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

**ATTENDANCE**

Chair Spering called the MTC Planning Committee meeting to order at 9:03 a.m. Planning Committee members in attendance were: Commissioners Azumbrado, Giacopini, Green, Haggerty, Liccardo, and Mackenzie. Commission Chair Tissier and Vice-Chair Rein-Worth were present in their ex-officio voting member capacity. Other Commissioners present as ad hoc members of the Committee were Bates, Campos, Kinsey, and Wiener.

ABAG Administrative Committee members in attendance were: Avalos, Green, Gingles, Gioia, Haggerty, Liccardo, Spering, and Pierce.

**CONSENT CALENDAR: a) Minutes of December 9, 2011**

Commissioner Mackenzie moved approval of the Consent Calendar, Commissioner Haggerty seconded. Motion passed unanimously.

**OneBayArea GRANT UPDATE**

Ms. Alix Bockelman stated that staff initially presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. The committee directed that staff release the proposal for public review. Subsequently, MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Generally these letters are supportive of the key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments. However, there were requests for additional flexibility and consideration of a number of issues. Requests for material changes to the initial OBAG Proposal include suggestion for: 1) Priority Development Areas; 2) Priority Conservation Areas; 3) Low Income Housing and Protections for Communities of Concern; 4) Performance and Accountability; and 5) and the Regional Safe Routes to School Program.

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the proposal. These include: 1) Increasing PDA flexibility, strengthen planning integration, and clarifying eligibility for programs; 2) For the Priority Conservation Areas (PCAs) focus on the North Bay through competitive pilot program, and leverage additional funding through partnerships; 3) Reward counties for low-income/workplace housing production; 4) Streamline performance and accountability requirements and retain the housing element requirement; 5) Continue the SR2S Program as a regional program with \$10 million

being distributed to the counties. Staff proposes that the remaining \$10 million be used for electric vehicles infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Within the TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement.

In closing Ms. Bockelman summarized the OBAG/Plan Bay Area Development schedule with the Commission approving Cycle 2 One Bay Area grant in May 2012.

Public Comment:

- Mr. Dave Campbell, East Bay Bicycle Coalition, expressed his concern about the proposal. He noted cutting back on bike/pedestrian projects is potentially a step backwards for the Bay Area. He wants stronger complete streets policies in the program, and more money for Safe Routes to School.
- Mr. Ted Waldman encouraged the committee to continue to support maintaining funding for Safe Routes to School.
- Mr. Tony Dang, Prevention Institute, stated that he would like to see better protection of bike/pedestrian programs specifically for complete streets. Include more specific guidance to local jurisdictions, and make complete streets a requirement for any funds that go to local streets and roads rehabilitation.
- Ms. Jasmine Chan, University of California Cooperative Extension, encouraged the committee to continue funding for the Safe Routes to School program at \$17 million to reinforce the complete streets policies.
- Mr. Any Peri, Marin County Bicycle Coalition, urged the committee to restore the Safe Routes to School funding back to the \$17 million level. He also urged the committee ensure that all road projects that are funded be complete street projects.
- Ms. Cheryl Longinotti urged the committee to continue full funding for Safe Routes to Schools and continue the Regional Bicycle Program as a required program. She also stated that complete streets policies need to be strengthened.
- Mr. Matthew Dove, YMCA Bike Program, expressed his support of the Bicycle Program.
- Ms. Cindy Winter urged the committee to keep funding for Safe Routes for School at the prior levels.
- Mr. Coire Reilly, Contra Costa Health Department, stated that the Safe Routes to School program works best when the funding is sustained. They work with the community to create solutions for bike/pedestrian issues – these improvements need funding and dedicated allotments and programs.
- Mr. Joel Gerwein encouraged the committee to continue to support Safe Routes to School at the higher funding level.
- Ms. Rachel Davidman expressed her support, as well as other parents support for the Safe Routes to School program.
- Ms. Deb Hubsmith encouraged the committee to restore the funding for Safe Routes to School from the proposed \$10 million back to the \$17 million. There needs better definition around what “PDA supported” means. She also expressed her appreciation for

the complete streets being a required policy, but 18 months is too long to make sure that all the cities have this.

