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MINORITY CITIZENS ADVISORY COMMITTEE Minutes – June 9, 2009

Attendance

The meeting was called to order at 3:16 p.m. Those in attendance were Chair James McGhee, Dustin Daza and Harvey Louie of San Francisco; Jacquee Castain and Carlos Castellanos of Alameda County; Darnell Turner of Contra Costa County; Raphael Durr and Charles Rivasplata of Marin County; Robert Liems of Napa County; Bill Allen, Wayne Lee and Carlos Romero of San Mateo County; Michael Lopez of Santa Clara County; Lee Pierce and David Rosas of Sonoma County; Randi Kinman and Dawn Love, Low Income Representatives; and Michael D'Augelli, Native American Representative. Luis Quinonez, Gerald Rico, Michael Rubiano and Jim Simon were excused.

MTC staff in attendance included Catalina Alvarado, Ted Droettboom, Craig Goldblatt, Pam Grove, Georgia Lambert, Ross McKeown, Ayela Mujeeb (MTC intern), Therese Trivedi and Jennifer Yeaman. Also in attendance were Ernest Baker from Alternative Energy Sources Technologies, Inc. (AEST); Bob Planthold, vice chair of the MTC Advisory Council; and Candy Gayles, former MCAC member.

Meeting Minutes

Lee Pierce asked about his query regarding the 6.75% race-conscious earmark for the new statewide DBE goals. Pam Grove stated she is researching the issue. The May 12, 2009 meeting minutes were approved with one abstention.

Chair's Report

Chair McGhee attended a Construction Contracting meeting in San Francisco. There were about 250 attendees, including MCAC members Lee Pierce and David Rosas.

MCAC Member Reports

Advisory Council: Chair McGhee asked Raphael Durr to report on the May Advisory Council meeting. Mr. Durr said the Advisory Council agenda covered the same topics as the May MCAC meeting agenda, with different discussion. Chair McGhee agreed.

Contracting Subcommittee: Subcommittee chair Harvey Louie reported that the subcommittee met just prior to the MCAC meeting. Denise Rodrigues, MTC staff, provided an overview of outreach activities and an update on the new Caltrans DBE goals. Mr. Louie said there are expectations of getting a higher

MCAC Member Reports (Continued)

percentage of minority contractors due to the new goals; classes are available to assist with DBE certification, and no one who wants to participate will be left out. Oversight of MTC contracts will be controlled by monthly reports and funds could be withheld if DBE goals are not met. Chair McGhee stated that MCAC members should act as ambassadors and let local representatives and procurement departments know what MTC is doing.

Lifeline Subcommittee: Subcommittee chair Darnell Turner reported that the Lifeline subcommittee met on May 26 to determine what, if any, comments MCAC should make to the Programming and Allocations Committee regarding the proposed Transit Capital Priorities (TCP) Policy. At issue was the amount that MTC staff was recommending to the Commission as a set-aside for preventive maintenance. The subcommittee voted:

1. To recommend that MCAC not comment on staff's proposed TCP policy, and approve of the policy as presented (passed with one abstention).
2. Before the transit operators spent the money, MCAC should focus on the operators at the local level and provide input as to how the money is used. The subcommittee is making a recommendation to MCAC to get involved in this way.

Mr. Durr asked whether funds to Lifeline have decreased and by how much. Jennifer Yeaman, MTC Lifeline program manager, said that some of the Lifeline funding comes from State Transit Assistance (STA) funds (the sales tax on fuel). Since STA funds were diverted from last year's budget into other areas, there will definitely be a shortage. She recommended that this topic be presented in depth to the Lifeline Subcommittee.

It was moved and seconded that MCAC accept the Lifeline Subcommittee's recommendations as stated above. Mr. Romero stated he would vote "no" since he feels MCAC should comment on the operating gaps in the proposed TCP policy. The motion passed with two "no" votes and two abstentions. The subcommittee was asked to follow up with a methodology/blueprint for MCAC members to provide input to the operators at the local level.

New Surface Transportation Act: CMAQ/STP Programming Update

Craig Goldblatt of MTC's Programming and Allocations section presented an overview of the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), the six-year bill that provides federal transportation funding through gas taxes. The current cycle of the bill will sunset on September 30, and the government has begun discussing a new Federal Transportation Authorization Act. MTC has full discretion over these funds, but usage should be in keeping with the recently adopted Transportation 2035 Plan. Past usage has been for projects such as TLC, the regional bike/pedestrian program, 511 and TransLink[®]. Mr. Goldblatt outlined some possibilities for use of future funding from the New Act in order to receive feedback from the committee. He also commented that the American Recovery and Reinvestment Act (ARRA) or economic stimulus funding is related since MTC was able to leverage funding for projects such as the Caldecott Tunnel and some transportation enhancement projects. When these funds return back to the region, the additional money (approximately \$112 million in backfill) will also be under consideration and included as a package with the other federal funds.

