

1. Call to Order

2. Approval of Meeting Minutes of April 10, 2006

3. FY 2007-08 State Budget Update

Randy Rentschler, MTC, stated that staff is waiting for the State Budget to be finalized. In regards to the spillover, the outlook has not improved. Mr. Rentschler suggested a long-term agreement to stabilize the flow of spillover revenue to transportation. Mr. Rentschler provided the Partnership with options, including folding spillover into the Proposition 42 formula, that could potentially result in more stable transportation revenue.

Phil Demery, Sonoma County, suggested a transition phase to safeguard the money in the future and added that he would like to have guarantees that future revenues fall no less than what is currently being received from the current formula. Mr. Demery added that there has been a lot of fluctuation in Proposition 42 transfers and by including spillover in Proposition 42, it would add more volatility to a revenue source for maintaining roads.

Mr. Rentschler responded that MTC would write a statute so that the spillover is considered Proposition 42 money that is guaranteed and not touchable by the legislature. MTC staff's first goal is to agree on a formula. In response to fluctuation, Mr. Rentschler stated that one good year would give enough money to mitigate any sense of exposure it may have in moderate years.

Mr. Demery stated that changing the current formula is going to be tough to sell to others.

Mike Scanlon, SamTrans, understands the reluctance of stepping away from the current formula, but stated that the 40/40/20 split as well as the extra money can be kept if a new formula is found.

Mr. Rentschler reported that the time frame for the new formula would hopefully be later in Fall 2007.

4. Transportation 2035 Plan

Ashley Nguyen, MTC, and Lisa Klein, MTC, presented and solicited comments on the draft three E Principles and Goals and Scenario Performance Assessment for the Transportation 2035 plan.

Larry Patterson, City of San Mateo, stated that the equity principle is a second tier level of evaluating the other three criteria.

Ms. Klein stated that equity is a cross cutting issue that staff is currently focusing on since it is the one area that is not covered in the three targets - affordability.

Daryl Halls, Solano Transportation Authority, reported that the CMA Directors met earlier and spoke with MTC staff about the goals and plan to provide MTC with a comment letter. The CMA's would like to focus on the goal and vision itself rather than the targets.

Steve Heminger, MTC, stated that some of the targets mentioned in the draft is written in state law. By evaluating the ability to reach targets, the region can anticipate the challenges of some targets that are a requirement, and others can become requirements. Mr. Heminger stated that educating the policy makers about the implications of their sweeping statements and visions would be a good thing.

Mr. Patterson mentioned that at the City of San Mateo policy committee there were comments/questions on SB 375, which deals with transportation modeling at the regional level, and asked if that analysis would impact the evaluation and what those implications might be for the regional plan. SB 375 has some provisions which exempt projects from local impact fees and more.

Doug Kimsey, MTC, stated that it would not affect it because the exempt projects have to do mostly with land use. MTC is focusing on the transportation infrastructure and what are the impacts on travel demand. Mr. Heminger added that the rest of the bill would impact how MTC proceeds.

Dorothy Dugger, BART, asked how MTC arrived at the investment scenarios and its assumptions. Ms. Klein replied that it is based on ongoing and recently completed planning work at the region level.

5. Local Streets & Roads Working Group Strategic Plan

Mr. Patterson reported on a strategic plan for the maintenance of the street system. He stated that the Pavement Condition Index (PCI) is used to measure the condition of the street systems and that the strategic plan focuses on improving the condition for the pavement and thereby lowering its ongoing maintenance cost.

Rick Ramacier, County Connection, asked what the percentage of local streets funding in California come from general funds and how much of it has that changed since Proposition 13. Mr. Patterson stated that the general fund dollars are rare in terms of pavement management.

Mike Scanlon, Caltrain, suggested that PCI might be a little too overwhelming of a measurement system for presenting and explaining the condition of the roads, and that a more user-friendly metric might be helpful with policy makers. Mr. Demery replied that they are currently evolving from PCI to pavement preservation and the activities are more aligned with what they can do to extend the life of the pavement. PCI is better coordinated with preservation techniques. Mr. Patterson stated that they would work on not using PCI.

6. Other

No Comments

7. Adjourn/Next Meeting