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**MTC PLANNING COMMITTEE/ABAG ADMINISTRATIVE
COMMITTEE
April 13, 2012
MINUTES**

ATTENDANCE

Chair Sperring called the MTC Planning Committee meeting to order at 9:32 a.m. Planning Committee members in attendance were: Commissioners Giacopini, Green, Haggerty, Liccardo, Mackenzie, and Mullin. Commission Vice-Chair Rein-Worth was present in her ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Bates, Campos, Cortese, and Wiener.

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

CONSENT CALENDAR: a) Minutes of March 9, 2012

Commissioner Mackenzie moved approval of the Consent Calendar, Commissioner Rein-Worth seconded. Motion passed unanimously.

ANNOUNCEMENT

The committee secretary announced that each member of the Committee is entitled to a per diem. The amount is provided as a result of convening the meeting for which each member is entitled to collect such amount.

Plan Bay Area: DRAFT TRANSPORTATION INVESTMENT STRATEGY

Mr. Doug Kimsey stated that the proposed transportation investment strategy, when paired with the land use strategy, is intended to fully achieve the Plan Bay Area GHG emission reduction targets, and make progress toward the other performance targets adopted by ABAG and MTC.

Mr. Kimsey summarized the comments from the public, and how the proposed investment strategy responds to these comments. He noted that the land use strategy meets the 2020 emissions reduction target, but leaves about a 6% gap to fill for the 2035 target. He stated that almost 90% of the proposed investment strategy is directed toward maintaining the existing transportation system which directly supports the land use strategy.

He stated that the Plan's revenues are estimated to be about \$277 billion in total over the next 28 years. Of this amount, approximately 70% is committed revenue for existing plans and programs, 10% is conditioned discretionary funding mostly directed to transit operation and maintenance, and the remaining 20% is for the transportation investment trade-off discussions.

Mr. Kimsey continued with a summary of the first, “Closing the GHG Gap”, of six investment strategies.

Ms. Alix Bockelman summarized the remaining five investment strategies, which are; 2) Fix-It-First; 3) Apply the OneBayArea Grant Framework; 4) Fund High-Performance; 5) Squeeze More Efficiency Out of Our Existing System; 6) Make the Transit System Sustainable.

She commented that the county priorities make up 29% of the trade-off revenue investments. Overall, the county proposals would direct half of their investments toward Fix-It-First, allocated equally between transit and to roadways. For expansion, they propose to invest 34% and another 14% was proposed to support bicycle and pedestrian type projects.

Lastly, Ms. Bockelman compared T2035 and Plan Bay Area investments by function, and noted that there is comparability, but that Plan Bay Area does increase investment in operations and maintenance.

In closing, Mr. Kimsey stated that staff will seek ABAG/MTC approval on the preferred land use/transportation strategy on May 17th, will present alternatives to be evaluated in Plan Bay Area EIR on June 8th, will release the draft Plan Bay Area and EIR in December 2012, and adopt the final Plan Bay Area and certify the final EIR in April 2013.

Public Comment:

- Linda Best, Contra Costa Council, submitted a letter requesting answers to several questions. She stated that it's extremely important that the public gets information enough time in advance to be able to properly evaluate it and absorb the information to make further comments.
- Paul Campos, BIA of Bay Area, echoed Ms. Best request, and noted that the timetable is too aggressive. He also requested answers to questions that he submitted, along with a data request.
- Catherine Lyons, Bay Area Council, asked that the questions and information that the business coalition submitted be answered before adopting the preferred scenario.
- Rich Hedges supported some simple things to reduce GHG emissions: 1) monitor automobile tire pressure; 2) post all freeways at 55 mph speed limit.
- Tilly Chang, San Francisco Transportation Authority, expressed her support for the new features of the Plan, such as the One Bay Area Grant Program and the Transit Performance Initiative. She also commented on the reserve pot on New and Small Starts, and supports the the process to access those funds. Regarding the climate strategies, she requested clarification about the potential cost-effectiveness and equity of the proposed program to accelerate consumer purchase of electric vehicles.
- Manolo Gonzalez-Estay, TransForm, submitted a letter that contained six strategies and six recommendations. He highlighted one recommendation to fund BART Metro, which will help the community.
- Bob Allen, Urban Habitat, asked staff to look at the impact of transit service cuts and how that is impacting the future growth strategy in the SCS process. He noted that there has not been any discussion on what it would cost to go back and restore the service that's been cut. He requested that this be agendized on the next commission meeting.

