

**PLANNING COMMITTEE (PC)
MINUTES**

MEMBERS: Present: Janet Abelson – *Chair*, Dave Hudson – *Vice Chair*, Susan Bonilla, Brad Nix, Julie Pierce (for David Durant)

DATE: Wednesday, March 5, 2008

TIME: 6:30 p.m.

PLACE: 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
(925) 256-4700

A. CONVENE MEETING.

Chair Abelson convened the meeting at 6:35pm.

B. PUBLIC COMMENT:

Martin Engelmann introduced Diane Bodon as the new Planning Assistant for CCTA.

C. APPROVAL OF MINUTES: Planning Committee Minutes of February 6th, 2008. (*Attachment-Action*)

ACTION: The Committee approved the Minutes 5-0, moved by Commissioner Hudson and seconded by Commissioner Nix.

D. ELECTION OF CHAIR AND VICE-CHAIR.

ACTION: The Committee elected Brad Nix Chair, 5-0, moved by Commissioner Hudson and seconded by Commissioner Bonilla.

The Committee elected David Durant, Vice- Chair, 5-0, moved by Commissioner Hudson and seconded by Commissioner Bonilla.

CONSENT CALENDAR ITEMS

None

End of Consent Calendar.

REGULAR AGENDA ITEMS

- 1. FY 2007-08 Mid-Year Budget Adjustment.** Each year the Authority considers mid-year amendments to the budget based on updated revenues and expenditures for the fiscal year. Several revisions are recommended for the FY 2007-08 budget. (*Attachment - Action*)

ACTION: Motion to move the budget forward to the Board was made by Commissioner Bonilla, seconded by Commissioner Nix. Approved 5-0.

DISCUSSION:

Martin Engelmann, Deputy Executive Director for Planning, gave an overview of the proposed mid-year budget revisions. He noted that the budget for the Congestion Management Agency (CMA) consists of the Growth Management Program (GMP - Org. 9591), Congestion Management Program (CMP - Org. 9592), and Transportation Planning-Land Use Solutions (T-PLUS- Org. 9595). Mr. Engelmann stated that as of mid year, less than 50% of the budget had been expended in each of the three CMA categories; therefore no significant midstream corrections were necessary.

Mr. Engelmann noted two minor corrections. He explained that the traffic monitoring effort was delayed due to the “Maze Meltdown” causing that line item in the budget to shift from prior year into current year, for an increase of \$80,000. He also noted that additional attorney fees were incorporated into the midyear revision to cover the analysis of SB375. The net increase in the Org. 9295 budget was \$85,000.

Commissioner Pierce requested a formatting change to include a column to the left that incorporates the originally adopted fiscal year budget. Adding the adopted fiscal year budget would be helpful for tracking purposes.

Randall Carlton, Chief Financial Officer agreed to the revisions requested by Commissioner Pierce, and confirmed that the change would be reflected in the Authority Board packet.

2. **Action Plan Status Report.** Each Regional Transportation Planning Committee is ready to release its Draft Action Plans for Routes of Regional Significance for circulation and comment. The Action Plans set performance objectives for the freeways and major arterials in Contra Costa, and are required under Measure J as part of the Growth Management Program. Staff will provide a status report on the five Action Plans that are underway, and will outline emerging policy issues. (*Action – Attachment*)

ACTION: The Committee requested that more information be provided on the Action Plans as they are released. The Committee deferred the technical issue of modeling the MTSOs to the TCC.

DISCUSSION:

Martin Engelmann explained to the committee that during the Fall of 2007 and continuing through the first months of 2008, the Regional Transportation Planning Committees (RTPCs) have been working on updating their action plans for routes of regional significance. He explained that the action plans address part of the requirements for each jurisdiction to participate in a multi-jurisdiction planning process, where the RTPCs establish Multi-modal Transportation Service Objectives (MTSOs) for Routes of Regional Significance, and adopt a program of actions, measures and projects to achieve those objectives. He stated that the plans are moving forward, and that the draft Action Plans are expected to be incorporated into the Countrywide Comprehensive Transportation Plan (CTP) by late Spring of 2008 with adoption of the final CTP scheduled for Fall of 2008.

