

**PLANNING COMMITTEE
MEETING OF OCTOBER 10, 2008
MINUTES**

ATTENDANCE

Commissioner Spering called the Planning Committee meeting to order at 9:05 a.m. Other members in attendance were Commissioners Azumbrado, Chu, Dodd, Giacomini, Haggerty, Halsted, Lempert, Rubin, Worth, and Yeager. Also in attendance were Commissioner Bates, MacKenzie, and Tissier.

CONSENT CALENDAR:

Minutes of September 12, 2008

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

REGIONAL HOT NETWORK

Ms. Lisa Klein updated the committee on the Regional HOT Network, and noted that technical studies to date demonstrate that the regional network is financially feasible. Staff has outlined minimum and maximum design footprints and associated delivery schedules and costs. A second major finding from studies to date is that a majority of net HOT revenue is generated in a handful of corridors, which is acknowledged in the HOT Network Principles.

Ms. Klein summarized the next steps, and stated that to develop the regional network, the region would need to seek authority under State law. Consistent with the adopted HOT Network Principles, staff has begun to meet monthly with executives from Caltrans, CHP and the CMAs to lay the foundation for legislation. The group has identified three areas to address by the end of the year: 1) Governance; 2) Network phasing and integration with existing projects; and 3) Outreach and education – for Alameda and Santa Clara counties, efforts will focus on linking nearer-term HOT projects with the regional network and coordinating with upcoming marketing, public education and media outreach efforts. For other counties, outreach will be conducted through presentations to CMA boards.

Commissioner Spering commented on the design standards, and stated that the process to help accelerate the approval process is very important. Mr. Andrew Fremier stated that it will be one of staff's biggest challenges, but it is the way they are approaching it. He noted that there will be a lot of advantage by packaging similar design features together, but ultimately projects will be approved on a case-by-case basis.

Commissioner Lempert expressed her concern on reducing shoulders, and the impact on clearing incidents. Ms. Klein stated that the general approach would be to reduce the travel lanes not being used by trucks from 12 to 11 ft., and if more room is needed then the inside shoulder can be reduced. Staff is not planning to take room from the outside shoulder, which is very important for safety and enforcement.

Commissioner Yeager expressed his concern as not seeing the full picture, and stated that staff is still at a point where a lot of very important decisions have not been reached and it's difficult to know how this will look. He suggested that the commissioners meet with the CMAs to hear directly from them what issues they are having so the Commission can get a full understanding of their concerns before moving on to the next steps.

Mr. Fremier stated that staff and the CMAs have met monthly, and a subcommittee is scheduled in October to work on the organization ideas, as well as a meeting with Caltrans to keep up with the Statewide Business Plan. The committee recommended that staff schedule a special meeting with the Planning Committee and the CMAs for them to hear directly on how to proceed with the HOT Lane Network.

GOODS MOVEMENT/LAND USE STUDY UPDATE

Ms. Carolyn Clevenger updated the committee on Goods Movement. She stated that the study focuses on two major corridors: 1) I-880 from Richmond to Fremont, and 2) US 101 from the San Francisco/San Mateo County line to SFO. The first phase identified and mapped key goods movement businesses in the study corridors and identified those currently at risk from land use policies. The second phase analyzed the current and future supply and demand of goods movements businesses and assesses how their displacement due to local land use policies impacts the transportation network.

She stated that the businesses were categorized as goods movement businesses for the purpose of this study if goods movement is of high-level or mid-level importance to their operations and to their location decisions. Other businesses (industrial, retail, etc.) that use goods movement services incidentally (incidental goods movement customers) are *not* included as goods movement businesses.

Ms. Clevenger summarized the key findings, which are 1) central area industrial land supply is declining and under increasing market pressures, and 2) shortages of industrial land result in the outward dispersion of industrial activities. She also summarized the impacts, which include displacement of about 87,000 good-paying blue/green collar goods movement-related jobs; increased travel distances and approximately 300,000 more truck miles traveled on regional routes; 8,400 truck trips per day shifted including over 6,100 in I-580; more truck emissions that degrade air quality including a roughly 2 percent increase in PM10 and PM2.5 emissions; and, higher transportation costs to businesses resulting in higher costs of goods estimated at \$1.2 million/day (2008 \$).

In conclusion, she stated that staff and its consultants will be developing specific strategies that could be pursued to address goods movement business displacement.

Commissioner Chu stated that Santa Clara County generated \$28 billion in goods and services, and Santa Clara itself generated close to 56% of all of the export value in the county so it definitely needs to be included in the study.

Commissioner Worth expressed her concern with the displacement of 87,000 jobs and encouraged staff to work closely with ABAG as the FOCUS initiatives move forward.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:04 a.m. The Committee's next meeting is scheduled for Friday, November 14, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.