

**PLANNING COMMITTEE
MEETING OF JUNE 13, 2008
MINUTES**

ATTENDANCE

Commissioner Spering called the Planning Committee meeting to order at 9:00 a.m. Other members in attendance were Commissioners Azumbrado, Bates, Chu, Giacomini, Haggerty, Halsted, Kinsey, Lempert, Rubin, Sartipi, Worth, and Yeager.

CONSENT CALENDAR: a) Minutes of May 9, 2008

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

TRANSPORTATION PLAN:

a. Summary of Spring 2008 Transportation 2035 (T2035) Public Involvement

Ms. Catalina Alvarado and Ms. Kendal Flint summarized the key themes heard at the public workshops that MTC held in all nine Bay Area counties. The five investment themes considered in the T2035 Plan are: 1) Maintenance, 2) Congestion Relief, 3) Focused Growth, 4) Access, and 5) Emissions Reduction.

They also summarized the comments heard at the nine focus groups, which focused on these investment packages: maintenance, system efficiency and system expansion

Ms. Alvarado stated that staff is in the process of compiling all the documents relative to the workshops and focus groups, which will be available in July 2008.

Commissioner Lempert stated that the San Mateo County workshop had two strong proponents of the use of technology and how technology might address some transportation issues. She asked if this topic was addressed at any of the other workshops. Ms. Alvarado stated that it was addressed in other counties, but did not rise to the top in terms of how many times staff heard it.

Commissioner Worth commented on maintenance vs. expansion, and asked about the geographic differences relative to this issue. Ms. Flint stated that there was consistent support for enhancement of the existing infrastructure. She also stated that people wanted to focus maintenance on things that related to connectivity of transit and of bike and ped paths with roadway improvement projects.

Commissioner Spering asked if there was much discussion on TODs. Ms. Flint stated that many of the counties supported having TODs, but that it's not enough just to put housing near transit – you need to have jobs near transit as well.

Commissioner Sartipi commented on maintenance, and asked if the term roads was used generically or to mean local roads or state highway. Ms. Alvarado stated that it was used generically. Staff did not differentiate between the state highway system or local streets and roads.

b. Review Draft Financially Constrained Investment Packages

Mr. Doug Kimsey summarized the financially constrained investment tradeoffs. He stated that a workshop discussion of the issues and tradeoffs culminated with Commissioners developing three distinct investment packages focusing on different investment levels for maintenance, efficiency and expansion. Staff made a few adjustments to some of the proposed funding levels in each of the three investment categories to more accurately portray historical uses of some of the funding that comprises the \$30 billion in uncommitted discretionary funding.

As a result of these adjustments, the expansion category remains the same among the three packages; STIP, Proposition 1B State Local Partnership Program (SLPP) and HOT revenues comprise the funding for this category. Therefore, the main tradeoffs occur between the maintenance and efficiency categories.

Mr. Kimsey also stated that what's missing in the tradeoff discussions is the development of strategies for slicing up the various fund sources that make up the uncommitted \$30 billion, and the identification of specific projects that would be funded in the expansion category, primarily with STIP and HOT revenues. He noted that staff will be working closely with the CMAs and other partner agencies to develop recommended funding strategies for the \$30 billion and to develop an approach that considers project evaluation outcomes along with existing local commitments.

In closing, he stated that staff intends to bring a recommended financially constrained investment program of projects and companion funding strategy to the committee to be referred to the Commission for approval next month.

Commissioner Chu commented on the efficiency category in Option 2, and stated that at the commission workshop there was a discussion of completing the bike network which would cost approximately \$2 billion and some mention of \$1/4 billion for safe routes to schools and another \$1/4 billion for safe routes to transit totaling \$2.5 billion. He asked if the reflected amount of \$1.5 billion in Option 2 is a haircut amount of the \$2.5 billion. Mr. Kimsey stated that staff reduced the amount – the network is approximately \$1 billion and the remaining \$1 billion provide bicycle and pedestrian access to the toll bridges.

Commissioner Lempert stated that it would be helpful if they could see a chart of the total amount of funding that would be proposed in each category. She also requested staff to make the Project Performance Assessment chart clearer. In closing, she asked staff if there are some fund sources that are so restricted they can only be used with one, but maybe to fully fund what is wanted they would have to dip into the unanticipated. Ms. McMillan stated that it's possible.

Commissioner Sartipi stated that it would be remiss to not fund the freeway operation initiative through this process. He also stated that the SHOPP program is on a need basis, and if the region invests money in the state highway system, the region would be getting less money from the state because there would be less need.

Commissioner Bates commented on the expansion, and stated that there may be some other ways to finance the HOT lanes rather than taking it out of the \$30 Billion. Mr. Kimsey stated that the

table depicts net HOT revenues after funding the region's HOV buildout, maintenance and operations and finance costs; net HOT revenues are available for expansion and other projects.