Mr. Engelmann noted that he was facing one policy issue with the multimodal transportation service objectives MTSOs. He explained that, according to the travel model forecasts, some of the objectives might not be met in 2030. He stated that the RTPC’s are faced with the issue of whether

they need to modify their objectives, strengthen their actions, or adopt the plans with the knowledge that, according to the forecast results, all of the objectives might not be met. He noted that the GMP does not require for the MTSOs to be met; however, an issue could arise if future general plan amendments are shown to adversely affect ability to meet MTSOs.

He stated that the modeling consultants will perform further analysis at the countywide level to determine if the combined affect of all of the action plans together might improve system performance.

Commissioner Bonilla expressed concerns that if the model was not accurate, or its projections way too high, it could lead to the jurisdictions feeling nervous.

Mr. Engelmann informed the committee that the model is a good predictor of future traffic. He stated that the model is based upon MTC's regional model, and that as the Congestion Management Agency for Contra Costa, the Authority is required to use a model and database that is consistent with MTC's. He noted that the issue was not with the model but with the data input into the model based upon the ABAG & MTC "policy-driven" land use forecast. Under the assumptions, excessive roadway demand might cause the model to over assign trips to transit.

Bob McCleary, Executive Director, stated that staff could provide the Committee a clearer explanation of what assumptions are in the model, what the assumptions imply, what forecasts they lead to, and what the sensitivities of the model are for the variables the committee is interested in.

Commissioner Bonilla agreed that more input was needed from the Authority and the plan needed to clarify that there is no penalty for jurisdictions failing to meet their adopted MTSOs.

Commissioner Pierce requested that all RTPC's should complete the Action Plans before the CTP is released.

Bob McCleary stated that the staff would have a discussion with TCC regarding sensitivity analysis, and use the model runs as a basis for evaluation. He explained that the sensitivity analysis could provide a clearer assessment to the committee.

At the close of the discussion, staff noted that it would continue to keep PC apprised of the status of the action plans as they evolve.

3. **Approval to Release "Looking to the Future."** To frame the major policy issues that the 2008 Countywide Comprehensive Transportation Plan (CTP) Update will need to address, staff proposes to release an issues brochure for public review and discussion. The working title for this brochure is "Looking to the Future." (*Action – Attachment*)

ACTION: The Committee recommended that staff re-work the brochure, and bring it back to the PC for further review in April.

DISCUSSION:

Martin Engelmann explained that staff has prepared a draft informational brochure intended to inform the public about the emerging 2008 CTP, and to generate discussion regarding some key policy issues. He stated that a similar brochure had been issued for the 1995, 2000, and 2004 CTPs. The working title for this brochure is "Looking to the Future." He explained that the brochure outlines the visions and goals of the Authority, and introduces the policy questions that the Authority had reviewed and approved for circulation in February. He noted that issuance of this brochure was in the adopted public outreach plan for the Countywide Plan as approved by the Authority last June. The document could be ready for release to the public in the April/May time frame, subject to Committee direction.

Commissioner Hudson asked if the Tri Valley numbers in the Jobs Housing Balance section included both Contra Costa and Alameda. Mr. Engelmann confirmed that the table did include all of the Tri-Valley jurisdictions in Alameda and Contra Costa counties.

A long discussion followed, with some members voicing concern about the overall tone of the brochure, and others offering specific edits, as outlined below:

- Eliminate the data showing transit ridership in the 1920's, as irrelevant.
(*Commissioner Abelson*)
- Add information on what happens when we have a significant amount of congestion on the roadways.(*Commissioner Abelson*)
- Add information on the costs of building and maintaining highways.
(*Commissioner Abelson*)
- The document should underscore the diversity of Contra Costa, as described in Measure J.
(*Commissioner Abelson*)
- The document needs more information, especially the information that will be discussed by TCC regarding attainment of the MTSOs. (*Commissioner Pierce*)
- The document should provide the public a balanced view of the framework in which we operate, what the opportunities might be, and what impact they might have.
(*Commissioner Pierce*)
- The document needs to provide a more positive message to the public regarding the future of transit. It should also give more examples of what the Authority has done to improve transportation. (*Commissioner Pierce*)
- The draft brochure seems to focus too much on doom and gloom.... and we are not giving the public realistic options of what else we can do to fix things. (*Commissioner Pierce*)
- The document should recognize that there are a variety of ways to manage "Priority Development Areas" (PDAs). (*Commissioner Pierce*)

