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MINORITY CITIZENS ADVISORY COMMITTEE
Minutes – October 13, 2009

Attendance

The meeting was called to order at 3:28 p.m. Those in attendance were Chair James McGhee, Dustin Daza and Harvey Louie of San Francisco; Vice Chair Carlos Castellanos and Jacquee Castain of Alameda County; Charles Rivasplata of Marin County; Gerald Rico and Robert Liems of Napa County; Carlos Romero of San Mateo County; Michael Lopez of Santa Clara County; Jim Simon of Solano County; Lee Pierce and David Rosas of Sonoma County; Michael D'Augelli, Native American representative; and Randi Kinman and Dawn Love, Low Income Representatives. Bill Allen and Luis Quinonez were excused.

MTC staff in attendance included Craig Goldblatt, Valerie Knepper, Georgia Lambert and Ursula Vogler.

Meeting Minutes

The September 8, 2009 meeting minutes were approved.

Chair's Report

Chair McGhee reported that he was one of several MCAC members who attended the Santa Rosa Lifeline site visit and it was informational as well as fun. The group hopes to go back for a Route 9 tour because there was only time for the Route 19 tour. Chair McGhee also commented that he attended the Small and Minority Business Opportunity Conference hosted by the U.S. Pan-American Chamber of Commerce. The Business Outreach Committee was one of the participants. Information was disseminated and networking opportunities were worthwhile and he felt it would be enlightening for MCAC members to attend in the future.

Staff Report

Ms. Vogler announced that a Joint Advisors meeting is scheduled for Oct. 28 from 1 to 3 p.m. to report on the Commission's decision regarding the possible advisory committees restructuring. She also announced the "Saving the Bay" premiere and future MCAC subcommittee meetings (details are included in the packet).

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MCAC Member Reports

Lifeline Subcommittee: David Rosas narrated a short slideshow and provided a summary of the Santa Rosa Lifeline site visit on Sept. 29, commenting that Routes 9 and 12 are the most-used routes. Jacquee Castain thanked Mr. Rosas for the detailed tour and said she loved the new hybrid buses and their bilingual signage. Hours are 6 a.m. to 8 p.m. and members expressed concern that buses don't run late enough during holiday shopping hours or for students taking night classes. Mr. Rosas said that the situation is being reviewed but funds are a problem. Michael D'Augelli said he took additional transit rides from Santa Rosa back to San Leandro and the transit access was quite good.

High School Internship Subcommittee: The group met just prior to the MCAC meeting and Ms. Castain said they discussed recommendations for next year. Ms. Castain announced that every county had applications this year and there were over 200 applicants. They would like to get the Workforce Investment Boards to participate in 2010, and the subcommittee hopes to work with them to get standardized hourly rates in each county so the program can hire 50 students in 2010. Chair McGhee added that the subcommittee discussed going to the private sector for assistance, as well as reconsidering the 2.8 grade-point average requirement so that more students can participate.

Equity Analysis Subcommittee: Randi Kinman reported that the subcommittee has examined about 24 maps in their attempt to identify what questions to ask and what tools to use in future equity analyses. They envision these maps could be used as overlays, laying out the baseline and targeting specific issues in the communities of concern. Areas of study include costs per household for transit and length of time it takes on average to go to and from various destinations and by what method. She cautioned that the study is being done at the regional level, not local, and will focus on average times throughout the Bay Area. The most current demographic data available is from Census 2000, which will give a historical perspective, but the data will be updated at the next Census. Carlos Romero added that this is a tool that is being developed to set a baseline from which future advisors can determine if there is a better way to analyze equity within the investments to be made in the RTP. The subcommittee has been meeting twice a month, and Ms. Kinman thanked staff and subcommittee members for their hard work.

Regional Parking Policies

Valerie Knepper, MTC staff, presented information on potential regional parking strategies for the committee's feedback and comments. MTC presented the concept to the regional Joint Policy Committee for consideration as shorter-term measures within the SB 375 Sustainable Communities Strategy to help reduce greenhouse gas emissions and vehicle miles traveled. Bob Liems asked where Priority Development Areas are located and how they are defined. Ms. Knepper replied that in order to qualify as a PDA, communities need to be looking at increasing the level of development in those areas and preparing plans. She said there are approximately 100 PDAs and they are typically located around transit stations such as BART, AC Transit or Muni. Every county in the region except Napa has PDAs.

