

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

**MINUTES  
MEETING OF NOVEMBER 29, 2004**

At 3:05 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, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Lennie Roberts, Toni Stein, and Chairman Marland Townsend.

Staff/Guests Attending: Walter Martone, Sandy Wong, and Geoffrey Kline (C/CAG Staff - County Public Works), Tom Madalena and Mark Duino (C/CAG Staff – County Planning), Sylvia Gregory (Peninsula Rail 2000), Richard Napier (C/CAG Executive Director), Mark Poppel (City of Daly City), James Corless (MTC), and Adam Lodge (County Public Works).

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

- None.

**CONSENT AGENDA**

**2. Minutes of September 27, 2004 meeting.**

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

**REGULAR AGENDA**

**3. Presentation on Preliminary Regional Policies and Incentives to encourage Transit Oriented Development.**

James Corless from MTC reviewed the Preliminary Regional Policies and Incentives to Encourage Transit-Oriented Development that were included in the CMAQ packet. The following are additional comments that were noted:

- The Federal Transit Administration (FTA) is also looking at ways to link transportation and land use planning.
- MTC is promoting these policies as a way to encourage transit ridership and to support the New Rail Starts Program that MTC has adopted as Resolution 3434.
- The primary performance measure for this program is to increase the number of residences and places of employment that are within one-half mile of a transit station.
- MTC anticipates having funding available to assist with the development of station area plans.

- It was noted that in past Transit-Oriented Development incentive programs, small businesses were not included. Consideration should be given to providing incentives where small businesses join together as part of a larger employment center.
- It was also pointed out that funding to maintain infrastructure at Transit-Oriented Development centers is often insufficient, especially if some of the businesses leave the site.
- Transit-Oriented Development is one tool to promote a jobs-housing balance along the transit corridors in the Bay Area.

**4. Recommendation for C/CAG participation in the development of a Countywide Geographic Information System (GIS).**

Walter Martone reported that the County of San Mateo is attempting to update the Countywide base map for use with GIS. This will include acquiring new aerial photographs of the entire County. It has been over ten years since many of these maps have been updated. Since that time there have been major innovations in technology and significant land use changes that have made the current base map out of date. Adam Lodge, Manager of the County's Public Works GIS project was available to answer questions.

- It was noted that a few jurisdictions (Foster City and Menlo Park) have already developed an advanced GIS for their community with very good resolution aerial photographs.
- It will likely be another decade before aerial maps are again updated. Therefore consideration should be given to using this opportunity to securing the best technology and highest resolution practicable for this update, instead of accepting something of lesser quality.

*Motion: To recommend that the C/CAG Board participate in the development and funding of a Countywide GIS. Stein/Lempert, unanimous.*

**5. Approval of program for the 2005/06 Transportation Fund for Clean Air (TFCA) San Mateo County Program.**

Sandy Wong reported that the recommendation of the C/CAG Staff and the Technical Advisory Committee is to continue to support the same successful programs as in the past. This will include the Countywide SamTrans Shuttle Bus Program, the Countywide Transportation Demand Management Program operated by the Peninsula Traffic Congestion Relief Alliance, and the Mid-Day Shuttle Program sponsored by the City of Menlo Park.

*Motion: To endorse the Staff and TAC recommendations for the 2005/06 TFCA program in San Mateo County. Bigelow/O'Connell, unanimous.*

**6. Review and approval of a call for projects for the 3<sup>rd</sup> cycle Transit Oriented Development Housing Incentive Program.**

Richard Napier reported that the recommendation is to continue the award-winning Transit Oriented Development Housing Incentive Program for a 3<sup>rd</sup> cycle. The guidelines for the

program are same with the added clarification of what it means to be “under construction.” Staff also considered expanding the distance a project could be from a rail station from one-third of a mile to one-half of a mile. Upon review of the results of past cycles, there were so many applications within the one-third of a mile criteria that the amount of money per bedroom had to be reduced in order to fund all of the eligible projects. Therefore staff and the TAC are recommending that we maintain the one-third of a mile criteria so that a reasonable incentive of funds per bedroom can be maintained. It was also noted that the rule for measuring the distance is from the end of the rail platform.

Comments on the recommendation included:

- BART and CalTrain are expensive transit options and generally attract more upper income clients. Staff was requested to check into whether this is still the fact.
- It was noted that many employers are now providing transit subsidies for their workers to make rail transit more affordable.
- It was recommended that the program eligibility be expanded to require that the developments include at least 10% of the units being available below market rate for moderate- and low-income individuals. Most of the projects funded in the past were located in redevelopment areas and therefore already met this added criteria.

*Motion: To recommend that C/CAG approve the 3<sup>rd</sup> cycle call for projects for the Transit Oriented Development Housing Incentive Program as recommended by Staff and the TAC, and that an additional incentive payment of \$250 per bedroom be provided to those projects that provide at least 10% of the units at below market rate for low- and moderate-income individuals. Bigelow/Roberts, passed with nine ayes, zero nos and one abstention (Bay).*

**7. Recommendation for the adoption of a \$4 increase in the vehicle registration fee for FY 05-06 to support the management of traffic congestion and storm water pollution.**

Richard Napier and Walter Martone reported that the legislation that authorizes C/CAG to increase the Vehicle Registration Fee (AB 1546) has an expiration date of January 1, 2009. In order to avoid the loss of revenues, collection of an added fee must begin on the first date authorized (July 1, 2005). The State Department of Motor Vehicles (DMV) requires at least six months to set up the administrative procedures for the collection of the fee. Therefore staff is recommending that the authorization for the increase in the fee be adopted at this time based on a preliminary budget and program of services. This way the DMV can begin work on the administration for the fee collection and complete its tasks by July 1, 2005. CMAQ and the C/CAG Board will be presented with a more detailed program and budget prior to the actual collection of the fee on July 1, 2005.

After discussion about the pros and cons of a commitment to the hydrogen fuel vehicle program, it was decided to expand the category to include other alternative fuel technologies.

*Motion: To recommend that C/CAG approve:*

1. *The adoption of a Resolution authorizing an increase of four dollars (\$4) in*

*the vehicle registration fee for vehicles registered in San Mateo County for Fiscal Year 05-06.*

2. *The adoption of the draft program plan and budget for the use of the fees with the amendment that “other alternative fuel technologies” be included as part of the \$350,000 budget.*

*O’Connell/Richardson, unanimous.*

8. **Recommendation to extend the Local Service Projects (shuttle programs) through March 31, 2005 to allow for evaluation of the program.**

Walter Martone reported that an evaluation of the Local Service Projects (shuttle programs) funded by C/CAG under the Congestion Relief Program, is expected to be completed by the end of December 2004. In order to allow sufficient time for programs to apply for continued funding without creating a gap in service, staff is recommending that the current contracts and a proportionate amount of funding be authorized through March 31, 2005.

*Motion: To endorse the Staff and TAC recommendations to continue funding the Local Service Programs through March 31, 2005. Bigelow/Pierce, unanimous.*

9. **Adjournment.**

It was decided that there were not sufficient items to warrant having a CMAQ meeting in December. Therefore the next regular meeting was scheduled for January 31, 2005. At 4:44 p.m., the meeting was adjourned.