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**MTC PLANNING COMMITTEE/ABAG ADMINISTRATIVE
COMMITTEE
May 11, 2012
MINUTES**

ATTENDANCE

Chair Spering called the MTC Planning Committee meeting to order at 9:31 a.m. Planning Committee members in attendance were: Commissioners Azumbrado, Giacomini, Green, Haggerty, Halsted, Mackenzie, and Mullin. Commission Chair Tissier, and Vice-Chair Rein-Worth were present in their ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Bates, Campos, Cortese, Dodd, Kinsey, and Wiener.

ABAG Administrative Committee members in attendance were: Directors Cortese, Gioia, Gingles, Green, Haggerty, Luce, Pierce and Spering.

CONSENT CALENDAR: a) Minutes of April 13, 2012

Commissioner Halsted moved approval of the Consent Calendar, Commissioner Mackenzie seconded. Motion passed unanimously. Commissioner Halsted noted that she was not listed as an attendee in the minutes for the April meeting, but did in fact attend the meeting.

**Plan Bay Area: a) PREFERRED LAND USE AND TRANSPORTATION
INVESTMENT STRATEGY**

Mr. Steve Heminger stated that Plan Bay Area is a response to SB 375. It's a plan about strengthening the connection between housing and transportation. He noted that one of the clear priorities of this plan is to try to grow the regional economy to provide employment opportunities for citizens of all income levels. Lastly, he stated that the plan is about demonstrating leadership in the area of greenhouse gas emissions.

Mr. Ken Kirkey, ABAG, presented the final draft preferred land use scenario: The Jobs-Housing Connection Strategy and proposed methodology on the regional housing needs allocation.

Mr. Doug Kimsey, MTC, presented on the Preferred Transportation Investment Scenario, and discussed the comments from stakeholders, the response to those comments, and summarized recommended changes to the investment strategy.

Ms. Alix Bockelman responded to the public comments received asking for pre-2007 transit service cuts to be restored.

Mr. Kimsey summarized proposed changes for funding of high-performing projects with the proposed recommendation being to consider adopting a policy that sets aside \$660 million in New Starts/Small Starts for North Bay and East Bay projects. He also commented on how the preferred scenario performs against the targets. He summarized the staff proposal for a Climate Policy Initiative Strategy intended to close the gap toward the 15% GHG emission reduction target.

After briefly reviewing the remaining targets 3a – 10c, Mr. Kimsey commented on the equity analysis results of five indicators: 1) Housing and Transportation Affordability; 2) Displacement Risk; 3) VMT Density; 4) Non-Commute Travel Time; and 5) Commute Travel Time.

In closing, Mr. Kimsey stated that the Preferred Transportation and Land Use Scenario will be referred to the MTC Commission and ABAG Executive Board on May 17, 2012. In June 2012, the committee will be asked to select alternatives to the preferred scenario to be evaluated in the Plan Bay Area EIR. In December 2012, the Draft Plan Bay Area and EIR will be released. In January 2013, staff will hold public hearings/workshops, and in April 2013 the Plan Bay Area will be adopted and the final EIR certified.

Public Comment:

- Paul Campos, BIA Bay Area, stated that the real cornerstones of the preferred scenario are the PDAs and that he is concerned that there has not been a transparent and thorough release to the public of an assessment of the economic market and political feasibility building the PDAs.
- Brenda Barron, New Voices are Rising, commented on the transportation cuts and suggested a decrease in BART's fare.
- Pamela Tapia, New Voices are Rising, expressed her support for sustainable communities with affordable housing.
- Andrew Kwan/Amy Wong/Becky Tsang, ESA, commented on some critical effects that the sustainable community strategy may have on the Oakland Lake Merritt and Chinatown area. Having TODs would be beneficial to the overall neighborhood. Community involvement is crucial.
- Christina McGhee, New Voices are Rising, urged staff to improve the proposed draft scenario by prioritizing community help and social equity to make sure the historically burdened low-income residents and residents of color can benefit equally in the planning process.
- Jenne King, Malcolm X Elementary, stated that there needs to be more public transit, and staff needs to de-incentivize auto transportation.
- Parisa Fatehi, Public Advocates, stated that she looked at the final draft Plan and graded it a D. She urged staff to restore transit cuts and provide adequate work force housing throughout the region.
- Jill Ratner, New Voices are Rising, stated that the important issues are affordable, reliable, public transit, affordable housing, and the need to protect public health as new

housing is developed. She expressed her support of restoring transit cuts and adequate work force housing throughout the region.