- Lindsay Imai, Urban Habitat, stated that her top recommendation is restoring transit service that has been cut. She is encouraged by the Transit Priority Initiative which will help improve reliability on core urban bus lines, but restoring lost service is critical. Another recommendation is prioritizing additional funds for lifeline transit that fills gaps in the transit network supporting communities of concern.
- Alejandra Sanchez, UC Berkeley Student, urged the committee to allocate transit funds to communities that most utilize its services. She supported the maintenance and quality of the current bus routes over service expansion. She also urged the committee to prioritize discretionary funds to return AC bus service to the 2009 levels.
- Negah Nafisi, UC Berkeley Student, noted that if you increase transit reliability then more people will use public transportation. She urged the committee to prioritize funding for local bus services.
- Kimberly Willis, UC Berkeley Student, urged the committee to prioritize funding for transit dependent communities in the Bay Area by restoring AC Transit bus service to the 2009 levels.
- Amy Hill, Unitarian Universalist Legislative Ministry, expressed her concern about the low-income individuals who are expected to pay 84% of their income for housing and transit by 2040. She also noted that electric cars may not address all of the needs of the whole communities. She stated that redevelopment should not displace low-income communities of color.
- Scott Peterson, East Bay EDA, stated that the schedule does not allow for meaningful exchange of information and perspectives on the preferred alternatives.
- Keith Cooke, City of San Leandro, keeping operations and maintenance at their proposed funding levels.
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Committee comments:

- Commissioner Haggerty stated that the two Climate Policy Initiative options differ by \$195 million, and asked if program implementation relies on other agencies? Mr. Heminger stated that MTC has an amount of funds reserved in the Plan that is titled “Climate Initiatives”, and how they are deployed is the decision of the committee. He stated the staff needs to close the GHG gap between the 9% that is currently estimated in 2035 as a result of the jobs-housing scenario and the 15% which is the target. Commissioner Haggerty also asked if the committee goes with Option B, the 55 mph speed limit, would it would require state law. Mr. Heminger responded that it requires an action by Caltrans – they need to make certain findings when they change the speed limit.
- Commissioner Mackenzie suggested taking out the 55 mph speed limit and use that money to spend on other policy initiatives.
- Commissioner Green stated that the San Mateo Bridge or Dumbarton Bridge need to be brought up to a lifeline status. He also stated his opposition to the 55 mph speed limit, and noted that the acceleration of electric vehicles into the fleet has a lot of economic benefits.
- Commissioner Bates expressed his support for Option A. He requested that staff find a way for low-income residents to take advantage of Option A. He also asked that the CMAs be held accountable for ensuring that the One Bay Area Grant framework supports

Commission priorities. Lastly, he would like staff to consider putting anti-displacement policies into the One Bay Area Grant guidance.

- Commissioner Campos agreed with Commissioner Bates. He asked why we are not considering a land use strategy that meets the GHG target. Mr. Heminger noted that the other three MPOs that have adopted Sustainable Community Strategies (SCSs) have relied on some of these strategies in Option A and B to reach their target. He noted that it's consistent with the law that MTC can rely on a mixture of strategies – both transportation, land use, and others. Mr. Heminger noted that if we are spending 90% of our investment income on maintenance, the remainder can only do so much, and that does place a priority of looking at some of the other strategies to round out the picture. Commissioner Campos commented on the issue of equity and what's happening to guard against the potential displacement of low-income populations. Mr. Heminger stated that MTC has a third revision of the One Bay Area Grant Proposal that is now out for comment and will go to the Commission for approval in May, which includes some language and some ideas on the displacement issue. Lastly, Commissioner Campos asked how staff will incorporate possible restoration of transit service cuts. Mr. Heminger stated that if the Commission would like staff to explore this, it will take some time to analyze the reduction of specific transit routes that are very local in nature. Commissioner Campos stated that some of the cuts disproportionately impacted certain communities so an analysis would be helpful.
- Commissioner Mullin commented on the comparison of the proposed operations and maintenance funding level with other regions and asked how much of that is comparable to the aging nature of our infrastructure as related to the other areas. Mr. Heminger noted that we are growing slower than the other regions so to some extent we can afford to spend more on maintenance because the imperative to deal with growth isn't as strong. It has also been a conscious policy decision that we have to take care of what we've built.
- Commissioner Liccardo commented on the 55 mph proposal and stated that it should not be completely dismissed. He suggested that staff think about experimenting with a pilot project. He asked what assumptions are being made about the sources of electricity for electric vehicles to ensure that the region would achieve the GHG emission savings. Mr. Kimsey responded that in the western United States electric production is cleaner so there is a net reduction in GHG emissions with electric vehicles that production will get much cleaner in the future. Commissioner Liccardo asked about the assumptions for sales tax reauthorizations. Ms. Bockelman stated that the assumption is that all existing sales taxes will be reauthorized over the next 25 years.
- Commissioner Halsted stated that Fix-It-First is very important. She also expressed her support for low-income housing to stay near transit, as well as market-rate moderate income housing. She also stated that all of the initiatives listed sound worth considering, including the 55 mph speed limit.
- Councilmember Pierce supported Fix-It-First. She also encouraged staff to be careful about how many restrictions are included in OBAG – guidance, suggestions, incentives without directives is probably a better way to go.
- Supervisor Luce expressed his support on the overall approach of achieving system reliability by maintaining what we have. He noted that it seems that they are settling for second best by looking at transit as being the ultimate goal – the ultimate goal should be having people living in the same community in which they work.

