



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6

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
January 13, 2010
Minutes

Cathy Jackson called the meeting to order at 12:40 p.m. In attendance were members Paul Cohen, Rita Foti, David Grant, Mary Griffin, William Hastings, Richard Hedges (via phone), Kathryn Hughes, Sherman Lewis, James McGhee, Eli Naor, Margaret Okuzumi, Michael Pechner, Bob Planthold, and Don Rothblatt. Commissioner Giacomini also attended.

Public Comment

No public comment.

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

Mr. David Grant reported on the EDAC topics, which included a discussion on priorities for the new Policy Committee. EDAC addressed four issues: 1) Mobility Management, 2) Transportation and Land Use, 3) Pedestrian Safety, and 4) to shape the T-2040 Plan to more accurately reflect the larger transit user community in the Bay Area.

He also noted that EDAC had a presentation on TransLink[®].

There was no MCAC report.

Minutes of December 9, 2009 meeting

Mr. Paul Cohen moved approval. Ms. Kathryn Hughes seconded. Motion passed unanimously.

Staff Report

Ms. Pam Grove updated the committee on the recruitment process for the new Policy Advisory Council. She stated that staff received approximately 120 applications to date. Staff will be doing some targeted recruitment in the next couple of weeks to try to fill in some of the places where they are lacking applicants. She encouraged the members to submit their application no later than February 1, 2010.

Ms. Jennifer Yeamans stated that there will be a FOCUS Forum on January 14, 2010 at the David Brower Center in Berkeley. The forums are a series of monthly meetings with focused discussions and guest speakers that provide opportunities to learn more about specific issues concerning the creation of complete communities near transit in urbanized areas.

Lastly, she noted that MTC is sponsoring a Regional Pedestrian Summit January 29 to be held at MTC. Registration is currently full, but a waitlist is being formulated.

Legislative Update

Ms. Rebecca Long presented an update on the state budget. She stated that Governor Schwarzenegger proposed a change to the transit funding by replacing sales tax on fuel with an excise tax, which would eliminate transit's only dedicated state revenue stream.

Report from the January 12 Joint Advisor Meeting

Mr. Bob Planthold summarized staff's presentation on the Transit Sustainability Project at the Joint Advisor Meeting. He also touched upon the key points that were presented at the October Commission Workshop on the subject that could be relevant for people to understand what was presented at the Joint Advisor Meeting.

Mr. Planthold also noted that staff asked advisors what their work plan priorities would be for the new Policy Advisory Council.

Committee comment:

- Concerned with the protocol involved with developing the work plan priorities – what is the protocol with interacting with the Commission?
- Discuss how to set up a feedback loop with whatever the work plan is.

Report from Transportation Economics & Pricing Subcommittee

Mr. Sherman Lewis reported on his ideas for land-based revenue sources for more sustainable transportation such as rapid shuttles, Eco Pass, etc. He commented on promoting alternatives to parking, charging for parking, and shared parking.

Although he has been unable to get on the Commission agenda to date, he requested feedback from the committee on his three proposals: 1) an RFP for rapid shuttle systems; 2) a study of parking opportunity costs, and 3) charging for parking.

Committee comment:

- Consider writing a newspaper op-ed
- Not sure the shuttle RFP proposal fits with the transit sustainability context of consolidation and streamlining – need to incorporate labor standards into any proposal.
- Many shuttles on Peninsula have not been successful.
- Proposal could be clearer to the reader in terms of top-line recommendations – especially a decision-maker like a Commissioner.
- Focus should also be on the land use side, that is, bringing land use to transit, not just transportation alternatives to existing land use; concerned that shuttles would encourage continuation of dispersed land use patterns.
- There is need for a true regional transit system – work openly with labor so they know how they are included in proposals for alternatives.

Continued Discussion of Possible Priority Work Plan Elements for New MTC Policy Advisory Council

Committee discussion:

- There will be new people who don't have the history of past advisory committees. It's still beneficial and our responsibility to forward issues that have been worked on to the new group so they can possibly be interfaced with the new group's work plan. MCAC is putting together an Executive Summary describing its accomplishments during the past two years, as well as suggested priorities to forward to the Commission and the new committee.
- If there's a bidirectionality of the relationship with the Commission – working on tasks thought of by the Commission in relationship with the Commission – that's better. Ideally there would be active engagement in the task force groups by the Commission. It's important to have a strong relationship with the Commission in the new group.
- Question 2 is really the key. Need to strongly recommend: 1) assign the responsibility of an MTC standing committee to be in charge of the Advisory Council; 2) leadership of Advisory Council needs to be assigned to speak to that committee at least on a quarterly basis.
- Rather than a standing committee, the chair and vice chair of the Commission should be in charge of the Policy Advisory Council.
- Ideas of how to reach the Commission: volunteer to help them with what's on their mind, for example SB 375; also, some Commissioners are more responsive - get to those Commissioners individually.
- Fundamental issue remains that this is an advisory body; they need to give us policies on what they want advice on, they need to give the advisors homework. As an alternative to the Policy Advisory Council being assigned to an MTC standing committee a liaison from the Commission to attend meetings. This could be a rotating responsibility.
- Thinks new Policy Advisory Council meeting should be in proximity to Commission meetings. Consider allowing Policy

Advisory Council to review the Commission agenda and comment on the items.

