



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

MTC Advisory Council
May 13, 2009
Minutes

Cathy Jackson called the meeting to order at 12:34 p.m. In attendance were members Wendy Alfsen, Paul Cohen, Angela Colombo, Raphael Durr, Rita Foti, Karla Goodbody via phone, David Grant, Mary Griffin, William Hastings, Richard Hedges, Kathryn Hughes, Sherman Lewis, James McGhee, Eli Naor, Margaret Okuzumi, Michael Pechner, Bob Planthold, and Don Rothblatt. Commissioner Giacomini was also in attendance.

Minutes of April 8, 2009 meeting

The minutes were approved unanimously.

Public Comment

No public comment.

Staff Report

Ms. Therese Trivedi stated that Caltrans' Disadvantaged Business Enterprise (DBE) Program Disparity Study results can be found online at http://www.dot.ca.gov/hq.bep/study/disparity_study.htm

Commissioner Giacomini requested clarification on what the nature is of the "case by case basis" by which a person who is "disabled" may apply to the DBE program by demonstrating social and economic disadvantage. Ms. Trivedi commented that Ms. Teri Green and/or Ms. Denise Rodriguez will report back with clarification.

She also stated that the FOCUS program is hosting a number of upcoming forums, meeting with "Three E" stakeholder groups (economy, environment, and equity) to let them know about FOCUS, seek comments and suggestions, and identify opportunities to work together around common objectives. For more information, visit www.bayareavision.org.

Finally, Ms. Trivedi stated that she recently accepted new responsibilities at MTC, and after this month will no longer be the staff liaison to Advisory Council. She introduced Ms. Jennifer Yeaman, who works on the Lifeline Transportation Program and equity issues, and will be the new staff liaison.

Report from the Minority Citizens Advisory Committee (MCAC); Report from the Elderly and Disabled Advisory Committee (EDAC)

Mr. James McGhee stated that MCAC received 234 applications for the High School Internship program. He also stated that MCAC had presentations on the HOT/Express Lanes, and MCAC expressed concern with people in communities not being able to take advantage of that. MCAC also expressed concern on the amount of money – will it be what they expect to receive? MCAC decided to refer the HOT Lanes topic back to their Lifeline Subcommittee because they feel that for them to take advantage of the revenue for the community of concern, is to see how the revenue comes back into the transit area.

Mr. David Grant stated that EDAC had a presentation on the revised 511.org website, and the new Trip Planner. They also had a presentation on the DBE Program about the role of disability as one of the qualifying pieces for bidders of contracts. He noted that the legislative report was also presented. Lastly, EDAC passed a resolution calling on MTC to facilitate and sponsor a regional pedestrian safety summit.

Legislative Update

Ms. Rebecca Long stated that the HOT/Express Lane project, AB744, has passed out of the Senate Transportation Committee and is now in the Appropriations Committee, and will then move to the Senate.

Another bill that MTC is sponsoring is on the seismic retrofit program to provide funding for the Antioch and Dumbarton bridges to be seismically retrofit through a toll increase and bringing them into the Toll Bridge Seismic Retrofit program.

She stated that staff is also pursuing AB672 – trying to streamline the ability of local agencies to advance their own funding for Proposition 1B projects.

Lastly, she noted that the legislative history, which used to be distributed at each meeting, can now be found on MTC’s website under the “Legislation” link.

Committee comments include:

- What will happen if the bills fail? Response: Most of transportation is funded through special funds that can be loaned to the general fund, but cannot be taken outright. They could suspend Prop. 42 funds, and would have to repay those funds with interest within 3 years.
- If local streets and roads (LS&R) money is cut, and a local jurisdiction town or county decides to put on a bond issue or fund it, what position would MTC take toward an allocation of LS&R money towards that jurisdiction? Response: MTC’s policy for streets and roads funding rewards jurisdictions that are doing a good job taking care of their system.
- Is MTC looking at altering its spending priorities to address a likely additional shortfall to shift money based on the possible fallout? Response: MTC’s existing priorities is putting money into the rehab needs on the local system, and the rehab needs on the transit side.

Update on Proposed Transit Capital Priorities Policy

Ms. Anne Richman and Mr. Glen Tepke updated the committee on the proposed changes for the region's Transit Capital Priorities policy, which governs the annual distribution of nearly \$400 million in FTA funds for transit capital maintenance.

Mr. Tepke summarized the FY 2010-19 program highlights, which are:

Significant Transit Vehicle Procurements

- BART Car Replacement - \$1 billion (phase I)
- Caltrain EMU - \$500 million
- SFMTA Trolleys - \$400 million

Fixed Guideway Projects

- Track, train control, ferry gangways, etc.
- Needs exceed revenues, able to fund 25%

The major proposals for the FY 2010-12 are: 1) Establish \$150 million reserve for upcoming vehicle procurements; 2) Establish \$50 million reserve for preventive maintenance to address economic downturn; and, 3) Set fixed guideway caps at \$113 million per year, distribute based on need.