- Eliezer Mendoza, New Voices are Rising, expressed his support for One Bay Area for all.
- Manolo Gonzalez-Estay, TransForm, stated that dedicating 80% to operation and maintenance is important. He expressed his support on proposed priority projects for New Starts and Small Starts; however, staff needs to look at innovative grants, programs, parking management, TDM, bikesharing to reduce greenhouse gas emissions. He noted that fully funding a high performing project like BART Metro is important..
- Gaby Miller, Genesis, recommended that staff focus on the needs of all the Bay Area.
- Pat Plant, PACT, encouraged staff to fund lower cost transportation, and put extremely low-income housing close to transit services.
- Gregg Plant, PACT, expressed his support for the proposed transit fare subsidy pilot plan that VTA has put forth.
- Elena Berman, St. Mary's Center, encouraged staff to restore bus service cuts.
- Cathrine Lyons, Bay Area Council, expressed her support for the inclusion of Caltrain electrification and express lanes. She expressed her concern with the aggressiveness of the plan, and stated that there are too many barriers to housing development.
- Mahasin Abdul Salaam, Genesis, recommended staff to consider 6 Wins suggestions so that the plan can be graded an "A".
- Liz Brisson, SFCTA, stated that there are two things that are problematic. The first relates to proposal to prioritize the New Starts and Small Starts funding for the North Bay and East Bay counties; secondly, the climate strategy ought to fund a second round of the popular integrative climate grant projects that are now underway.
- Sasha Hauswald, SF Mayors Office of Housing, stated that the housing that is planned in the preferred scenario is not financially constrained.
- Tony Dang, Prevention Institute, urged the committee to keep health in mind. He expressed his support with the restoration of the safe routes to schools funding back to \$20m.
- Carl Anthony, Breakthrough Communities, commented on the importance of creating economic opportunity for low-income communities.
- Wafaa Aborashed, DDDC & Healthy 880 Committee, submitted a letter to staff from Ditch and Dirty Diesel.
- Fernando Marti, Council of Community Housing Organizations, emphasized the need for a fair share of housing by income across the region.
- Alberta Maged, Riders for Transit Justice, commented on displacement.
- Sam Tepperman-Gelfant, Public Advocates, noted two major issues for affordable housing and equity – one, staff is constraining growth in the urban core where low-income communities live without making sure there are any mechanisms in place to prevent them from being displaced out of the region, and second, the areas that are largely wealthy and low minority populations and desperately need affordable housing are getting their affordable housing allocations slashed.
- Bob Allen, Urban Habitat, stated that here needs to be more transit service to make the regional growth strategy work.
- Lindsay Imai, Urban Habitat, encouraged staff to restore a baseline of transit service to meet the SCS goals and the needs of transit riders.

- Stephanie Reyes, Greenbelt Alliance, asked that every jurisdiction with an above average medium income take on at least as much of the region's low-income housing allocation as it did during the last round.
- Scott Peterson, East Bay EDA, stated that it's clear that the economy and regional economic health is at the bottom of list when it comes to the preferred scenario. He also commented on the One Bay Area Grant Program, and noted that it creates too many pre-conditions that are going to prohibit municipalities from even applying for the funds.
- Peter Cohen, Council of Community Housing Organizations, stated that there is no reason why jurisdictions should be getting any reduction in the amount of responsibility that they have for affordable housing.
- Joshua Hugg, Housing Leadership Council of San Mateo County, stated that staff needs to make sure that the PDAs include housing for all income levels.
- Clarissa Cabansajan, Urban Habitat, asked staff to restore transit service cuts.
- Dave Coury, Marin County, stated that the models for the equity analysis do not incorporate the need for a low-income affordable and fair housing close to where people work..
- Evelyn Stivers, Non Profit Housing Association, echoed Stephanie Reyes comments on the RHNA process
- Jamie Studley, Public Advocates, asked the committee to forward the 6 Wins recommendations to the two agency boards.
- Paloma Pavel, Breaking through Communities, commented on importance of health equity.

