

## **SUMMARY OF WORK PLAN PRIORITIES FROM FORMER ADVISORY COMMITTEES**

In late 2009 and early 2010, MTC's three advisory committees – the MTC Advisory Council, the Elderly and Disabled Advisory Committee, and the Minority Citizens Advisory Committee – each held discussions to prioritize their work plan in order to forward a list of priorities to the new Policy Advisory Council. The outgoing advisors wanted to create some continuity for the new advisors and wanted to give the new committee a sense of some the important issues they had tackled over the last few years.

The priority lists from each of the three committees are attached in their entirety. However, staff has included below a brief summary of the top issues for each of the three committees.

### **MTC Advisory Council**

- **Land Use and the Sustainable Communities Strategy**
  - Increase funding for Phase I TLC grants
  - Develop and apply additional carbon reduction criteria for Phase II TLC grants
  - Develop land use and transportation linkage criteria to be applied to SB 375 Sustainable Communities Strategies evaluations.
- **Sustainable Transportation**
  - Adopt a definition and principles for sustainable transportation
  - Carry out a regional fuel use characterization study
  - Comment on and offer a recommendations and a response to the Hirsch Report on fossil fuel supply
  - Provide policy recommendations to Commission about teleworking
  - Comment on the report “Investigating the Possibility of Using BART for Air Freight Movement”
  - Produce a report highlighting MTC's work promoting sustainable transportation
- **Economics and Pricing**
  - Develop analysis tools for defining car subsidies and pricing reform benefits.
- **Evaluation**
  - Evaluate the projected outcomes for the RTP from 1994 to present
  - Establish a means of continually evaluating the Transportation 2035 plan
  - Map the locations of transportation dollars spent in the Bay Area from 1994 to 2009
- **Recommendations for Transportation-Related Studies**
  - Equity analysis
  - University comparisons on transportation access
  - Climate action
- **Administrative Recommendations**
  - Assign at least one Commissioner to attend Policy Advisory Council meetings (on a standing or rotational basis)
  - Assign specific deliverables to the Policy Advisory Council's work plan elements

- Provide a means for quarterly updates to MTC (or to the standing committee presiding over the Policy Advisory Council)
- Include as an agenda item review and comment on each Commission agenda
- Update the Access to MTC's Decisionmakers chart

### **Elderly and Disabled Advisory Committee**

- **Mobility Management**
  - Transit Sustainability
  - Alternative Transportation Models (e.g., digital signage)
  - Education, outreach, and resource centers
  - Funding
- **Transportation and Land Use**
  - Accessible Townhome Legislation
  - Available Housing Inventory
- **Pedestrian Safety**
  - Regional Pedestrian Plan
  - Regional Pedestrian events
  - Pedestrian Injury Data Collection, Access and Information Sharing
- **Emergency Preparedness**
  - Emergency Preparedness in Agency Planning and Funding
  - Regional Tabletop Exercise
  - Use of Paratransit for Emergencies
- **Other**
  - Alternatives for Older Drivers
  - Update technology so it is accessible for persons with disabilities
  - Expand Paratransit Eligibility Standards to Include Seniors
  - Focus on Transit Safety and Accessibility

### **Minority Citizens Advisory Committee**

- **Make the issue of equity a priority in the planning process:**
  - Make RTP equity analysis review a Policy Advisory Council work plan item
  - Include the snap shot analysis in future equity analysis work
  - Create one working group to focus on similar equity topics (Lifeline, in-depth equity analysis or snap shot analysis work, DBE and minority contracting, etc.)
  - Invite former MCAC members involved in past equity work to participate in future equity discussions as needed to provide history and background
- **Focus on outreach efforts that will create more opportunities for minorities:**
  - Assist MTC staff in making MTC's bidding process more accessible to minority and small contractors
  - Assist MTC staff in finding strategies to qualify more minority and small businesses for statewide DBE certification
  - Assist MTC staff in improving outreach to minorities in professional services