- The Federal Railroad Administration passes things funneled on to them to an established working group to possibly take on the matter (they might elect not to study something); they study, then it goes back up to main group to act on it.
- Regarding timing of the annual workshop, there should be two separate meetings: a general orientation to MTC in early April, then the work plan workshop afterwards in late April.
- For #5, regarding attendance, staff could include a rolling attendance chart in each packet to encourage attendance and help ensure a quorum on an ongoing basis.

In closing, Ms. Cathy Jackson requested all committee members to email their additional ideas to her and Jennifer Yeamans by Tuesday, January 18.

Other Business/Public Comment/Announcements

There was no other business. The next meeting of the Advisory Council is scheduled for February 10, 2010. The meeting was adjourned at 2:30 p.m.



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6

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
February 10, 2010
Minutes

Cathy Jackson called the meeting to order at 12:38 p.m. In attendance were members Wendy Alfsen, Paul Cohen, Rita Foti, David Grant, Mary Griffin, Richard Hedges (via phone), Sherman Lewis, James McGhee, Eli Naor, Margaret Okuzumi, Michael Pechner, Bob Planthold, and Don Rothblatt.

Public Comment

No public comment.

Staff Report

Ms. Jennifer Yeamans stated that the application deadline for the Policy Advisory recruitment was February 1, 2010, and the applications are currently being reviewed. The Commission scheduled to review them in February and suggest appointments for approval in March.

She commented on the Oakland Airport Connector and stated that at the January Commission meeting MTC reaffirmed its support for programming \$70 million in federal stimulus funds to that project, subject to FTA approving BART's Title VI action plan by February 16, 2010. She noted that a special Commission meeting will take place on February 17th to review the action plan.

Ms. Yeamans stated that President Barack Obama announced that the U.S. Dept. of Treasury is awarding \$8 billion to states across the country to develop America's first nationwide program of high-speed intercity passenger rail service. California is slated to get more than \$2 billion.

She also mentioned that the Caldecott Tunnel Fourth Bore Project broke ground on January 22, 2010. This is a four-year, \$420 million project. It is also funded with \$197.5 million in American Recovery and Reinvestment (ARRA) funds.

Finally, she commented on the response to an Advisory Council member's question regarding how retrofit work on the bridges would affect traffic flow, particularly for transit or carpools. BATA staff provided the following: The Benicia-Martinez, Carquinez, Richmond-San Rafael, and San Mateo-Hayward Bridges and the west span of the San Francisco-Oakland Bay Bridge have already been retrofit. The San Francisco-Oakland Bay Bridge East Span will have five lanes and shoulders in each direction. The north side of the bridge will have a pedestrian/bicycle lane. The Antioch Bridge is one lane in each direction with no shoulders. There are no full bridge closures anticipated during construction. The Dumbarton Bridge is three lanes in each direction plus a separated bike/ped. path and has no shoulders. There are 2 full bridge closures anticipated which will require the bridge to be closed for 3 full days.

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

There was no MCAC report. Ms. Cathy Jackson mentioned that MCAC did work on their work plan summary, and provided the Advisory Council with a copy.

There was no EDAC meeting in the month of February, but Mr. David Grant did state that there were two subcommittee meetings that took place – the Emergency Preparedness and the Pedestrian Safety Subcommittees. He also reported on the January 29, 2010, Pedestrian Safety Summit. It was well attended with 100+ and received a lot of positive comments and good feedback. A summary of the proceedings is available on MTC's web site.

ARRA Update

Mr. Ross McKeown stated that ARRA was signed by the President on February 17, 2009. There were deadlines that were associated with the availability of the funds and all funds have to be obligated by either FHWA

or FTA by March 5, 2010. He stated that the total amount that ended up coming to the region under ARRA was \$929 million, which includes \$267 million that Caltrans put into the State Highway system in the region. He noted that much of the work went to local streets and roads maintenance as well as transit maintenance, and then some strategic investments and the Oakland Airport Connector. MTC plans to meet the statutory deadline of March 5th for obligation of the funds.

Ms. Anne Richman stated that on the FTA side that about \$341 million of the \$929 million total was transit formula funds and MTC received another \$15 million in FHWA funds which were “flexed” over to the transit program. She stated that 80% of that was designated for rehab projects at the transit operators including transit maintenance, and a certain amount of operations funding within eligibility restrictions established by FTA; and 20% of the total funding was designated for a single capital expansion project – the BART Airport Connector for \$70 million. She noted that there is a February 16th deadline for approval of BART’s Title VI action plan by FTA, and if there is no approval by that date, then the Commission will likely direct that the \$70 million be re-distributed to an established list of contingency projects among the various transit operators in the region. Those projects would then go through an expedited grant process in order to meet the March 5th obligation deadline.