Commissioner Spering called for public comment. Mr. Ben Tripousis, City of San Jose, recommended that staff commit all surface transportation STP discretionary funding to local streets and road and transit capital maintenance. He recommended that staff not use the STP funds or commit them to the regional highway system, but rather look to available CMAQ or efficiency funds for that purpose. Mr. Nancy Baer, Contra Costa Health Services, stated that, in terms of both conceptually and in terms of funding priorities, supporting transit oriented development livable communities, bicycle and pedestrians access to transit, and bicycle and pedestrian travel throughout local communities is not only going to help meet MTC's transportation goals, but it supports health. Mr. Bob McCleary, CCTA, stated that MTC has reduced the level of funding going to local streets and roads – maintenance is crucial. He stated that it's important for the Commission to recognize that the RTP is casting a vision to 2035, but also has to reflect the realities of the next 3-4 years – money is going down. He noted that STIP funds are needed to match local sales tax programs and match CMIA projects. Mr. David Schonbrunn, TRANSDEF, requested the committee reconsider the committed projects policy or adopt it through a formal hearing process. He also requested that TRANSDEF be allowed to design an alternative in the EIR. Mr. Gladwin d'Souza, Sierra Club, urged the committee to prioritize investments that support the goals on greenhouse gases, vehicle miles traveled, congestion safety and affordability. He requested staff to develop better strategies to meet air quality goals for PM10 and PM2.5, conform STIP and SLPP to goals for public health, fully fund the proposed transportation climate action campaign at \$184 million over the next five years, increase funding for the regional bicycle network to \$1 billion over the next 25 years, increase funding for Safe Routes to Transit by investing an additional \$10 million per year for the next 25 years, create a Safe Routes to School program and fund it at \$10 million per year for the next 25 years, and increase funding for the TLC Land Use Program to \$1.5 billion over the next 25 years. Ms. Gail Murray, President of BART Board of Directors, stated that in order to meet the five goals of the RTP, continued and enhanced investment in maintenance is essential. Adequate maintenance is critical to liability, which is the cornerstone of growing their ridership. Ms. Sabrina Merlo, Bay Area Bicycle Coalition, urged the committee to commit \$10 million per year for Safe Routes to School, a full build-out of the regional bikeway network over the next 25 years, and \$10 million additional monies towards Safe Routes to Transit. Mr. Len Conly, Friends of Bus Rapid Transit, expressed support of the RTP proposal being put forward by TALC. He also stated that the survey should be boycotted by the public – asking the public for their opinion of how to invest these funds without informing them of the mandates of AB 32 is a dereliction of MTC's duties as a public agency. Mr. Dave Burch, BAAQMD, expressed support of the T2035 vision and the performance targets. He stated that the district supports a major increase in funding for the TLC Program to promote the focused growth as a key for land use transportation solutions in the long term also better bicycle and pedestrian facilities and other projects that would reduce VMT. Mr. Andy Thornley, TALC, urged the committee to incorporate the building out of the regional bicycle network. Mr. Michael Cunningham, Bay Area Council, summarized a letter submitted to the Commission. He urged the committee to develop a strategy to fully fund the local streets and roads and local transit shortfalls over the period of the RTP – a strategy that does not call on regional discretionary funds – one that does require MTC to commit some regional discretionary funds to local needs. He also stated that the Commission should adopt enforceable expectations of local maintenance of enhancement of effort and improvements of productivity on local streets and roads and transit expenditures. He noted that the Council is

supportive of the Regional HOT Network, and should be planned, governed, and financed at a regional level. The Council supports full funding of the Freeway Performance Initiative, and strongly supports the priority development area process. Ms. Carli Paine, TALC, stated that Safe Routes to School need to be part of MTC's allocation to efficiency. She submitted a report that outlines what safe routes to school is and how it fits into MTC's goals, and what it can deliver in terms of benefits. Ms. Michelle DeRobertis, VTA, expressed support for the highest level of funding for the bicycle program as well as the local roads program. She also supports the county bicycle funds, which implement bicycle plans. Mr. Stuart Cohen, TALC, urged the committee to help deliver the vision that has been laid out for the region. He also urged the committee to reach toward the climate goals as well as the land use goals. Mr. Bob Allen, Urban Habitat, requested staff to look at the expansion funds again especially around the HOT lanes. He also encouraged staff to look at the platform and pie charts that TALC developed. Ms. Wendy Alfsen, Sierra Club, urged the committee to fully support and direct staff to reanalyze meeting the climate action requirements to reduce greenhouse gases and carbon dioxide. She stated that there should be a larger slice of the pie for efficiency. She noted that staff should also classify as part of transit maintenance the expressway and BRT type lane projects because those are the maintenance of the transit system that operates on the current roadway. Mr. Daryl Halls, STA, expressed support of the Freeway Performance Initiative as well as county flexibility. He also stated that maintenance needs to continue to be a priority.

After a lengthy discussion among the committee, the direction made to staff is that in Option 2 is preferred, but that staff develop specific recommendations for lifeline, bikes, climate, planning TLC, and Freeway Performance Initiative. Also as staff looks at expansion projects, consider how they might leverage maintenance, bikes and ADA expenditures.

OTHER BUSINESS/PUBLIC COMMENT

Mr. David Schonbrunn stated that the issue of congestion needs to be discussed in a more substantive form.

There being no other business, the meeting adjourned at 11:45 a.m. The Committee's next meeting is scheduled for Friday, July 11, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.