- Assist MTC staff in improving outreach to minority students for its high school internship program.
- **Request a quarterly review of ongoing important projects, as well as programs related to equity or minority participation:**
  - Review MTC's DBE goals quarterly
  - Receive quarterly updates on the high school internship program
  - Review the overall work plan for the Policy Advisory Council on a quarterly basis to ensure its timely execution

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## **MTC Advisory Council**

### **Priorities for Consideration by the Commission for the Policy Advisory Council**

#### **Background and Purpose of Response**

Following MTC adoption of MTC Resolution No. 3931 in November 2009 which forms a new multi-interest Policy Advisory Council, the existing MTC Advisory Council has identified a need to address key issues and priorities for the consideration of both the Commission and the new Policy Advisory Council in developing the work plan for the new advisory group.

#### **Role of MTC Advisory Council**

Historically, MTC's Advisory Council has included representatives from a range of interests, including business, environment, labor, community, academic, transportation system users, as well as representatives from MTC's Minority Citizens Advisory Committee (MCAC) and Elderly and Disabled Advisory Committee (EDAC). For the past two years, the Advisory Council has been carrying out its work in part via subcommittees: Land Use, Transportation Economics and Pricing, Sustainability, and Evaluation (see **Attachment A**) all of which consider outreach activities to seniors, low income, minority and business segments in the region.

Two Advisory Council subcommittees (Land Use and Economics) have standing recommendations in front of the Commission which should be incorporated into the new Policy Advisory Council's work plan at the beginning of the new advisors' term.

Resolution 3931 indicates the mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, economy and equity. The MTC Advisory Council recommends that the new Policy Advisory Council continue the practice of providing recommendations via the Commission's standing committees.

#### **Key Issues and Needs**

In reviewing its work plan and accomplishments over the current advisors' terms, the MTC Advisory Council identified the following key needs for the new Policy Advisory Council:

- 1) Recommendations to the Policy Advisory Council from existing advisors on work plan priorities and working groups for 2010–2013.
- 2) Direction on what the Policy Advisory Council should recommend to Commission to consider for the Commission's annual work plan
- 3) Input on timing of annual workshop held by the Commission.
- 4) Revisions to MTC's Committee and Function Organizational Chart to include descriptions of Advisory Working Groups.
- 5) Process for reviewing advisor attendance at meetings.
- 6) Identification of key transportation-related studies that may inform the Policy Advisory Council's work.

#### **Summary of General Recommendations**

- 1) Ensure the Policy Advisory Council's 2010–2013 term addresses the following needs:
  1. Elderly and Disabled
  2. Minority Citizens/Environmental Justice

3. Land Use/Sustainable Communities Strategy
  4. Sustainable Transportation
  5. Economics
  6. Evaluation
- 2) To provide effective direction to the Policy Advisory Council, MTC should:
    - a. Assign specific tasks/deliverables to the Council to be completed over the course of the work plan;
    - b. Assign one Commissioner to attend Policy Advisory Council meetings either on a standing or rotating basis;
    - c. Assign the Policy Advisory Council to an MTC standing committee or a Chair or Vice Chair appointed Representative and request the chair or appointed Representative of the Council provide quarterly updates to that MTC standing committee; and
    - d. Provide agendas or agenda item to the Policy Advisory Council to review in advance of Commission meetings.
  - 3) The initial Policy Advisory Council meeting should take place over two separate meetings: An Advisor orientation to MTC in early April followed by the Commission workshop to set the work plan at the end of April.
  - 4) Make revisions to MTC's Committee and Function Organizational Chart to include descriptions of Advisory Working Groups for advisors' and staff use. Reviewing these charts at advisors' orientation will provide insight into MTC's decision-making processes and how the Policy Advisory Council's structure interfaces with MTC's.
  - 5) Include a rolling advisor attendance chart for the past three meetings with Policy Advisory Council meeting materials.
  - 6) Conduct the following transportation-related studies to inform the Policy Advisory Council's work:
    1. Equity Analysis
    2. University comparisons on transportation access
    3. Climate Action
    4. Project evaluation from 1994 RTP to present

