



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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MTC Advisory Council  
June 10, 2009  
**Minutes**

Cathy Jackson called the meeting to order at 12:36 p.m. In attendance were members Wendy Alfsen, Raphael Durr, Rita Foti, David Grant, Mary Griffin, William Hastings, Richard Hedges, Kathryn Hughes, Julio Lacayo, Sherman Lewis, James McGhee, Eli Naor, Margaret Okuzumi, Michael Pechner, Bob Planthold, and Don Rothblatt. Commissioners Giacopini and Spering were also in attendance.

**TLC Program Update**

Ms. Therese Trivedi stated that staff conducted an evaluation of the Transportation for Livable Communities (TLC) program in 2007/08, where Doug Johnson presented the results to this committee. She also stated that there was a white paper completed by the Center for Transit Oriented Development, where Shelly Poticha came to the committee to discuss the financing options for Transit Orient Development in the Bay Area as well as other regions in the country.

Ms. Trivedi noted that staff is gearing up for the next cycle of funding for the TLC program, and will be proposing a couple of changes to the program based on what staff found in the evaluation as well as the white paper. The updated program is informally known as “TLC 2.0.”

Ms. Trivedi introduced Commissioner Spering to present on the history and evolution of the TLC program to provide context to proposed program changes. Commissioner Spering stated that several of the Commissioners have taken trips to look at other regions’ TOD programs, and the one that everyone seems to focus on is Portland. He stated that Portland is a very dense small metropolitan area with one transit operator, so the challenge for the TLC program in the Bay Area is to find what will work best in this more complex region. Portland’s success today reflects a long-term strategy, which stayed the course, and learned from their difficulties and challenges. Portland pointed out where their policies have been modified over time to replicate what works, and eliminate what didn’t work. Portland’s downtown area has free transit, supporting a lifestyle the people are getting used to. He also noted that one key tool Portland used, and which MTC has to get more active with, is legislative changes.

He stated that the Commission is considering four general policy areas in updating the TLC program: 1) incentivize investment in Priority Development Areas (PDAs), 2) grant size, 3) menu of eligible programs, and 4) program structure. The Commission wants a focused program, in order to reflect whether and to what extent the program is maximizing limited resources.

Committee comments include:

- Long Beach revitalization is a good example for California.
- The Land Use Subcommittee will forward two motions to the Advisory Council with a recommendations that TLC grants be set at a \$2 million threshold and that the program be fully funded with \$60million per year.
- What can MTC do to address governance issued to meet SB375 goals? Response: legislative action is needed to align on key issues.
- What kind of recommendations can the Advisory Council make to the Commission so their voice can be heard? Response: Be bold, and express your support.
- TLC funding should emphasize walkability and universal accessibility – people with disabilities, people with strollers, etc. Don't use funding for infrastructure upgrades, which cities should be funding locally. Response: The idea is to join up TLC funding with other funding sources such as redevelopment funds, so money isn't diverted and cities and counties are accountable. The multitude of needs is an excellent example of why measured investment is so important.
- Money should not go to structured parking.
- See if MTC can adopt a series of basic walkability, design, and safety standards and make those be required for projects, since they represent the “last mile” of many trips.
- The remodeling of downtown Suisun City required changing of thinking of local politicians in addition to legislation and finances.
- The Joint Policy Committee should send a letter that parking should not be subsidized
- Some parking can be useful to generate some ridership.
- Focus on shared parking and other innovative approaches for any funding used to support parking.
- Redefine what is meant by TOD with a multiplicity of travel options available. For example, car sharing should be required.
- Should incorporate more design review

In closing, Ms. Trivedi stated that staff plans on taking these points to the July Planning Committee for their review/discussion. The Commission will act on the funding piece in September.

### **Minutes of May 13, 2009 meeting**

The minutes were approved unanimously.

### **Public Comment**

No public comment.

**Staff Report**

Ms. Jennifer Yeamans stated Ms. Therese McMillan, Deputy Director, Policy has accepted the position of Deputy Administrator to The Federal Transit Administration. She will assume her position on June 30, 2009. Other announcements are available in the written report.

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

Mr. James McGhee stated that MCAC received a report on the New Surface Transportation Act. Mr. Ted Droettboom gave an update on SB375, and Ms. Therese Trivedi also reported on the TLC Program. He also noted that the committee's annual dinner was on June 9, 2009.

Mr. David Grant stated that EDAC had a presentation on Housing and Transportation Affordability, as well as presentation on the CMAQ and STIP funding. He stated that they were informed of the "Senior and Disabled Transportation Summit" for Solano County. It will be held on Friday, June 26, 2009.

**Legislative Update**

No report.