Committee comment:

- How were the Oakland Airport Connector funds shown on the chart awarded but not obligated? Response: It was a conditional award.
- Did SMART apply for or receive funds? Response: SMART is not currently a formula recipient.
- What is the negative obligation amount? Response: Cost savings from bids coming in lower than expected.
- Looking at the transit system preservation funding levels, how were the allocations determined? Response: A formula is used in MTC’s annual federal programming cycle that is based 50% on ridership and 50% on a series of revenue factors that FTA uses to determine how the money is divided nationally.

- Is the Tier 2 list of \$70 million in projects available? Response: Yes, it is on MTC's website.
- What are the reporting requirements that ARRA is placing on MTC? Response: These mostly falls on grant recipients (cities, counties, and transit operators).

Minutes of January 12, 2010 meeting

Mr. Rich Hedges moved approval. Mr. Bob Planthold seconded. Motion passed unanimously.

Report from Evaluation Subcommittee

Ms. Margaret Okuzumi presented an update of the Evaluation Subcommittee, and recommended that MTC prepare the following:

- For each of the large transit and highway projects included in the 1994 RTP, provide information as in the chart provided in the summary memo.
- Prepare maps of the Bay Area color/geo-coded to a fine level of detail (per census tract or other smallest unit possible) to show:
 - a) The sum total of actual transportation expenditures in each area for the period between 1994 -2009, from all sources of state, federal, and local government funds.
 - b) Estimated greenhouse gases emitted due to transportation, per capita, in 1994 and in 2009;
 - c) Particulate emissions emitted due to transportation, per capita
 - d) Change in safety (from traffic injury/death rates), per capita
 - e) Change in energy use (BTUs) for transportation, per capita
 - f) Change in percent of household income spent on transportation, broken down by income level
 - g) Total travel delay in each project corridor, minutes
- For each major project in the 1994 RTP, (\$100M+ for transit projects, \$100M+ for highway projects), list each according to primary category

“Transit” or “Highways” in a chart. Additionally, identify any changes in Goods Movement volumes.

Committee comments:

- Do the metrics match up with what the Commission’s objectives were in making these investments? Any cost benefit per unit, discounting rates of future benefits for different projects? Response: The goal is to get some basic information out there for general consumption.
- Highway 24/680 interchange project from the 1990s is an example of a project that should show big benefits.
- Is “before” data available to compare to “after” data? Include a recommendation that these “before” data be collected for new projects
- A scorecard could illuminate what are the characteristics of successful vs. unsuccessful projects – start with auditing just a couple.
- Look at unintended outcomes. Perhaps add a column for that.
- Add an evaluation framework or process that could be followed
- Divide into highway/transit – all transit including intercity rail
- Do roads include local streets and roads and state highways? – maybe have local streets and roads into their own category.
- Under volume, just have people movement (VMT, occupancy, and ridership occupancy) and goods movement

In closing, Ms. Jackson stated that this item will come back to the committee in March 2010.

Legislative Update

Ms. Rebecca Long presented the legislative update. She summarized the current Democratic counter plan to the Governor’s budget proposal, which still does a lot of damage to transit. It still eliminates the tax on fuel, which is a major source of transit funding in the state. Democratic proposal raises a fee instead of tax, which requires simple majority only.. There is also a proposal to give metropolitan planning organizations (like MTC) authority to authorize regional gas fee by majority vote of the board. A vote is expected by the end of next week.

Committee comment:

- Status of EDAC proposal on Accessible TOD? Response: They are looking for a bill author. The building industry has concerns, will be a challenge in current economy and political conditions.
- If Maldonado is confirmed, does it affect anything procedural with the budget discussions? Response: They are proceeding as if nothing has changed.

Continued Discussion of Possible Priority Work Plan Elements for New MTC Policy Advisory Council

Mr. Bob Planthold moved approval to accept the report. Mr. Michael Pechner seconded.

Committee comment:

- Added sub recommendations for consideration and discussion
- Attendance - have people on standby to fill in for people who do not attend. Response: The resolution does not call for alternates, and staff keeps the applications on file to fill vacancies.
- Recommend to change #3, under Summary of General Recommendations, to read: “Land Use/Sustainable Community Strategy”, and #4 to read “Sustainable Transportation”
- Recommend changing the language on Page 2, under #2 to read, “University comparisons of transportation access”, and #3 to read, “Climate Action”

Mr. Planthold moved approval with the changes, Mr. Pechner seconded. Motion passed unanimously.

Other Business/Public Comment/Announcements

There was no other business. The next meeting of the Advisory Council is scheduled for March 10, 2010. The meeting was adjourned at 2:20 p.m.