### **Summary of MTC Advisory Council Subcommittee Recommendations**

#### *Evaluation Subcommittee*

The Evaluation Subcommittee developed three recommendations for MTC to evaluate how the region's current quality of life has actually been affected by RTP investment decisions:

- 1) Revisit the 1994 RTP and prepare a report that compares the projected outcomes to the actual outcomes.
- 2) Show the locations and magnitude of past investment by publishing a map that graphically represents the sum total of actual transportation funds expended in the Bay Area between 1994–2009.

- 3) Evaluate regional progress and plan execution continuously by setting up a continuous evaluation mechanism for progressive evaluation of the execution of the Transportation 2035 Plan.

#### *Transportation Economics and Pricing Subcommittee*

Develop a capacity for better economic analysis to establish quantitatively the costs of current subsidies for cars and the benefits of pricing reforms. Ideas, such as TLC policies favoring alternative access over parking structures have been adopted by the Advisory Council and a Sustainable Communities Strategy with details on parking markets and rapid shuttles have been presented.

#### *Sustainability Subcommittee*

Begin to address the following recommendations:

- 1) Adopt a formal definition of “sustainable transportation.”
- 2) Adopt a set of “Principles of Sustainable Transportation.”
- 3) Carry out a fuel use characterization study in the nine-county region.
- 4) Direct staff to review, comment on, and offer recommendations for MTC response/s to the Hirsch Report (a report on fossil fuel supply).
- 5) Direct staff to address the issue of “teleworking” (telecommuting, teleconferencing); provide policy recommendations to Commission.
- 6) Direct staff to review and comment on the report: “Investigating the Possibility of Using BART for Air Freight Movement – Whether MTC should support and/or participate in a shared passenger/freight pilot project.
- 7) Produce a report that highlights the MTC’s role in advancing sustainable transportation systems.

#### *Land Use Subcommittee*

In addition to implementing increased funding for phase 1 TLC grants, begin to address the following recommendations:

- 1) Develop carbon reduction criteria to be applied to future (phase 2) TLC grant application criteria and
- 2) Develop land use and transportation linkage criteria to be applied to SB 375 Sustainable Communities Strategies evaluations.

## ATTACHMENT A

### Highlights and Key Accomplishments from MTC Advisory Council Subcommittees, 2008–2010

#### Land Use Subcommittee

The Land Use Subcommittee had the following major activities and accomplishments:

- Recommended increased funding for Cycle 1 Transportation for Livable Communities (TLC) grants, which MTC subsequently increased from \$78 million to \$85 million.
- Supported development of TLC grant evaluation criteria.
- Currently working with MTC staff to develop carbon reduction criteria to be applied to future (phase 2) TLC grant application criteria.
- Currently working the MTC and ABAG staff to develop land use and transportation linkage criteria to be applied to SB 375 Sustainable Communities Strategies evaluations.

#### Transportation Economics and Pricing Subcommittee

The Subcommittee on Economics and Pricing produced a proposal for MTC to develop a capacity for better economic analysis which would support pricing reforms. The idea is to establish quantitatively the costs of current subsidies for cars and the benefits of pricing reforms so as to improve the political viability of such reforms. The research capability would also look for ways that interests would benefit from reform to persuade them to support reform, for about a dozen specific reform ideas.

The Subcommittee in September 2009 presented ideas to the MTC Planning Committee that led to adoption of TLC policies favoring alternative access over parking structures, a policy that was further strengthened by the Planning Committee in January 2010.

Also in January the Subcommittee presented to the Advisory Council ideas for a Sustainable Communities Strategy with details on parking markets and rapid shuttles, but also including discussion of elimination of zoning requirements for parking, unbundling, parking management, shared parking, Eco-pass, density and mixed use, design for walking, bicycles and transit, and car sharing.