- Ms. Parisa Fatehi-Weeks, Public Advocates, asked the committee to use this program to reward jurisdictions that are promoting affordable housing and anti-displacement policies.
- Ms. Stephanie Reyes, Greenbelt Alliance, thanked staff for adding an affordable housing criterion to the funding formula for distributing funds to cities, and also for opening up the conservation grant program to land and easement acquisition. She urged the committee to tighten up the definition of PDA supportive projects, establish some criteria to be used by the CMAs in distributing funding to the cities, establish now some clear expectations and criteria for the next round of grants, and assure that all projects funded by the conservation grant program meet real conservation goals.
- Mr. Joshua Hugg, Housing Leadership Council of San Mateo County, stated that staff needs to ensure that there are mechanisms in place to help ensure that equity is an integral part of growth and encouraged the committee to support the policies recommended previously be reinserted and emphasized.
- Ms. Alma Blackwell, Causa Justa-Just Cause, recommended that the OneBayArea grant support local affordable housing and anti-displacement policies.
- Ms. Vivian Quan, Asian Pacific Environmental Network, recommended that the OneBayArea grant program includes strong policies around promoting affordable housing and preventing displacement.
- Mr. Neal Patel, SF Bicycle Coalition, expressed his support for the PDAs and is glad to see that the proposal will allow a project count towards the PDA target if it connects to a PDA. He would like staff to take a harder look and invest in more evaluation with complete streets. He also expressed his support for restoring the Safe Routes to School funding.
- Ms. Liz Brisson, SFCTA, stated that pulling out the local streets and roads maintenance would have undone everything good about a block grant. A compromise of reducing the PDA requirement to 50% for the North Bay Counties is a good one. She is pleased to see the weighting of affordable housing within the formula. She also expressed her support for making all pedestrian projects eligible for funding through the block grant. She suggested that it would be good if staff signals now that in the next cycle the affordable housing policy condition would be required.
- Ms. Gloria Bruce, East Bay Housing Organization, expressed her support on affordable housing, and noted how important it is for the funding to be incorporated at the sub-county level.
- Mr. Nik Kaestner, SFUSD, also expressed his support for the restoration of the Safe Routes to School funding.
- Mr. Bob Allen, Urban Habitat, stated that the places that are taking on growth should be rewarded with additional money. He expressed his concern that the PDA supportive concept is too broad, and needs more clarity. He urged the committee to listen to the recommendations of the Policy Advisory Committee and Regional Equity Group that directs staff to revisit the proposals on the next version of the OBAG proposal.
- Mr. Jeff Hobson, TransForm, requested staff to restore full funding for the Safe Routes to School program at a regional level, see a complete change in the PDA serving language to only allow it be for bike/pedestrian and transit projects, and tighten up what PDA proximate access means. He also would like staff to give guidance to the CMAs on how

to distribute funding to cities including using past affordable housing production as a criterion, and restore the requirement for anti-displacement and affordable housing policies.

- Mr. Peter Cohen stated that there needs to be affordable housing policies and anti-displacement policies in place.
- Mr. Rick Marshall, LSRWG, expressed concern with the requirement to amend every agency circulation element of its General Plan by 2013 to incorporate complete streets policies – this is not realistic. He recommended that it be a requirement that agencies that have not amended their General Plan, be allowed in lieu of this requirement to adopt a complete streets policy by action of their governing board. He also requested that staff confirm that the capital projects under the PCAs be clarified to include preservation and safety of the rural road system. He also commented on the payment technical assistance program that is being proposed to be cut from \$7 million to \$3 million - he recommended that the committee consider splitting the difference and bring it back to \$5 million. Lastly, he noted that the revision of the PDA split to 50/50 for the North Bay counties would be of benefit to all nine counties.
- Ms. Evelyn Stivers, NPH, stated that money needs to be targeted to the jurisdictions that make the land use decisions, which includes taking into consideration past production as well as the willingness to plan for future affordable housing and reallocation.
- Ms. Jenne King, Traffic and Safety Committee of Martin Luther King School, stressed the need for infrastructure changes – the need for flashing light, and signage.
- Ms. Myesha Williams, Rose Foundation, expressed her support for policies that enforce anti-displacement and affordable housing components. It is only fair that people working and living in these communities are able to stay and are not pushed out by this process.
- Ms. Jill Ratner, Rose Foundation, expressed her support for affordable housing and anti-displacement requirements, and past performances are rewarded.
- Ms. Wendy Alfsen, SF Bay Walks, stated that AB32 is a strategy that compliments and is critically essential to the PDA process. The plan needs to dedicate money to walking.
- Mr. Daryl Halls, STA, stated that he looks forward to working with staff and the cities to implement the policies in the future. He also expressed support for the Safe Routes to School program being separate because it's a new program and it needs more time to get underway.

