



METROPOLITAN
TRANSPORTATION
COMMISSION

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MTC Advisory Council
September 9, 2009
Minutes

Cathy Jackson called the meeting to order at 12:30 p.m. In attendance were members Angela Colombo, Rita Foti, David Grant, Mary Griffin (via phone), William Hastings, Richard Hedges, Kathryn Hughes, Julio Lacayo, Sherman Lewis, Xiao-Yun Lu, Eli Naor, Michael Pechner, Bob Planthold, and Don Rothblatt.

Public Comment

No public comment.

Staff Report

Ms. Jennifer Yeamans mentioned that the opening of the Pedestrian/Bicycle Path on the Benicia/Martinez Bridge took place on August 29, 2009.

She also mentioned that TransLink[®] continues to roll out on BART, while Caltrain is seeking participants for the soft launch of the smart card on its system.

Minutes of August 12, 2009

The minutes were unanimously approved after a motion by Mr. Hedges and a second by Mr. Planthold.

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

There was no report from MCAC.

Mr. Grant reported that EDAC received a legislative update from Rebecca Long, and the rest of the meeting was focused on the work of the subcommittees, including mobility management, pedestrian safety, accessible technology, and the TOD land use group.

Legislative Update

Ms. Rebecca Long stated that bills that were sent to the governor's desk were sent back until certain issues are addressed. She noted that MTC is sponsoring AB 672, which allows local agencies to apply for a letter of no prejudice so that they can start spending their own money for Proposition 1B bond-funded projects, and then get reimbursed.

She also mentioned that AB774, the HOT lane bill, has become a two-year bill. It ran into some opposition by both the Caltrans engineers' union, as well as some environmental organizations.

AB1175, adding the Dumbarton and Antioch bridges to the Toll Bridge Seismic Retrofit Program, was significantly amended in the Senate Transportation Committee.

Ms. Long also commented on two Vehicle Registration Fee bills. SB406 would provide MTC and ABAG a \$2 per vehicle registration fee to go toward planning for SB375-related Sustainable Community Strategy and climate change reduction work. She noted that the first \$1 would come to MTC and ABAG and the second \$1 would be for grants that would be provided to local agencies to do work to implement SB375. The second bill, from Senator Hancock, authorizes a \$10 per vehicle registration fee that's for transportation mobility and environmental mitigation.

Lastly, AB338, which involves tax increment financing for transit-oriented development, is on the senate floor.

Mr. Eli Naor stated that the vehicle fees should be applied to the TLC 2.0 Program. Ms. Long noted that there is a good chance of that happening.

New Surface Transportation Act – Update on STP/CMAQ Funding Proposal

Mr. Craig Goldblatt updated the committee on the draft proposal for the next six years of federal discretionary funding coming to the Bay Area.

He also summarized what staff heard from the various committees. There were numerous requests for more funding for core programs and also to advance some of the funding for the programs in the earlier part of the first three years instead of the last three years. He noted that staff was able to advance \$31 million into Cycle 1 and was also able to increase funding by \$22 million. Lastly, staff was able to find more ways to front-load more funding into the Climate Initiative Program.

At their meeting September 9, the Programming and Allocations Committee requested more time to consider the program proposals, their various dynamics, and approve in November following more discussion in October and the formation of a subcommittee to examine various aspects of the programs in depth.

Member comment:

- If MTC followed economics and pricing recommendation — if the system is priced according to demand — will there be money in the programs to do studies of pricing reforms? Response: Money in the program is provided for regional planning with which such studies could be done.
- With respect to timing of funds, a lot of time is wasted at the local level having to go back to MTC to ask for more time.
- Ramp metering is just one of many other technical improvements for freeways used elsewhere in the world; America lags behind the rest of the world on this infrastructure.
- Do a bike-sharing program as in Paris and other European cities.
- Can Advisory Council members participate in the Programming and Allocations Committee Subcommittee? Response: Will pass the suggestion along to the appropriate staff.

Regional Parking Policies

Ms. Valerie Knepper presented information potential regional parking strategies which MTC staff presented to the regional Joint Policy Committee in July. Four key strategies are being advanced for discussion.

Member comment:

- Have smart parking strategies for regionally funded parking structures applied to TLC projects – not just parking structures.
- Consider better strategies for port parking to reduce pollution in surrounding jurisdictions.
- Regional perspective is valuable as financial incentive for local jurisdictions to provide car-sharing facilities.
- Other areas are more advanced that we can model after.
- Tie between parking and housing development is missing from the recommendations.
- Study of multi-unit buildings found that parking vs. locational advantage is hard to analyze in terms of cost trade-offs.
- MTC can be more effective in educating employers who can in turn educate their employees.
- MTC should utilize 511 Regional Rideshare staff to facilitate with employers.

Report from Transportation Economics and Pricing Subcommittee

Mr. Sherman Lewis presented the Subcommittee’s recommendation for the parking element of MTC’s TLC 2.0 Program, and requested the following revisions to the draft language:

“MTC should study the opportunity costs of subsidized parking structures and the potential for alternative modes of access, including rapid shuttles. MTC should discourage subsidizing parking structures where alternative access is viable to meet global warming, focused growth, and TLC goals.”

Mr. Planthold moved the amendment. Ms. Griffin seconded. Motion passed unanimously. Mr. Planthold moved the amended motion. The motion passed unanimously.

Other Business/Public Comment/Announcements

There was no other business. The next meeting of the Advisory Council is scheduled for October 14, 2009. The meeting was adjourned at 2:22 p.m.