

**PLANNING COMMITTEE  
MEETING OF MARCH 14, 2007  
MINUTES**

**ATTENDANCE**

Commissioner Spering called the Planning Committee meeting to order at 9:00 a.m. Other members in attendance were Commissioners Azumbrado, Chu, Dodd, Giacopini, Haggerty, Halsted, Worth, Yeager, and Tissier.

**CONSENT CALENDAR: a) Minutes of February 8, 2008; b) Notice of Preparation of an Environmental Impact Report for the Transportation 2035 Plan**

Commissioner Worth moved approval of the Consent Calendar, Commissioner seconded Tissier seconded. Motion passed unanimously.

**TRANSPORTATION 2035 (T2035):**

**a) Draft Vision Policy Strategies**

Ms. Ashley Nguyen briefed the committee on the Proposed Final Vision Policy Strategies. She began by describing the planning process: first step was to define the vision (Three Es & goals, performance objectives, and Vision Policy Strategies), second step was to carry the performance-based approach forward through the project/program performance assessment, and step three involves providing information from the performance assessment to help inform the trade-off discussions and development of a draft financially constrained investment plan. She then said that staff identified five important policy areas for the Transportation 2035: 1) Investments, Pricing and Affordability, Focused Growth, Technology, and Individual Actions. For each of these policy areas, Ms. Nguyen summarized a policy brief that explained where we are today, the challenges to overcome, and identified policy strategies to get to where us to where we want to be over the long-term.

Ms. Nguyen requested the Committee to provide its review comments on the Vision Policy Strategies, and to provisionally approve and refer the Vision Policy Strategies to the Commission for final action. She noted that staff is still receiving comments from Partners and Stakeholders, and that further refinements to the vision policy strategies based on those comments would be brought to the full Commission. A provisional approval allows staff to proceed with the qualitative policy assessment component of the project/program performance evaluation, and enables the Commission to revisit and make further refinements to the Vision Policy Strategies prior to adopting them as part of the Final Transportation 2035 Plan in early 2009.

Commissioner Spering stated that he would like to see more reference to Regional HOT Network in the vision statement. Ms. Nguyen replied that staff will add more direct reference.

Commissioner Worth commented on the importance of mitigating the potential impacts of the freight system expansion to local communities, and asked if there is such a statement in the draft policy strategies. Ms. Nguyen replied that staff will add that statement to the policy strategies.

Commissioner Spering called for public comment. Mr. Robert Rayburn, East Bay Bicycle Coalition, expressed his support on the pricing and focused growth as well as full funding for the bike plan, and the two Safe programs: Safe routes to transit, and Safe routes to schools. He noted that Local Streets and Roads funding does not prioritize completion of the bicycle network. Mr. David Schonbrunn, TRANSDEF, agrees with staff that open road tolling is the future, but does not think going to HOT lanes, as an interim measure may not be the optimal method. He proposed the analysis of full road congestion pricing. Mr. Sam Bejach, High Speed Metro Rail Advocates, expressed his support on mass transit.

Commissioner Tissier moved approval of the Proposed Final Vision Policy Strategies, Commissioner Worth seconded. Motion passed unanimously.

#### **b) Regional Program/Project Submittals**

Ms. Ashley Nguyen stated that MTC is proposing to submit several uncommitted regional projects/programs for consideration in the T2035 Plan. She noted that these projects/programs will be evaluated as part of the project-level performance evaluation and take part in the investment trade-off discussions together with all other project/programs that are submitted. She noted that they are being presented for information only, as candidates for evaluation. Commission approval, if any, will occur after the “trade-off” discussion that will compare these with many other proposals for T2035 investment funding.

Ms. Nguyen summarized the key highlights of the regional programs, which are: 1) Regional Bicycle Program (\$1.3 billion), 2) Lifeline Transportation Program (includes mobility management) (\$1.6 billion); 3) Transportation for Livable Communities (\$1.5 billion); 4) Freeway Performance Initiative (\$1.3 billion); 5) Transportation Climate Action Campaign (\$184 million for 5 years) which is submitted by the Air District on behalf of the four regional agencies represented on the Joint Power Committee; 6) Regional Rail Right-Of-Way Preservation (\$435 million) which is submitted by MTC on behalf of the region’s rail operators; and 7) Mean-Based Transit Fare Assistance (\$1.2 billion) which is a proposed new project recommended by MTC Advisors.