New Surface Transportation Act: CMAQ/STP Programming Update (Continued)

Mr. Goldblatt went over a matrix of potential categories for funding, and asked MCAC members to provide feedback. The numbers are not yet filled in on the matrix, and Mr. Goldblatt plans to return to MCAC next month with proposed numbers.

Carlos Romero commented that the message from communities of color needs to be that during these tough budget times, we need to prioritize funding operating shortfalls, which are massive. Even if the possibility of funding the shortfalls is slim, the comment still needs to be made. If funding operations with federal funds is not possible under the current bill, perhaps in the creation of the new bill the topic needs to be discussed. He commented further that it is ridiculous to fund new projects instead of stabilize the current system.

Randi Kinman commented that she would like to see some of the regional funds used to complete and update the local Transit Management Plans (TMPs). She believes it is difficult to prioritize spending regional funds if local agencies do not have accurate and updated plans, and there is currently no capacity for local agencies to spend funds on updating those plans.

SB 375 Implementation in the Bay Area

Ted Droettboom provided an update on how the Joint Policy Committee agencies (MTC, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission) are gearing up to implement SB 375, the 2008 legislation to integrate transportation and land-use planning with climate change objectives. Because MTC just completed an update to its Regional Transportation Plan, the Bay Area will most likely be one of the last metropolitan areas in California to fully implement SB 375 policies. However, Transportation 2035 already focuses on some climate change initiatives that help move the region in the right direction. The extra time will be used to gather feedback on proposed policies and procedures, as well as look at how similar initiatives in other regions are faring. The comment period on these draft policies will continue through September. Mr. Droettboom went over some basic background and premises surrounding SB 375, stating that transportation in the Bay Area is responsible for about 41% of greenhouse gases, compared to the world average of 14%. He reiterated the need for smart growth initiatives in order to reduce transportation CO₂, which is critical since the California Air Resources Board will be giving the region targets for CO₂ reduction as part of implementation of SB 375.

There will also be a planning and mathematical modeling process to understand the relationships between transportation and land use in the region, and to establish policies to govern transportation and land use together for the purpose of producing a Sustainable Community Strategy (SCS). All investments in the next Regional Transportation Plan need to be consistent with the SCS. Local governments have the responsibility for land use planning and will need to buy into this strategy and become partners with the four regional agencies in producing the SCS. If the SCS cannot make the regional CO₂ targets, an Alternative Planning Strategy (APS) – that is not connected to the Regional Transportation Plan – could be implemented. The ultimate goal of the initiative is to create better integration between regional agencies, between various programs within the agencies, between modeling and planning activities, between SB 375 and

SB 375 Implementation in the Bay Area (Continued)

other sustainability initiatives, and to create a stronger partnership with local governments, as well as the surrounding regions outside of the Bay Area, with the end result of reduced CO2.

MCAC members commented that transit-oriented developments have not brought enough jobs into the communities, that the inclusion of mixed-income and low-income housing is important, that the creation of TODs should avoid displacement of current residents, and that local jurisdictions need to create standardization of terms and definitions. Chair McGhee commented that MCAC looks forward to providing input on the ongoing processes and issues of SB 375.

Transportation for Livable Communities (TLC) Update

Therese Trivedi, MTC staff, presented an update on the TLC program, including the next funding cycle and proposed changes as a result of the program evaluation. This ten-year program provides grants to improve pedestrian walkways, bike lanes, and streetscapes, as well as promote smart growth. There are about 100 communities in the region with targeted growth (Priority Development Areas) that are eligible for TLC project grants. Grant size is estimated to increase to \$2-6 million in the coming cycle (previous grants were between \$500,000 and \$3 million), and the proposal is to expand the scope to include some new key smart growth elements and a new program structure. Ms. Trivedi also mentioned that the Urban Land Institute is hosting tours of several transit-oriented developments throughout the region; there is a fee, but MTC has a few comp spaces available. A flyer was distributed to members showing dates and times of the tours.

Staff Report

The Bay Bridge will be closed three to four days over the Labor Day weekend. The congestion monitoring data for 2008 was released in May. A HOT lane report that is of interest to MCAC members was done in the Puget Sound area and is included in the packet (“The Impacts of Tolling on Low-Income Persons in the Puget Sound Region”). Follow-up information on contracting/DBE-related issues was included in the packet. There are some upcoming FOCUS forums scheduled in the next two months, and all MCAC members are invited and encouraged to attend the High School Internship Orientation from 9 a.m. to 1 p.m. on June 23. Ms. Grove introduced Candy Gayles, a former MCAC member, who was in the audience and will be attending the dinner following the meeting.

Other Business/Public Comment

MTC Deputy Director of Policy Therese McMillan stopped by to say farewell and thank you to MCAC members, explaining that she could not attend the MCAC dinner following the meeting. The committee joined in wishing her well as she travels to Washington, D.C.

Mr. Pierce announced that he is a candidate in the seventh district assembly race, including Solano, Sonoma and Napa counties, and he would appreciate MCAC members’ support.

The meeting was adjourned at 5:15 p.m.