

**1. Call to Order / Introductions**

**2. Approval of Meeting Minutes of November 30, 2007**

**3. National Revenue Commission Findings (Steve Heminger)**

Steve Heminger, Executive Director, MTC gave a presentation on Transportation for Tomorrow, a report by the National Revenue Commission.

There were several comments about this report and how it may affect future transportation investments.

**4. Local Streets & Roads Working Group Strategic Plan (Ben Tripousis, San Jose)**

Ben Tripousis gave a presentation on the strategic plan that the Local Streets & Roads Working Group have developed to bring attention to the Bay Area's deteriorating roadway infrastructure problem. The purpose of this *Local Streets and Roads Strategic Plan* is to focus on this regionally significant transportation system and how it must be maintained. Mr. Tripousis requested endorsement of the Partnership Board and recommendation to move this item to the Commission for approval.

**5. Bay Area Transit Planners' A Strategic Vision for Transit in the San Francisco Bay Area (Cory LaVigne, AC Transit)**

Cory LaVigne gave an overview of a transit vision as developed by the Bay Area Transit Planners Group, comprised of planning staff of all transit operators. Mr. LaVigne requested endorsement of the vision and Partnership Board recognition of the Transit Planning Working Group.

Members expressed their appreciation to Mr. LaVigne convening this group and their accomplishments to-date. Members commented that although some of the goals are not realistic, they should still be set, but in a prioritized order. Other members noted that green products should be used in infrastructure rehabilitation, maintenance and replacement.

Sabrina Merlo, Advocacy Director Bay Area Bicycle Coalition suggested including access, safe, seamless routes to transit, parking, pedestrian crossings.

Chair Ramacier suggested Cory return to BATPG, refine their work product and present their vision at the next Partnership Board. He suggested at the next Partnership meeting to add an item to the agenda whether the Partnership would like to add a sub-committee, and how to process this committee.

**6. Transportation 2035**

**a) Project Performance & Policy Assessments**

Ashley Nguyen / Lisa Klein presented an overview of the Project Performance and Policy Assessments for Transportation 2035. They presented the approach and process for the

quantitative performance evaluation, Vision Policy Strategies, and qualitative policy assessment. Staff suggested the option of the Partnership meeting in early May to discuss general findings, and end of May to talk about trade discussions.

### **b) Financial Assumptions and Cost Review/Risk Assessment**

Theresa Romell and Ashley Nguyen provided an overview on staffs' approach to developing financial assumptions and performing cost review for major projects through the Transportation 2035 (T2035) planning effort. Staff recommended 1) a specific framework for the financially constrained envelope of T2035. The proposed approach strikes a balance between past practice of only including specific revenue sources in existence or statutorily authorized, and the more flexible federal requirement of revenues that are "reasonably expected to be available" within the Plan period, and 2) outlining a process and timeline for cost review and risk assessment for major capital projects in T2035.

There were several question on financial assumptions related to transit and local streets and road maintenance and operations.

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

Alix Bockelman provided a summary of the draft Transportation 2035 needs and shortfalls for local streets and roads, and transit operating and capital. The draft findings show that the shortfalls, as projected over the Plan, to maintain the existing local streets and roads and transit systems total \$44 billion (escalated dollars), which exceeds the estimated discretionary funding under discussion in Transportation 2035. By comparison, the last Plan identified roughly \$21.6 billion in shortfalls for the same assets, after making an adjustment for escalation. The over 100% increase in shortfalls to maintain the existing system is primarily attributable to an increase in the price of paving materials and deferred maintenance expense for streets and roads, and refinement in the methodology used to estimate needs for transit capital and non-pavement assets.

## **7. 2007 Spare the Air/Free Transit Campaign Evaluation (Terry Lee)**

Terry Lee presented the 2007 Spare the Air/Free Transit Campaign (2007 Campaign) that MTC and the Bay Area Air Quality Management District (Air District) have partnered with 29 Bay Area transit operators to implement. Ms. Lee provided program results as well as staff recommendations for a 2008 campaign.

## **8. Other**

## **9. Adjourn/Next Meeting**

Adjourned at 12:30 p.m.