Commissioner Chu commented on the Transportation Climate Action Campaign and the regional Safe Routes to Schools, and noted that since the demand for funds is greater than what is available, why not recommend more money? Ms. Nguyen stated that MTC is learning from the experience that Caltrans has had in administering the Safe Routes to Schools program, and certainly through that program the demand is greater than the amount of funding available. She noted that staff selected \$50 million for purposes of evaluation, which can be changed to reflect either a higher number to reflect the true need or staff can do something in between.

Commissioner Yeager also commented on the Transportation Climate Action Campaign and asked if the \$184 million is just MTC dollars and how is staff going to coordinate with other agencies to see if other dollars are available for leverage. Mr. Steve Heminger, MTC Executive Director, stated that staff is not recommending any of the funding levels, they are just getting the concepts into the process so they can be evaluated. He noted that another factor to be considered is what other funding sources are already available.

Commissioner Spering called for public comment. Mr. Bob Allen, Urban Habitat, commented on the Means-Based Transit Fare Assistance Program, and encouraged staff to look at new sources

of funding - look at the CMA and county levels for creative ways to get funds to do subsidies. Ms. Lindsay Imai, Urban Habitat, commented on the Lifeline Transportation Program, and noted that she is encouraged by the size of the commitment that is being proposed. She also expressed her concern that some of the dollars that were used to fund the CBPTs in the Lifeline Program used to go directly to the operators to fund their basic operating service, and also requested staff to use the money to maximize the impact. Ms. Carli Paine, TALC, expressed her support for this program, and encouraged staff to think about the importance of trying new approaches and thinking about local streets and roads. Mr. Andy Thornley, Bay Area Bicycle Coalition, stated that outcomes from these programs will serve many policy goals, and shared some research that's been done on the effectiveness of spending per capita in various cities around the world and the overall bicycle mode-split. Mr. David Schonbrunn, TRANSDEF, stated that he is eager to see the Mean-Based Transit Fare Assistance Program go forward, and pleased to see MTC having a legislative program to seek subsidy funding from the state and federal sources. Mr. Daryl Halls, STA, stated that there needs to be two different approaches: defining regional investments with the fiscally constrained element of this plan and developing a strong transportation funding advocacy platform.

### **c) Transit Capital & Operating Needs Assessment & Local Streets & Roads Needs Assessment**

Ms. Theresa Romell presented T2035 preliminary figures for local street and road and transit operating needs and shortfalls. She stated that staff is still in the process of determining the estimates for the local bridge and state highway needs. Overall, funding shortfalls for maintenance of the existing street and road and transit system total \$44 billion in escalated dollars over the course of the plan. This represents a 100% increase over the shortfalls projected in the last RTP. She noted that the increase is primarily attributed to a change in the methodology used to estimate transit capital needs and non-pavement asset needs. She also stated that the cost of deferred maintenance over the last five years have resulted in significant increases in maintenance needs. Ms. Romell briefly summarized the needs on the street and road network, which totals \$33 billion over the next 25 years, with a shortfall of \$17 billion.

Mr. Glen Tepke summarized the transit operating and capital needs and shortfalls. He noted that these are preliminary numbers, especially on the capital side, and that staff will continue to work with the operators to refine them. He stated that on the operating side, staff is projecting the overall cost to operate and maintain the current transit system at \$96 billion in escalated dollars with a funding shortfall of \$3 billion. On the transit capital side, staff projected the cost to maintain and rehabilitate the existing transit capital assets at \$43 billion in escalated dollars with a shortfall of \$24 billion. On the revenue side, staff assumed that all of the revenues that are currently dedicated to transit capital maintenance would continue to be dedicated to transit capital. Total revenues available for transit capital maintenance over the course of the RTP are \$20 billion. Mr. Tepke stated that the primary policy issue is how to define the level of regional investment in transit capital maintenance, which was defined in the last RTP as the Score 16 projects. This is still an option for the current RTP and would amount to a shortfall of \$12 billion.

