



# Regional Transportation Plan Advisory Committee

## Meeting Notes

September 11, 2017, 2:00 pm

MCAG Conference Room, 369 West 18th St., Merced, CA 95340

### Item 1: Introductions

#### Committee members

Lisa Keyser-Grant, Bicycle Coalition

Rod Webster, Sierra Club (arrived at 2:15 pm)

Abigail Ramirez, Leadership Counsel for Justice and Accountability

Jean Okuye, Valley Land Alliance

Mary-Michal Rawling, Golden Valley Health Center

Lee Lor, MCAG Governing Board

Steve Carrigan, MCAG Technical Review Board

Mark Fachin, MCAG Technical Planning Committee

#### MCAG Staff and Consultants

Stacie Dabbs, Deputy Executive Director

Matt Fell, Senior Planner

Jim Damkowitz, Kimley-Horn

### Item 2: Public Comments

There were no public comments.

### Item 3: Meeting Notes – August 21, 2017

Michael Claiborne's name was incorrect.

Lee Lor moved and Rod Webster seconded accepting the meeting notes.

**ACTION: The committee accepted the Meeting Notes of August 21, 2017 with the correction.**

### Item 4: Outreach Activities Overview

Jim provided an overview of the outreach so far. Jim stated that presentations will be given to several community groups and organizations through late October, and the 2<sup>nd</sup> round of workshops would be held in late October.

Stacie stated that MCAG would be doing the presentations to the City Councils and Municipal Advisory Councils.

Comments:

- The website doesn't show any upcoming meetings.
  - A: Any meetings open to the public will be put on the website, for example City Councils. The 2<sup>nd</sup> round of workshops dates will be confirmed soon.
- The website survey questions are wide-open, but not all answers will lead to reaching our goals.
- The website presentation audio didn't work.
- The next round of workshops should show some data including expected growth in population, housing, employment by area

### **Item 5: Rail Assumptions**

Matt stated that based on recent significant increases in funding (SB 1, SB 132, Cap and Trade) and state laws and plans, it is reasonable to assume, in all four scenarios, that:

- The Altamont Corridor Express train will serve Merced by 2027
- High Speed Rail will serve Merced sometime between 2025 and 2035

Comments:

- Concern over growth inducement, sprawl development, and loss of farmland because of the housing price differential between the Bay Area and Merced.
- Public materials for High Speed Rail don't show the housing implications
- HSR doesn't include a station in Los Banos because it was specifically excluded in the Bill
- Jobs-housing balance could get even worse
- Need to identify the greenhouse gas implications

### **Item 6: Project Lists Update**

Jim provided an update on developing project lists for all modes.

Q: What metrics will be used to pick projects? A: Local jurisdictions may identify their priorities, and/or provide a list of all needed projects.

Matt noted that ideally we'll have summaries by type as well, for example miles of roadway to be rehabilitated and lineal feet of sidewalks to be installed. Jim noted that complete streets might be added as a new project type.

### **Item 7: Scenario Themes Update**

Jim stated that the sub-consultant Mintier-Harnish and MCAG have met with several jurisdictions to discuss how the Scenario Themes might play out in their areas.

Comment: change the information sheets to say “Existing Communities” instead of “Cities” and “Unincorporated Communities”

## **Item 8: Performance Measures**

Jim described the attachment including numerous performance measures in three “buckets”: RTP/SCS measures, Environmental Impact Report / CEQA measures, and Air Resources Board / SB 375 measures. Jim stated that all of these would be measures, and then those that are most meaningful and/or show the most difference between scenarios would likely be emphasized in developing materials and the RTP document.

Q: Is SB 375 measured in CEQA? A: Yes, there is a “Climate Change” chapter required.

Q: What is the significance of ¼ mile and ½ mile to transit stops? A: Mostly it is accessibility by walking.

Q: Are there ag land protection measurements? A: yes, there is acres of land consumed and we can also measure acres of farmland consumed.

Q: Does the health module tool use local data? A: no, it uses state and federal data and research

Q: Will vehicle/bicycle collisions be measured? A: general accident rates are forecasted but vehicle/bicycle are not because there isn’t a tool available to do so. However we can show a “heat map” of the accident history.

Q: Why/How is Vehicle Miles Traveled (VMT) measured for CEQA? A: It’s a new requirement of SB 743 to do a regional VMT analysis. It is also allowed to still do the traditional “Level of Service” analysis for congestion measurement since VMT isn’t a measure of local congestion.

## **Item 9: Adjournment**

The next meeting will be on October 9, 2017 at 2 pm, at MCAG.