**Disadvantaged Business Enterprise (DBE) Follow-up**

Ms. Denise Rodrigues provided follow-up information regarding eligibility for the new Disadvantaged Business Enterprise (DBE) Program effective June 2009. She noted that, per the regulations, if someone can show that they have been discriminated against in business, employment, or education, then they can become a DBE.

She also commented on the social disadvantage and stated that citizens of the United States or lawfully admitted permanent residents who are women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, Subcontinent Asian Americans, or other minorities are found to be disadvantaged by the SBA. All others need to be looked at by a case-by-case basis.

In conclusion, she stated that MTC is part of Caltrans' program and as of June 2, 2009, MTC is now race-conscious, which means MTC has contract goals.

Committee comments include:

- Case-by-case seems inconsistent with DOT findings.
- Is there a potential distinction between Calif. and US DOT? Response: Calif. Certification falls under the US DOT guidelines.
- Find an agency contact at the federal level that the committee can communicate with directly.
- Would be good to know what MTC can do to look at requirements beyond state and federal guidelines.

**New Surface Transportation Act: CMAQ/STP Programming Update**

Mr. Craig Goldblatt updated the committee on the current and upcoming programming activities, including development of an overall architecture to guide upcoming programming

decisions for the new surface transportation act funding (New Act) now that all funding under SAFETEA has been programmed through September 30, 2009.

He stated that under the American Recovery and Reinvestment Act of 2009 (ARRA) roughly \$660 million of funding was made available to fund critical transportation needs in the Bay Area. The following ARRA investment actions are a necessary piece for informing policy decisions on funding going forward: 1) System Preservation, 2) Safety and Freeway Performance Initiative Projects, 3) Transit Expansion, 4) Advance Proposition 1B to Construction, 5) SMART Highways, and 6) Transportation Enhancements.

Mr. Goldblatt commented on the funding estimate, and stated that STP/CMAQ revenue is estimated at roughly \$1 billion over the New Act, assuming a 4% growth rate. The region will also have \$105 million in RTIP/CMIA bond funding capacity as well as \$7.5 million in Transportation Enhancements for programming consideration. He noted that MTC staff will recommend the funding in three branches: 1) ARRA Backfill (\$105 million); 2) First Cycle (first three-years of the New Act, or FY 2009-10 to FY2011-12); and 3) Second Cycle (last three-years, or FY2012-13 to FY2014-15).

He summarized the proposed programming principles that would guide the New Act programming development, which are 1) Maintain critical on-going programs; 2) Seize opportunity to deliver system-wide improvements; 3) Fund core Transportation 2035 categories; and 4) Direct some ARRA backfill capacity to strategic investments and regional commitments.

Lastly, he mentioned that the proposal will be developed in concert with the Bay Area Partnership during the months of June and July, and in September, staff expects to take a final proposal to the Programming and Allocations Committee with a recommendation for MTC adoption.

Committee comments include:

- Regional pedestrian plan is needed to come up with a price tag for the regional pedestrian and projects that would be necessary to link the various modes.
- Need to spend more money on safety. PTAP/FAS/RSR should require routine accommodation complete streets.
- Would like to see the TLC 2.0 program be funded at \$60 million a year.

#### **Advisory Council Subcommittee Priorities**

Ms. Cathy Jackson commented on her proposal regarding the purpose of each Advisory Council subcommittee and recommended that the Council develop a process to advance recommendations to the Commission.

She also commented on the possible Business and General Engagement Outreach subcommittee in addition to the four others which are: 1) The Transportation and Economic Subcommittee, chaired by Sherman Lewis, 2) Transportation and Land Use, chaired by Eli Naor, 3) Sustainable Transportation, chaired by William Hastings, and 4) The Evaluation Subcommittee, chaired by Margaret Okuzumi. Mr. Hedges motioned that Cathy Jackson chair

the Business and Outreach committee. Ms. Jackson noted that existing four subcommittees include the Business and General Engagement Outreach as a sub-category for each one of the subcommittee's. Mr. Hedges recommended that MTC use interested members from the Advisory Council for outreach to business.

Ms. Jackson asked, as it relates to the purpose of the subcommittees and what is outlined, does the committee agree with the content as a start? Mr. Bob Planthold moved approval, Mr. Michael Pechner seconded. Motion passed unanimously.

Ms. Jackson also discussed the proposed methodology, and noted that if each subcommittee has identified and articulated principles, guidelines, outcomes, and/or create ideas to advance policy and/or programs, then they should be able to advance these to the Commission.

Ms. Jackson recommended that Mr. David Grant keep the committee members informed of the Commission's various standing committee topics so they can be prepared to comment. Mr. Grant agreed.

**Other Business/Public Comment/Announcements**

There was no other business. The next meeting of the Advisory Council is scheduled for July 8, 2009. The meeting was adjourned at 2:35 p.m.