Committee comments:

- Commissioner Weiner commented on the proposed language to restrict the \$660m New/Small Starts reserve to restrict that to the North Bay and the East Bay, and noted that the language does not adequately ensure that Peninsula projects will be fully funded.
- Commissioner Green noted that at some point staff needs to look at an overall comprehensive transportation operation system and how it would be designed. He commented on the recommended climate policy initiative and asked why doesn't staff spend \$20m on carsharing and forget everything else if that can get us a 6% reduction in GHG emissions. He commented on Fix-it-First, and noted that highway maintenance and transit maintenance are the farthest from achieving targets. He also agreed that there needs to be different language on the \$660m for the East Bay and North Bay, which should be developed in coordination with the CMAs.
- Commissioner Campos commented on the electric vehicle strategy, and asked if other alternatives were considered with the issue of cost-effectiveness and equity. He also asked about the level of housing affordability that is expected in certain areas. Mr. Kirkey stated that the sustainable communities strategy calls for a focused growth pattern and when you look at where green house gas per capita can be reduced there are places where the growth needs to be. He pointed out that he housing fair share is addressed through the RHNA process.
- Commissioner Azumbrado expressed his concern that there may not be adequate resources to support low and very low-income housing at the levels contemplated in the plan.

- Commissioner Haggerty expressed his concern with the language that is proposed for the \$660m New/Small Starts reserves. He recommended that staff don't move forward before working with the CMAs on new language.
- Commissioner Halsted suggested that staff consider pricing options in the plan.
- Supervisor Gioia stated that electric vehicles may not be an effective investment. He commented on the displacement and health issues need to be monitored as part of the OneBayArea grants.
- Commissioner Bates expressed his concern on the housing strategy and job growth in the region. He also agreed with Supervisor Gioia on the electric vehicle investment and thinks staff should redirect some of the funds.
- Commissioner Kinsey agreed with the electric vehicle comments made. He commented on the New/Small Starts reserve and noted that it's important for the North Bay and East Bay to leverage those funds along with their own local sources of funding.
- Commissioner Tissier commented on Target 2, adequate housing, and noted that 79% of new housing and PDAs will be close to jobs and transit, which coincides with the recommendations of the 6 Wins Coalition.
- Supervisor Luce stated that the RHNA process has been a burden to the North Bay by putting housing arbitrarily in places where it does not belong, but RHNA is only a small piece of the puzzle. He noted that there are many goals and objectives to take into consideration.
- Commissioner Mackenzie commented on Target #2, which states "affordable housing production assumes planning support, coordination of regulation, and increase of public funding". He also supported Commissioner Halsted's pricing comments.
- Councilmember Pierce stated that this plan is a vision for the future. She also stated that staff needs to do more to integrate business and education communities in the Plan Bay Area process.
- Commissioner Sperring commented on the \$660m New/Small Starts reserve. He stated that there has to be funding certainty for future North Bay and East Bay projects. He also expressed his concern that VTA was added to the transit fare subsidy pilot program. He was hoping that it was only going to be a San Francisco pilot program, and the lessons learned from that could be applied to other parts of the region. He stated that he does not support completely removing the electric vehicles infrastructure investment. He also suggested that staff look at a way to inventory transit cuts and assess the impacts on transit-dependent communities. Mr. Heminger stated that it's the individual transit agencies that are responsible for assessing transit service reduction impacts per federal Title VI requirements.

In conclusion, Mr. Heminger summarized what was heard in the discussion among the Board members, and stated that proposed revisions on two issues, the Climate Initiatives Strategies and policy language for the \$660m New/Small Starts reserve, will be discussed with the two Boards on May 17, 2012.

