



AGENDA ITEM 2

METROPOLITAN
TRANSPORTATION
COMMISSION

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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.