The approval timeline is as follows:

- Draft to Advisory Committees in May
- Draft to Programming and Allocations Committee in May
- Final to Commission in June, will include:
 - TCP Policy
 - FY10 Program
 - Preliminary Programs for FY11 and FY12
- Return to Commission with detailed funding plans for major procurements

Committee comments include:

- It's not clear what the caps are – is it percentage or dollar amounts? Response: They are dollar amounts. There are specific amounts for each operator in each year, and vary with the operator based on their needs so the largest operators – BART and VTA – have the largest caps. The operators can use that funding for any of the eligible fixed-guideway projects.
- When is the Advisory Council going to get a draft to comment on prior to it going to the Commission? Response: The policy is still under development and staff will be distributing it to the Advisory Council in the near future so they have an opportunity to look at it before it goes to the full Commission.
- Suggest staff looking into Alston, a French manufacturer of transit rail vehicles, which is ready to sign a lease on a 100,000 sq. ft. facility at Mare Island, and will do the construction and rehab of the Capitol Corridor cars. MTC should explore having all of the cars, from different manufacturers, to be headquartered at Mare Island to reduce costs across all the operators.
- Suggest MTC get an engineer and have them do some value engineering of BART's vehicle replacement request.

- Why are new BART cars needed so soon if they were rehabbed in the 1990s?
Response: when funding is provided for vehicle rehabilitation, the functional lifespan of the vehicle is extended accordingly. This replacement project, which will extend over multiple years, comes at the end of this extended lifespan; all BART's cars date to the origin of the system in the 1970s.

Express HOT Lanes Update

Mr. Doug Kimsey provided an update on the Regional Express HOT Lanes, and summarized how proposed toll revenues will be spent and who decides.

He stated that the total network will be approximately 800 lane miles – 500 miles is going to be a conversion of existing HOV lane facilities – either existing, fully funded, or about to be built. The gross revenue, over a 25-year period, is expected to be approximately \$14B. The capital and O&M costs are approximately \$6B, and the total finance cost will be approximately \$2B so the net revenue would be available for other improvements in the corridor. He noted that the current strategy is that money that is generated in the corridor stays in the corridor. The motorists and users of the corridors were very explicit in saying that these revenues need to stay within that commute shed, otherwise there will be no support.

Mr. Kimsey stated that the Bay Area Toll Authority (BATA) has the first call on the funds to finance and build out the system. Secondly, they have to operate and maintain the system. Then, 95% of the net revenues will come back to the corridors where they were generated; the remaining 5% would allow staff to fund other HOT lanes in the region that were not able to be built.

He also commented on the priority uses of the net revenues, and stated that the legislation says that priority will be given to projects that reduce vehicle emissions and provide for cost-effective transit options.

Committee comments include:

- In terms of the net revenue investments, when will the first money be available for transit in these corridors? Response: Different corridors will phase in at different times, and transit investments will follow financing payments and paying for revenue operations and maintenance facilities, but perhaps as soon as 2015.
- Will the HOT revenue be available for transit operations or just capital? Response: It will be flexible.
- Could removing existing all-purpose lanes cause massive congestion? Response: Most of the new lanes will be gap closures in the existing HOV network, which is expected to relieve those bottlenecks in the system.
- Will the entire network have to be built before any money goes to transit? Response: this will probably be done by corridor, since 95% of revenue goes back to the corridor.
- How does ramp metering compare in terms of reducing congestion on the freeways? Response: Ramp metering isn't as effective in severely congested areas, and some parts of the region, such as the 101 corridor in Sonoma/Marin, cannot accommodate ramp metering due to how the on-ramps are designed.
- What is staff's response to the recent article critical of the revenue projections? Response: Staff is confident in the revenue forecasts as they have been done.

Center for Neighborhood Technology's Housing and Transportation Costs in the Bay Area Study

Ms. Jennifer Yeamans presented findings from the Center for Neighborhood Technology's Housing and Transportation Affordability study. Ms. Yeamans explained that the H+T Index is a measure of affordability based on a household's combined housing and transportation costs as a share of household income, and identified two key objectives for the study: first, to better understand locational differences in relative housing and transportation costs and affordability by neighborhood and income level within the region, and second, to help frame the development of key strategies for MTC and other regional agencies to help preserve and improve affordability in the region. Overall the findings suggest that low- and moderately-low income households have their locational options highly constrained in terms of which communities can be considered affordable to them, and that addressing housing and transportation affordability as a combined measure will take effort from multiple local and regional entities.

Committee comments include:

- It would be useful to consider the health impacts of the transportation network in future RTP equity analyses.
- Do the transportation costs estimated include user time spent traveling and/or in congestion? Response: Believe it only deals with out-of-pocket transportation costs but will double check with consultant.
- The assessment should include the externalities of certain job locations in the region, and the costs associated with those.

Other Business/Public Comment/Announcements

There was no other business. The next meeting of the Advisory Council is scheduled for June 10, 2009. The meeting was adjourned at 2:30 p.m.