PLANNING COMMITTEE
MEETING OF MAY 9, 2008
MINUTES

ATTENDANCE

Commissioner Spering called the Planning Committee meeting to order at 9:01 a.m. Other members in attendance were Commissioners Bates, Chu, Dodd, Haggerty, Halsted, Glover, and Yeager.

CONSENT CALENDAR: a) Minutes of April 11, 2008

Commissioner Halsted moved approval of the Consent Calendar, Commissioner Chu seconded. Motion passed unanimously.

TRANSPORTATION 2035:

a. Project Performance Assessment Findings

Ms. Lisa Klein presented a PowerPoint, which summarized the findings of the qualitative policy assessment and quantitative performance evaluation, and discussed how this information might inform the investment trade-off discussions over the next few months.

She noted that the Partnership Board, the Planning Committee, the Joint Policy Committee and the full Commission will review the performance evaluation results as well as discuss investment tradeoff options during the month of May. The Preliminary Investment Plan will be ready in June 2008, with staff seeking final approval of the Plan in July 2008.

Commissioner Spering asked what staff will be presenting to the Commission on the investment tradeoff options. Mr. Steve Heminger stated that the tradeoff discussion will begin at the Commission Workshop on May 27, 2008. Staff will begin with asking the Commission how much they want to invest in maintenance. Staff will also give the Commission a series of scenarios for ways to deal with maintenance, expansion, the regional programs, etc. so they can see how one tradeoff will affect another, and then request direction on which scenarios the Commission wants to consider.

Commissioner Haggerty stated that it doesn't look like staff is talking about roadway expansion on I-580. Ms. Klein stated that the evaluation is only for projects that are not committed – the HOV lanes on I-580 are in the TIP and fully funded.

Commissioner Halsted commented about benefit costs, and asked what benefits are missing. Ms. Klein stated that there are some smaller projects that do not show up well in the analysis. Commissioner Halsted requested staff to make a list of those that the Commission can consider in a different way.

Commissioner Yeager asked what staff means by "ensuring high end performers are in the plan". Ms. Klein stated that staff is looking at the combination of the qualitative and the quantitative assessments, so the first thing they want to look at are the projects that rank highly in both areas. Mr. Heminger stated that this is a rough guide and noted that there is not enough money to do

everything so even if projects exceed the benefit cost threshold of 1, MTC will not be able to pay for all of them.

Commissioner Halsted stated that one of the issues that is not captured in the analysis is recreational, weekend and tourist trips. She recommended including that type of congestion since tourism is a major industry in the area.

Commissioner Spering called for public comment. Ms. Sabrina Merlo, Bay Area Bicycle Coalition, stated that the analysis over-values short-term congestion relief. She stated the MTC's model is not capable of modeling improvements in bicycle and pedestrian use, and requests a different level of consideration. Mr. J.B. Davis, Solano County Bicycle Advisory Committee, encouraged the commission to consider bike transportation as a environmentally-friendly means of travel. He commented on transportation for livable communities and asked the commission to consider giving preference to counties and cities that are adopting TLC and smart planning over those which are encouraging sprawl-type development in their county/city general plan. Dr. Suhani Mody, Kaiser Permanente, stated that 20 years ago 5-6% of the population had a diagnosis of obesity – today it is up to 40% of the population being sedentary and obese. She encouraged the commission to extend to the community exercise options that are convenient and easy – safe paths for the children to walk/bike to and from school. Mr. David Schonbrunn, TRANSDEF, expressed his concern that the upcoming Commission Workshop and the public workshops are happening prior to the development of meaningful information. He stated his concern that the scenario development has not been a transparent process, and strongly urged the commission to request staff to make this a public workshop process. Lastly, he stated that he believes there is a flaw in the modeling of the HOT lanes. Ms. Carli Paine, Transportation and Land Use Coalition (TALC), stated that the quantitative evaluation is not comprehensive. It is good for looking at how well we are doing at reducing congestion, which is only one of the goals. She encouraged staff to use the qualitative part of the evaluation as a key part of the decision-making. Mr. Stuart Cohen, TALC, requested staff to look at the direction of the specific benefits to see if those capture the values that they are trying to do with the overall goal. Mr. Daryl Halls, Solano Transportation Authority, gave a brief presentation on the tradeoffs and priorities of proposed RTP programs. He also summarized six funding strategies: 1) Local Streets & Roads and Transit Capital; 2) Freeway Performance Initiative; 3) Regional Bike Program (pedestrian focus shifted to TLC/PDA); 4) TLC/PDA (without HIP); 5) Climate Change Action Campaign (with Safe Routes To School); and 6) Lifeline Program, with each of their goals and cost. In summary he recommended to maintain and preserve the system as the #1 investment priority for the RTP, develop a 10-year investment strategy for available revenue, and develop advocacy platform priorities for $18.0 billion of projected $30 billion in regional discretionary funding. Mr. Dennis Fay, Alameda County CMA, urged MTC to maintain the fix-it first policy. He also commented on advocacy and stated that staff needs to make sure that everybody is at the table when developing the financially constrained investment plan. Ms. Dianne Steinhauser, Transportation Authority of Marin, advocated flexibility for the counties to aggregate those programs at their discretion in order to do a complete street-type corridor within their jurisdiction. Mr. Jim Leddy, Napa County Transportation Planning Agency, supported system maintenance. Ms. Suzanne Smith, Sonoma County Transportation Authority, reiterated fix-it first, maintenance of local roads, and maintenance of their transit system. She noted that they are focused on the priority of building out the HOV network, the freeway performance initiative, and enhancing transit operating funds. She noted that she looks forward to a regional agency/CMA partnership in terms of advocacy, supported climate change. Mr. Bob McCleary,

Contra Costa Transportation Authority, expressed his support for the fix it first proposal. He stated that they have a financially constrained county share fund proposal that balances all the competing demands and objectives. He also stated that a regional HOV lane network is very important. Mr. Rich Napier, San Mateo CMA, commended the staff and commission on the freeway performance initiative and would like to see it grow more next time. He concurs with the local streets and roads comments, and emphasized the need for county discretion and TLC program growth. Ms. Stephanie Reyes, Greenbelt Alliance, commented that it's not only important to look at the current costs and benefits for each project, but also the impact on likely future costs specifically by reducing the wear and tear on streets and roads through decreasing VMT. She also urged the committee to promote projects that reduce CO2.

b. MTC Advisory Committees' Transportation 2035 Policy Priorities

Ms. Ellen Griffin commented that all three MTC advisory committees met jointly each month from January through April to discuss the issues surrounding the Transportation 2035 Plan. She noted that they focused their discussion on the major investment categories, and identified a number of issues that they felt had not received the attention they deserved. Ms. Griffin summarized their recommendations, which cover Transit Oriented Development, Public Transit Performance, Universal Fare Structure, Pedestrian Safety, Regional Accessible Taxi Ordinance, Paratransit, and High-Occupancy Toll Funds.

Commissioner Spering called for public comments. Mr. David Grant, MTC Advisory Council, & EDAC, commented on the pedestrian safety proposal, which he urged the commission to adopt as a policy to use in screening and evaluating projects for funding. This will encourage competitive bidders to show, as part of their project design, the consideration that people who don't drive is as important as people who do drive.

OTHER BUSINESS/PUBLIC COMMENT

Mr. David Schonbrunn stated that one criterion that should be added to the RTP is the issue of the resilience of the entire system under extremes of gas prices. He also commented on the strong desire to have committed projects revisited.

There being no other business, the meeting adjourned at 10:36 a.m. The Committee's next meeting is scheduled for Friday, June 13, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.