- The statement on page 3-23 regarding the BART car replacement program is too specific and should be deleted. (*Commissioner Pierce*)
- Add more information regarding projections into the future with more positive language and examples. (*Commissioner Pierce*)
- Change the tone of the document from despair to optimism; otherwise, rather than stimulate discussion, the brochure might generate a negative reaction from the intended audience. (*Commissioner Bonilla*)
- The document needs to provide information that recognizes that the concept of mixed used development, although popular in some areas, might not work everywhere. (*Commissioner Bonilla*)
- Gather feedback from TRANSPAC first before releasing the document. (*Commissioner Bonilla*)
- Start the document with the following: “We recognize that we are a diverse county with a number of jurisdictions and regions, each of which are unique in their character, goals and plans, and we respect that..” (*Commissioner Nix*)
- Page 3-19 asks only two questions that the Authority is addressing. It should instead have the Authority answering a number of other important questions, for example: “Should the Authority seek countywide fees on new homes and/or new gas taxes to fund additional transportation projects? Should new growth pay for capacity increases that are needed?” (*Commissioner Nix*)
- On page 3-19, change the first italic paragraph to include the following: “Should the goal of reducing future congestion be broadened to expand the focus so that it also considers multi-modal mobility and access issues *as well as* [strike “rather than”] direct congestion mitigation?” (*Commissioner Nix*)
- On page 3-19, change the second italic paragraph to include the following: If yes, should the Authority add new collaborative strategies for reducing demand, and improving efficiency *such as* [strike through]: (*Commissioner Nix*)
- On page 3-19, subparagraph 3 (iii), delete “Increased focus on the 3-Ds” and replace it with “encouraging smarter growth.” (*Commissioner Nix*)
- On page 3-20, remove the paragraph that begins with “As we saw in the previous section,...” (*Commissioner Nix*)
- On page 3-20, remove the italicized section. (*Commissioner Nix*)
- Keep the document simple and to the point. Deal with the principles, policies and strategies at a later date. (*Commissioner Hudson*)

4. **Authorization to Enter into an Agreement with Dyett & Bhatia to Prepare the CTP EIR.** In February, the Authority approved the selection of Dyett & Bhatia to prepare the CEQA analysis for the 2008 *Countywide Comprehensive Transportation Plan*. Authority staff has worked with Dyett & Bhatia to develop a budget for the agreement and any changes to the Authority's standard agreement. Staff seeks authorization to enter into an agreement with a "not-to-exceed" total cost of \$200,000 for consultant services, including a full programmatic analysis of the 2008 CTP Update, preparation of the DEIR, response to comments, and all necessary modeling for traffic and air quality impact analysis. *(Action – Attachment)*

ACTION: The Committee approved this item, 5-0, moved by Commissioner Pierce and seconded by Commissioner Hudson.

5. **Request from ACCMA for Financial Assistance to Prepare a Funding Grant Application for the \$24 Million Non-freeway Component of the I-80 Integrated Corridor Management (ICM) Project.** The Alameda County Congestion Management Agency is preparing a grant application for Traffic Light Synchronization Project Funding through Proposition 1B to fund the arterial and transit component of the I-80 ICM Project. Statewide, a total of \$250 million is available in this funding category, of which approximately \$100 million remains available for Northern California. The ACCMA estimates the cost of preparing the grant application using consultant services would be \$60,000. The Authority may consider funding approximately one-third, or \$20,000 of the cost, using planning funds, or can recommend that the application be prepared "in-house" at a reduced cost. Due to the extraordinary amount of technical and modeling data required for a successful application, ACCMA staff is suggesting use of consultant services. *(Action – Attachment)* **CMA Function**

ACTION: The Committee approved this item, 5-0, moved by Commissioner Pierce and seconded by Commissioner Hudson.

6. **Approval to Send a Letter of Support for the City of Pleasant Hill's Proposed Station Area Planning Grant for the Future DVC Transit Center.** The City is seeking a \$500,000 grant to prepare a specific plan and Draft EIR for mixed use, higher density development around the Diablo Valley College transit center. Applications for this \$7.5 million grant program are due to MTC/ABAG on Friday, February 29th. City of Pleasant Hill staff is requesting a letter of support from the Authority. *(Action – Attachment)* **CMA Function**

ACTION: The Committee approved this item, 5-0, moved by Commissioner Pierce and seconded by Commissioner Bonilla.

7. **Other Business.** *None*

8. **News Clippings and Correspondence:** *Handout – Item 8, Correspondence*

9. **Adjournment:** The meeting was adjourned at 8:40pm. The next meeting is scheduled for April 2, 2008.