#### Committee comments:

- Commissioner Spring disagreed with speakers who stated that this OBAG proposal is a step backwards, considering where this was five years ago.
- Commissioner Green also disagreed with the comment of this being a step backwards. He commented that funding deadlines predicated on general plan amendments might be too tight, and was willing to consider a complete streets policy by resolution. He agrees with the approach to reward communities that have taken on growth. The idea of where the extra \$7 million comes from for safe routes to schools is interesting, and needs to be looked into. He was willing to increase the Safe Routes to School Program amount but was questioning where the best program would be to take it from.
- Commissioner Haggerty asked if the \$5 million for the PCAs pilot program can also be used for roads. He expressed road investments do not provide a lasting legacy such as open space acquisition. He also expressed concern that while money is being reserved for the North Bay counties, there are other counties in the region that have accomplished

much before AB32 and SB375 such as urban growth boundaries and development limitations inside more urbanized and suburbanized areas. He would like to know how staff sees the \$5 million being spent and why this program cannot be expanded to include areas that do have urban growth boundaries that are trying to preserve open space. Mr. Steve Heminger, MTC Executive Director, stated that the \$5 million pilot is proposed to be a discretionary program. If the committee does not like a project, they do not need to fund it. He noted that it's a policy question on whether to limit the pilot to the North Bay or look at some of the other counties that have rural and conservation areas. Mr. Ken Kirkey, ABAG, mentioned that staff has been in discussion with the State Coastal Conservancy as well as some private foundations that are very interested in matching the funds related to land conservation for PCA funding in the OneBayArea grant, so this would also be a focus of this program

- Commissioner Campos agrees with making sure staff recognizes and rewards the work that has been accomplished in terms of creating affordable housing in jurisdictions throughout the region. He also stated that in the prior draft there was recognition that affordable housing anti-displacement policy should be a factor in deciding funding but this was not included in the new draft. He asked that anti-displacement affordable housing policies to be a factor in deciding how the limited dollars are spent.
- Supervisor Gioia agreed that other counties besides those in the North Bay should have the opportunity to compete for PCA funds. He expressed his support for looking at past performance on producing affordable housing down to the sub-county level. He also recommended having local policies that prevent/limit displacement. He also supported the SR2S set aside.
- Supervisor Avalos also agreed with having policies in place that deal with displacement.
- Commissioner Bates agreed with the anti-displacement language. He stated that there needs to be a requirement to provide a certain percentage of affordable housing.
- Commissioner Wiener stated that pushing more of the money to the CMAs to use in a more discretionary way is a good way to proceed. He expressed his support for the affordable housing production reward system. He noted that the definition of work force affordable housing is not the same as low and very low-income housing and he wants to be sure that moderate and middle-income housing needs are also considered.
- Councilmember Pierce supports the Complete Streets State requirement made to general plans as a funding condition, but noted some reservations with requiring Housing and Community Development (HCD) approval of a general plan housing element. She also agreed with the approach to look at past, actual production of housing in terms of structuring incentives.
- Commissioner Mackenzie stated that he is not very pleased with the degree of flexibility under PDAs, which says "provide proximate access". He would like the criteria to not be as flexible. He also would like to see some clarity in the criteria for the PCA pilot program. Also he requested that there be more flexibility with respect to requirements involving changes to general plans.
- Commissioner Liccardo agrees with tightening the PDA definition. He also mentioned that there is real regional benefit in making sure that the CMAs are doing the right thing. He expressed concern about ensuring the PCA spending is really conservation focused.
- Commissioner Kinsey stated his appreciation on staff's recognition that the Commission can be a national champion for the Safe Routes to School program by embracing it through the climate change initiative. He commented on the \$10 million vs. the \$17

million issues and noted that staff could consider making a portion of it or all of it subject to a match in order to encourage and leverage a greater overall investment. He noted that in the North Bay PCA Program it will be important that the discretionary program reward high match rates because \$5 million is not going very far. He was pleased to see funding specifically for transit sustainability.

In closing Commissioner Sperring stated that there is general consensus that past housing production should be a significant factor in the grant program. Staff will need to further define how housing displacement protection will be included in the OneBayArea Grant. He supports trying to keep the workforce in those communities, so staff will need to safeguard housing affordability. He also reiterated that the PCA program is a “pilot” program. Lessons learned from that pilot can apply in all nine Bay Area counties.

Mr. Heminger stated that on the displacement question, staff is earnestly seeking some answers about exactly what is an appropriate policy for a regional transportation agency to insist a local government to meet. He also stated that staff will bring back a framework about how to evaluate success or failure in this proposal.

#### **OTHER BUSINESS/PUBLIC COMMENT**

Commissioner Haggerty commented on the Plan Bay Area Outreach Workshops, and stated that the most important thing that the Commissioners can do at these meetings is to stay for the entire workshop. He stated that at the end of the meeting that he attended, it ended quite positive. He spoke to the public about how to deliver their message. It is important for staff to spend time, taking the questions and the answers and putting them on the Plan Bay Area web page. He did note that he does not agree with how the majority of this group has been delivering their message, but commissioners staying through the entire meeting will help educate attendees on the planning process.

There being no other business, the meeting adjourned at 11:44 a.m. The Committee’s next meeting is scheduled for Friday, February 17, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.