

## **MARIN CONSERVATION LEAGUE**

### **Land Use and Transportation Committee Meeting Notes: June 6, 2012**

Present: David Schnapf, chair, Nona Dennis, Karen Nygren, Roger Roberts, Susan Stompe, Jill Templeton, Don Wilhelm and guest Wendi Kallins. Met at MCL, 9 to 11:45 AM.

**Minutes of May 2, 2012** were approved as distributed.

**Agenda** was amended to add under Updates: Streamling/CEQA, and Temporary Use Permit for Binford Road.

**San Rafael Airport Sports Facility:** Nona reported that the San Rafael Planning Commission meeting of 5/29 was heavily attended by soccer supporters and neighborhood opponents. Dominant issues included safety and sports needs. The hearing had been delayed because of a letter the city received from Caltrans Aeronautical Division pointing out that the project is not consistent with their safety standards. The City consultant advised that the ruling does not apply because the airport is a private facility and is used only by permitted planes. The final PC hearing will be tonight and will be attended by Roger. Two issues were brought up: the Caltrans height limit for the parking lot could be included in conditions, and indemnifying the city if there is an accident. Santa Venicia neighbors are preparing to sue.

**650 San Pedro Road:** Nona said she met with neighbors and Susan Adams to find an acceptable number of units. There will be a hearing at the Board of Supervisors on June 12.

**Safe Routes to Schools:** Wendi Kallins, as the director of the program, went through a powerpoint presentation. The program was one of two national pilot projects funded by the National Highway Transportation Safety Administration. They just completed a 10 year evaluation. It became a TAM program in 2005 by the Measure A sales tax measure. It currently serves 50 schools in Marin and over 20,000 students in all school districts, except Sausalito which buses their students. Funding comes from MTC, federal, state and local sources. There are 100 projects, including 75 crossing guards (125 are needed). There is a Task Force in each school district to help determine priority projects and implementation of them. There are over 50 volunteers around the county. They partner with Green Teams, PTAs and PTOs, and student leadership. Their new website, "School Pool" helps with neighborhood organizing by mapping neighborhoods. There are two half-time coordinators, an instructor and a teen coordinator. The Rodeo staff are extra hires. Many former employees come back and volunteer.

SRS looks at infrastructure projects that give the biggest bang for the buck: controlled intersections, and sidewalks and pathways. Roger suggested that MCL could help lobby for funding, if there were more specifics.

Susan asked the definition of "complete streets" as used in the SCS. Wendi explained that all users must be considered when making any improvements to streets.

Jill inquired about the status of the Strawberry overpass. Wendi responded that elected officials from Mill Valley, BOS and TAM are looking at options.

**Port Sonoma/Carneros Ranch:** David reported that Sonoma County is negotiating with their preferred firm to do the EIR, URS. No date has been set for scoping for the EIR.

**Binford Road:** Susan requested that this issue be addressed because an action is pending with the county to approve a “temporary use permit” for the site which has an approved plan and EIR. The temporary use would allow for storage of vehicles and boats on 36,000 sq. ft. of the site, protected by a chain link fence, surfaced with recycled gravel and drained by a small drainage swale. Susan raised the issue because the “temporary” was not defined. Roger also questioned the standard for recycled gravel and the responsibility for overflows of the drainage swale draining onto the Leveroni property. Susan will draft a letter for circulation to the committee before sending to the county.

**MTC Draft Transportation Strategy:** MTC Draft Transportation Strategy: David provided a brief summary of the MTC strategy (below). Although SB375 is based on the close relationship between jobs and housing, the MTC strategy makes no mention of the "Preferred" jobs housing scenario, nor does it mention of any Marin transportation projects. Most of the transportation funds projected through 2040 are dedicated to specific projects, and the limited amount of discretionary funds are mostly being targeted for urban areas.

**Streamlining:** Nona shared the information from the May 22 BOS meeting where Brian Crawford, Community Development Director, was instructed to create an advisory task force to look at ways of streamlining the permitting process and CEQA. Nona suggested that the Planning Commission should be included. The county wants to be more “counter friendly”.

**Marin Sonoma Narrows:** Don said there will be a presentation at the next TAM board meeting about MSN on June 28 at 6 p.m. He had tried to get a meeting at MCL, but no staff seemed to be available. The landfill bridge and frontage road improvements between Novato and the bridge go out to bid on 6/28. The HOV lanes will not be built at this time. 1.7 mile segments will be constructed as money becomes available. Don suggested that the EIR be reviewed for impacts of the current design.

**Next meeting:** Since the Fourth of July is the first Wednesday, the Land Use and Transportation Committee will meet on **July 11**.

Notes by S. Stompe

**Plan Bay Area – Draft Transportation Investment Strategy – April 2012 (Adopted May 2012)**

- 1) Complement to “Preferred” housing/jobs scenario
- 2) No specific mention of Marin or Marin projects
- 3) Goal of strategy is to achieve 15% per capita GHG reductions in Bay Area mandated by SB 375 in combination with preferred scenario – otherwise “6%” gap in 2035
- 4) “Extremely efficient growth patterns are required to meet GHG reduction goals”
  - a. To meet goals “new” Bay Area residents will have to travel 75% less than current Bay Area residents – assuming current residents do not change travel habits.

b. 4,700 passenger vehicle miles per year for family of 4

5) Anticipates \$277B in transportation revenues through 2040 (up \$11B since Feb.)

a. 88% will be spent on O&M of existing transportation facilities

b. 12% on "Capacity-Increasing Projects"

c. "Planned transportation projects have a marginal effect on GHG emissions"

d. \$186B is "committed" revenues = 67%

e. \$35B is "Conditioned Discretionary" (mostly transit O&M)

f. \$56B "available for trade-offs"

6) Describes 6 different Investment Strategies for using "trade-off" funds:

a. "Close the GHG Gap" – \$0.7B

i. Option A – "Smart driving and Clean Vehicles" – Cost = \$685M, GHG reduction = 7%

ii. Option B – Fuel Efficiency (55mph) – Cost = \$490M, GHG red. = 8%

b. "Fix-It First" – Emphasize O&M – \$24B

c. "OneBayArea Grant Framework" – Promote PDAs, growth around Transit – \$14B

d. "Fund High-Performers" – fund the best projects – \$8B

e. More efficient systems – express lanes, congestion pricing – \$3B

f. Make Transit Systems Sustainable – Fares cover more costs, improved service, attract new riders, secure reliable streams of financing – \$0.5B

7) EIR alternatives to be addressed June 8; Draft EIR Dec. 2012; Final EIR and plan adoption April 2013