented with the insertion of the word “selected” before principal arterials. Matsumoto/Richardson, unanimous.***

#### **5. AB 1546 – Consideration of alternative fuel vehicle demonstration project.**

C/CAG Executive Director Richard Napier reported:

- C/CAG's bill, AB 1546, to provide funding for congestion management and stormwater management programs, has passed the Legislature and is awaiting action by the Governor.
- In order to make the bill more attractive to the Governor, the C/CAG Board has adopted a Resolution indicating C/CAG's interest in pursuing alternative fuel shuttle programs, including hydrogen fuel cell technology.
- C/CAG Staff is recommending that the Resolution be further strengthened in its commitment to hydrogen fuel cell technology in support of the Governor's Executive Order to advance a hydrogen fuel cell highway in California.

***Motion: To approve the revised Resolution as presented. Richardson/Bigelow, unanimous.***

## **6. Ramp Metering Study progress report: Local streets analysis findings.**

C/CAG Staff Members Sandy Wong and Walter Martone provided the following report:

- In summary, the study shows that travel time improvements can be achieved on many segments of the roadways included in the study (all of Route 101, Route 380 from 101 to 280, and 280 from 380 to San Francisco).
- A less aggressive metering program achieves these benefits while also minimizing the impacts on local streets and roads.
- Ramp metering tends to redistribute the trips so that longer trips are taken using the freeways, while the shorter trips are taking advantage of the excess capacity on the major arterials (such as El Camino Real).
- The next step in the process will be to review the data, particularly the local street and road analysis, with individual City Public Works staff, and conduct further analysis where needed to be able to improve confidence in the study results.
- The final report and recommendations will be brought to the TAC, CMAQ, and C/CAG Board likely by the end of 2004.

## **7. Adjournment.**

At 5:00 p.m., the meeting was adjourned.