Commissioner Sperring called for public comment. Mr. Dennis Fay, Alameda CMA, stated that the Alameda County CMA Board indicated the notion that a safe and effective transportation system depends on well-maintained facilities. He noted that the Board is encouraging MTC to keep the current "fix it first" policy in play, and to give highest priority for the discretionary

federal funds in the RTP update to local streets and roads, rehabilitation and transit capital replacement. Mr. David Schonbrunn, TRANSDEF, commented on the BART shortfall, and urged the committee to create a Blue Ribbon committee to review BART's capital program.

Commissioner Dodd stated putting the information out in front of the public is a very positive step. Commissioner Worth submitted a resolution from the Contra Costa County Mayors Conference, which focuses on the concerns about the decline of streets and roads and the funds to maintain them. She also stated that staff needs to look at other revenue sources to fund the streets and roads maintenance shortfall.

### **2007 Spare the Air/Free Transit Campaign Evaluation and Recommendations for 2008**

Ms. Terry Lee stated that MTC, in consultation with the Air District, prepared a program evaluation of the 2007 Campaign. A few key highlights are: 1) Transit ridership levels rose by 22 percent region wide over the two Spare the Air/Free Transit days, adding a total of 665,004 riders to the system over established baselines; 2) Nearly 10 percent of the Bay Area drivers reduced at least one trip in response to the 2007 Campaign; 3) Eighty percent of Bay Area residents knew about the Spare the Air campaign and correctly identified its purpose; 4) An estimated 4.4 tons of nitrogen oxides (Nox), 4.6 tons of reactive organic gases (ROG), 4.5 tons of particulate matters (PM-10) per Spare the Air day were reduced due to changes in driving behavior; 5) The cost-effectiveness of the 2007 Campaign is \$342,007 per ton of total emissions reduced based on staff's estimate of 13.45 tons of Nox, ROG and PM-10; and 6) There were no excesses of the national 8-hour ozone standard on either of the two Spare the Air days of August 29 and 30.

As for the 2008 Campaign, funding was allocated for four free transit Spare the Air weekdays in 2007, and because only two Spare the Air advisories were issued, there is a remaining balance of approximately \$4 million in CMAQ and TFCA funding.

The Air District approved the following for the 2008 Campaign: 1) Transit will be offered for free on two Spare the Air days under the same parameters as 2007; 2) Air District staff is to seek more funding for a potential third day of free transit; 3) Additional funding will be set-aside for incentives, and a campaign that will broaden to include climate change based outreach and incentives; 4) Surveys will be conducted to gauge effectiveness; and 5) Total budget for the 2008 Campaign is approximately \$6.7 million, with additional funding supplied by the Air District.

Ms. Lee requested the committee's concurrence in this approach.

Commissioner Tissier requested staff to look at more ideas as it relates to Spare the Air day money, such as a Bike not cars program for a longer period of time. She stated that this is a lot of money for a two-day period of time when there is a lot of things staff can do that would have a longer lasting effect. She requested staff to come back with some additional ideas. Ms. Jean Roggenkamp, BAAQMD, stated that the Board of Directors recognize that it is important to transition to other kinds of messages and other kinds of incentives so part of that funding for this coming summer is to try out some other types of incentives as well.

Commissioner Dodd commented on the lack of consistency with the operators. If staff is going to do seamless transportation within the Bay Area then all transit operators should follow the same

guidelines. Mr. Heminger stated that some operators could only run free transit partial day due to the size of the crowd, where as other operators do not have that problem. Commissioner Dodd would like staff to do some analysis to see how much less ridership there would be if all operators were to run free transit partial days.

Commissioner Halsted suggested raising tolls on Spare the Air days to raise money for those days and to discourage people from driving their car.

Commissioner Chu requested information on how the new federal 8-hour ozone standard would affect the number of non-attainment days over the past two years.

Commissioner Spering called for public comment. Mr. David Schonbrunn, TRANSDEF, supported Commissioner Tissier's comments.

Commissioner Spering motioned approval of staff's proposal and that the comments that were made today come back to the full commission. Commissioner Tissier seconded. Motion passed unanimously.

#### **OTHER BUSINESS/PUBLIC COMMENT**

There being no other business, the meeting adjourned at 10:55 a.m. The Committee's next meeting is scheduled for Friday, April 9, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.