Regional Parking Policies (Continued)

Charles Rivasplata inquired about green parking certification programs in other parts of the country. Ms. Knepper said there are none she knows about, but Transform has a new project called "Cool Trips" or "Green Trips." It is a type of lead-certification for green travel, looking at reduced parking requirements, transit passes and car-sharing. MTC would be working with them to evaluate what components should be part of the parking policies. Michael Lopez commented that there is a green building certification program (LEED) that is open to jurisdictions as well as private companies. Ms. Knepper agreed that it is a good idea to consider private companies in addition to local jurisdictions. Ms. Kinman asked if there is a control in the PDAs for low-income requirements in housing, but Ms. Knepper doesn't yet have that information. Ms. Kinman stated it is important to consider senior and low-income housing, rather than market-rate housing, because market-rate housing generally generates more parking needs. Financially incentivizing developers around a certification program might negatively impact the ability to create housing within those programs for low-income and senior residents. She is seeing transit-oriented housing that does not include the very people who rely on transit. Her concern is that unless that component is required, money will be handed to developers to build parking garages for people who aren't reliant on transit.

Carlos Castellanos said this seems like a great opportunity to include affordable housing in TODs and PDAs, reducing the need for parking. Carlos Romero said that cities could also adopt disincentives – policies where cities charge more for parking, or replace diagonal parking stalls in commercial districts with parallel parking. People who don't want to get out of their cars and have the means will pay for the convenience, generating revenue that could provide a shopper shuttle for those who don't have the cash to pay for driving and parking. That connection needs to be made or emphasized. Mr. D'Augelli said he used to drive to San Francisco frequently, years ago, but as parking in San Francisco became more difficult, he changed his behavior and now he never drives in San Francisco. Ms. Kinman added that bicycle links need to be built in so there is parking for bicycles. She feels it's a unit that's been forgotten, but methods of transportation should go beyond cars and public transit. Ms. Knepper said she appreciated all of the great comments and they would be taken into consideration.

TOD Choice Survey

Ms. Knepper presented the results of the Transit-Oriented Development (TOD) Choice Study, including research findings of market segments interested in living in TOD neighborhoods and potential local policies to make these neighborhoods attractive to more people. Ms. Kinman asked how the survey respondents were chosen and if they were randomized. Mr. Knepper said the study focused on the five more populated counties and people who had just moved or were about to move. None of the four northern counties were included. Ms. Kinman asked why there isn't a transit-dependent category. Dustin Daza asked if job or school access is covered in the study; Ms. Knepper said yes, in travel minutes. Mr. Lopez asked if market segments are ranked by size. Ms. Knepper said yes, that information is available and will be included in the Briefing Book available in November. Mr. D'Augelli asked about the schools on Slide 20 and rankings; Ms. Knepper said they aren't ranked by order. Mr. Romero asked how equity is brought to people already living in communities of concern when they are developed, or if the

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TOD Choice Survey (Continued)

developments are outside of a community of concern and they want people of color to reside there. He doesn't see the people included in the study as those who live in the communities of concern. Rather, it is the people in the communities of concern who would potentially be displaced by these projects. Ms. Knepper said that of the survey respondents, more than 40 percent had less than $50,000 annual income. The survey shows what people are interested in, whether it's TODs or new development – it's really an attitudinal study. She also commented that any TOD has to consider the issues of displacement and gentrification. This survey, however, is trying to focus on who might be interested in moving into a TOD, and who prefers getting around by transit. Ms. Castain expressed concern that at a time when so many people are transit-dependent, AC Transit is cutting their service. Ms. Knepper agreed that cuts are wreaking havoc on public transit. Ms. Castain also asked where the jobs are in the transit villages, besides in the "mom and pop" stores, and commented that affordable housing is needed, rather than market-rate housing.

Chair McGhee thanked Ms. Knepper and asked what the next process will be, and what happens to the comments from MCAC members. Ms. Knepper responded that their comments will be helpful in finalizing this report. While this study and a focus on TODs will not fix cuts in transit service, hopefully we can use the information to find ways to build our region up with infill development in a way that will best accommodate the million and a half people who are expected to come into our region over the next 20 years.

Other Business

There was no further business.

The meeting was adjourned at 5:05 p.m.