- Commissioner Cortese noted that Senator Feinstein’s staff asked MTC what the federal government can do to get Transit-Oriented Development (TOD) moving on the housing side. He also commented on a letter submitted from the Bay Area Business Coalition and suggested that a partnership needs to be forged.
- Commissioner Haggerty commented on the New Starts/Small Starts proposal and the \$660 million in reserve. He stated that he can’t help but look at communities like Contra Costa, San Mateo, north counties, and parts of Alameda that are being shut out of the recommended spending of \$1.8 billion. He stated that the \$660 million in reserve should be set aside for those counties. Mr. Heminger stated that it would be a policy matter for the Commission to decide. Commissioner Haggerty requested that staff bring back some language reflecting this \$660 million set aside for the mentioned counties for the Commission to review.
- Commissioner Green commented on Investment Strategy 3 – focus growth around transit, and stated that staff needs to focus on transit around where the growth has occurred but where transit doesn’t exist, such as Bishop Ranch, and the eastern part of Alameda County. He also asked staff how they will meet the public’s concerns with the timeline for adopting the preferred scenario. Mr. Heminger stated that staff can provide answers to the questions asked in roughly the timetable they want.
- Commissioner Liccardo stated that he does not oppose the set aside of some sort for the North Bay and East Bay with what they believe is the remainder of the New Starts/Small Starts money. Commissioner Mackenzie endorsed Commissioner Haggerty’s suggestion on the set aside.
- Commissioner Spring stated that the timeline is aggressive, and wants to make sure that staff addresses many of the issues that have been raised in a timely fashion. He expressed his support on Option A for the Climate Initiative, and would like to see incentives for low-income persons to be able to participate in these strategies. He commented on the restoration of transit routes, and noted that it’s important that the operators come back with a strategy or to clarify why some of those routes were cut. He also stated that there needs to be a policy for the \$660 million set aside, and lastly, he would like to exclude the 55 mph speed limit.

COMPELLING CASES FOR “LOW-PERFORMING” PROJECTS

Mr. Dave Vautin summarized the compelling cases received from the project sponsors.

He recommended approval of the following low-performing projects for inclusion in Plan Bay Area based off of the cases submitted: 1) Lifeline Transportation Program; 2) Capitol Expressway Light Rail Extension; 3) SR-84/I-680 Interchange Improvements + SR-84 Widening; 4) Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements; 5) SMART; 6) Sonoma Countywide Bus Service Frequency Improvements; 7) Marin Countywide Bus Service Frequency Improvements; 8) Historic Streetcar Expansion Program; and 9) Farmers Lane Extension.

Public Comment:

- Mike Tassano, City of Pleasanton Traffic Engineer, expressed his support for staff’s recommendation.

Commissioner Green moved approval. Commissioner Halsted seconded. Motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

Parisa Fatehi-Weeks, Public Advocates, commented on the One Bay Area Grant, and stated for a program that is to support regional sustainability and equity, the newest proposal delegates too much authority to the CMAs and does not do enough to directly reward the local jurisdictions that are making the critical decisions about housing and land use. She noted that the Regional Equity Working Group and the Policy Advisory Council both passed resolutions calling for the strengthening of this latest proposal on the One Bay Area Grant by 1) allocating funding to the local level based on affordable housing production, and 2) that cities should have affordable housing or anti-displacement policies depending on what's appropriate from a menu of choices to receive the funding. She encouraged MTC and ABAG to reflect this feedback in the next version of the proposal.

There being no other business, the meeting adjourned at 11:52 a.m. The Committee's next meeting is scheduled for Friday, May 9, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.