Commissioner Haggerty moved to refer the preferred scenario to the Commission and ABAG Executive Board with followup on two items: 1) Electric vehicles – why and how much to invest in electric vehicles/other climate initiatives; and 2) Revised policy language for \$660m New Starts/Small Starts based on consultation with the CMAs, transit operators and other

stakeholders. Commissioner Mackenzie seconded Supervisor Luce asked for a motion from the ABAG Administrative Committee. Councilmember Pierce moved approval. Mr. Gingles seconded. Motion passed unanimously by both the MTC Planning Committee and ABAG Administrative Committee.

b) ONE BAY AREA GRANT PROGRAM

Ms. Bockelman, MTC Programming and Allocations Section, presented a proposal for the Cycle 2 OneBayArea Grant (OBAG) Program including revisions issued for public review in January. The proposal establishes program commitments and policies for investing approximately \$800 million over the four-year Cycle 2 period (FYs 2012-13 through 2015-16), funded through continuations of the current surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act) or the new surface transportation authorization currently under congressional consideration.

Ms. Bockelman recommended that the Planning Committee refer MTC Resolution No. 4035 to the Commission for approval.

Public Comment:

- Cindy Winter, expressed her support for complete streets resolution requirement for OBAG funds and suggested that the requirement specifically encompass not only all users but all ages including the elderly.
- Paul Campos, BIA, stated that his top priority for the OBAG program is a component that would incentivize jurisdictions to identify and eliminate regulatory constraints at the local level to densification, infill, and higher job density. He requested that this program not be forwarded to the Commission without adding this specific item into the OBAG program.
- Claire Jahns, The Nature Conservancy, stated that the funds identified for the Priority Conservation Area Grants Program should be used to protect land for farmers and ranchers to continue to work, and to secure land for natural systems to provide clean air and water.
- Coire Reilly, Contra Costa Health Services, expressed his support for complete streets.
- Azibuike Akaba, RAMP, expressed his concern around public health and air quality.
- Rachel Davidman, Transform, encouraged the committee to continue to support the Safe Routes to School program.
- Anne Williams Darrow expressed her support for the \$20 million, 4 year dedicated Safe Routes to School program.
- Linda Jackson, Transportation Authority of Marin, recommended that the committee defer approval of the PDA investment and growth strategy pending more discussion with the CMAs.
- Dave Campbell, East Bay Bicycle Coalition, expressed his support for complete streets.
- Matthew Dove, Presidio Community YMCA, expressed his support for the \$20 million, 4 year Safe Routes to School program.
- Art Dao, Alameda County Transportation Commission, stated that the policy concept in the OBAG grant program is a move in the right direction, but the PDA investment and growth strategy should be deferred pending further CMA discussion.

- Parisa Fatehi, Public Advocates, stated that the OBAG funds should go directly to the cities and local governments that are doing the right thing on housing and protecting against displacement and protecting health.
- Marty Martinez, Safe Routes to School National Partnership, expressed his support for the \$20 million, 4 year Safe Routes to School program.
- Don Tatzin, Contra Costa Transportation Authority, encouraged staff to form a committee of the CMAs and jurisdictions to work with ABAG and MTC to work out details of the PDA investment and growth strategy.
- Daryl Halls, Solano Transportation Authority, submitted comments from the CMAs and requested a follow-up meeting with MTC and ABAG on the implementation process.
- Andy Peri, Marin County Bicycle Coalition, expressed his support on complete streets.
- Stephanie Reyes, Greenbelt Alliance, expressed her support for the OBAG program concept as a key first step toward providing those resources needed to make PDAs a reality. With respect to the Priority Conservation Program, she asked to make one amendment to explicitly exclude road construction, maintenance, and improvements. Finally she requested that the committee support the motion that was passed by the Policy Advisory Council, which will set some very specific and clear guidelines for local land use actions to be taken for the next cycle.
- Diana Reddy, Peninsula Interfaith Action, expressed her support for the OBAG program and believes it could be critical for the cities, not CMAs, to promote housing that is affordable for residents who wish to live in the communities.
- Deb Hubsmith, Safe Routes Scholl National Partnership, expressed her support for the Safe Routes to School Program. She also noted that complete streets is very important.
- Richard Napier, San Mateo CMA, suggested two minor changes: 1) recognize growth strategies that have already been implemented, by adding the following language: “an existing growth strategy adopted by the county will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6; and 2) Recognize that the HIP Program would still be eligible for TLC funding.
- Sam Tepperman-Gelfant, Public Advocates, suggested that MTC link the release of future cycle funding on local progress towards housing production so that affordable housing gaps incentivize and reward the local cities that address affordable regional housing needs.
- Manolo Gonzalez-Estay, TransForm, expressed his support for Safe Routes to School. He also stated that OBAG is a great for promoting the PDAs to do the right thing; however, there needs to be anti-displacement policies put in place by the PDAs and the cities.

Commissioner Comment:

- Commissioner Cortese suggested that staff check in with the committee to discuss what the obstacles have been in the production of housing.
- Commissioner Tissier requested the following two amendments to MTC Resolution No. 4035: 1) On page 12, insert the following language: “an existing growth strategy adopted by the county will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6; and 2) On page 17, add a new bullet: “funding for TLC projects that reward or incentivize local PDA transit oriented development housing.
- Commissioner Mackenzie asked that now that the PCA programs are competitive, does it mean that Sonoma County would be in competition with the other North Bay counties for

the \$5 million? Mr. Heminger stated yes, the \$5 million for the North Bay would be a competition among the four North Bay counties, and it would be competitive and discretionary, and the Commission would make the decision. Commissioner Mackenzie also asked if there are any constraints on the \$5 million? Mr. Heminger stated that there are a lot of constraints. He also mentioned that there are two types of money – the North Bay money, and the rest of the region money. The rest of the region money does have a match requirement of 3 to 1. The North Bay money does not have a match requirement.

- Commissioner Haggerty doesn't think the OBAG proposal is ready to go, and would like to see the PCAs expanded. He also expressed his concern that the CMAs are not capable of handling land use issues.
- Supervisor Gioia would like to see staff use funds to incentivize affordable housing production. He also noted that the program does not deal with health issues.
- Councilmember Pierce expressed her concern with the RHNA incentive based on past production because those who can easily produce the housing are still getting the incentives where those who have a harder time producing housing need the incentives. She also agreed with Commissioner Haggerty on the difficulty of putting the land use issues under CMAs. She requested that staff meet intensively over the next month or so with the CMA Directors to see what can be worked out in this regard – possibly the funding at the CMA level and the implementation requirements passed on to the jurisdictions. Mr. Heminger stated that the formula is just a means to getting the money to the CMAs, and they have a lot of flexibility about how to spend it in the individual jurisdictions. He also advised the committee to read Appendix A-6 – there is no requirement that the CMAs undertake land use regulation. He agreed that the CMAs need to learn quite a bit more about this subject if they are going to manage the program, just as MTC learned a lot about land use in developing this first Sustainable Community Strategy.
- Commissioner Worth expressed her support for three changes that have been proposed – the two that came from San Mateo regarding the existing growth strategy and the TLC projects and the third being a request to move the deadline out for the PDA Investment Strategy recognizing it's going to take significant effort for the cities and CMAs to do this.
- Supervisor Gioia expressed his support for including the formula with the provision to revisit it at the end of the funding cycle.

Mr. Steve Heminger summarized the four proposed amendments to MTC Resolution No. 4035, two made by Commissioner Tisser, one made by Commissioner Worth which moves the deadline out to May 1, 2013, and one proposed amendment from Supervisor Gioia, which Commissioner Spring supported, with respect to revising the funding formula at the end of the cycle where he is willing for staff to come up with some language that will be brought back to the Commission meeting on May 17, 2012.

Commissioner Cortese proposed that the following language be added, "MTC would commence work with state and federal government to create private sector economic incentives to increase housing production". Commissioner Spring amended the motion to include this proposed language.

Commissioner Tissier moved approval of the item with the five proposed amendments. Commissioner Worth seconded. The motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 2:00 p.m. The Committee's next meeting is scheduled for Friday, June 8, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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