#### Sustainability Subcommittee

The key milestones/activities of the Sustainability Subcommittee were as follows:

- March 2008: The subcommittee held its first meeting;
- June 2008: Draft recommendations and principles of sustainable transportation were presented to the full Advisory Council;
- July 2008: Revised recommendations and principles approved by the full Advisory Council with one dissenting vote; recommendations submitted to MTC staff per advisement from staff liaison for review and comment prior to presentation to MTC committee;
- October 2008: First subcommittee joint meeting with staff;
- December 2008: Received written response from staff; held second meeting with staff; subcommittee advised by staff that in their (staff's) view, there was nothing in the subcommittee's recommendations worth presenting to the Commission. Part of the

problem, they stated, was that they did not want to use the word “sustainability” due to the fact that there was no agreement on the definition of sustainability. The subcommittee’s recommendations included a proposed definition of sustainability for adoption by the MTC for its purposes in clarifying what it means when it refers to sustainability.

- January 2009: Opportunity to present subcommittee recommendations to Planning Committee in May 2009 offered. This never happened;
- February 2009: Received transportation sustainability-related legislation from staff; presented subcommittee status report and delivered written staff response to full Advisory Council;
- April 2009: MTC staff announces initiation of Transit Sustainability Project.

#### Evaluation Subcommittee

The subcommittee developed a recommendation in January 2010 and submitted it to the full Advisory Council for their review in February. Based on the full Advisory Council’s input, the Subcommittee presented a revised set of three recommendations to the Advisory Council in March 2010.

**MINORITY CITIZENS ADVISORY COMMITTEE  
PRIORITY RECOMMENDATIONS FOR THE POLICY ADVISORY COUNCIL  
AND 2008-09 WORK PLAN SUMMARY**

**BACKGROUND**

MTC adopted Resolution 3931 in November 2009, forming a new multi-interest Policy Advisory Council. While the interests of the Minority Citizens Advisory Committee (MCAC) will continue to be brought to this new council through the participation of its minority and low-income representatives, MCAC sees a need to submit key issues and priorities from its past work plan in order to provide continuity and background.

**RECOMMENDATIONS AND PRIORITIES**

Following review of the 2008-2009 Minority Citizens Advisory Committee work plan and its accomplishments (see Page 2 and following), MCAC would like to make the following recommendations and identify key priorities for possible use by the new Policy Advisory Council.

1. MCAC recommends the new Policy Advisory Council make the issue of equity a priority. Some key strategies for this include:
  - Prioritizing the RTP equity analysis for the Policy Advisory Council's work plan.
  - Inclusion of the snapshot analysis in future equity analysis work.
  - Streamlining the focus by assigning to one subcommittee/working group any future work involving the Lifeline program, environmental justice and equity issues. This would include the RTP Equity Analysis, snapshot analysis, Lifeline project selection at the county level, the Lifeline Program evaluation, and DBE/contracting issues.
  - Providing continuity and a high level of productivity by inviting former MCAC members involved in the equity analysis process and the Lifeline program to participate in future discussions.
  
2. MCAC recommends the new Policy Advisory Council focus on outreach efforts in the following ways:
  - Continue to assist staff in finding ways to make MTC's bidding process more accessible to minority and small contractors, as well as finding strategies to help qualify minority and small contractors for statewide DBE certification.
  - Continue to assist staff in its outreach efforts to minorities in professional services and to minority students for the MTC High School Internship program.
  
3. In addition, MCAC recommends the new Policy Advisory Council:
  - Solicit and review quarterly DBE reports from staff
  - Establish a quarterly review of the Policy Advisory Council work plan to ensure its timely execution

## **2008-2009 MCAC WORK PLAN SUMMARY**

The 2008-2009 Minority Citizens Advisory Committee continued its work via four subcommittees. Following is a summary of that work plan and the outcome of its objectives.

### **Contracting/Disadvantaged Business Enterprise (DBE) Subcommittee**

- Public Participation: Assist MTC staff in updating its contact data for minority-owned and small businesses and minority chambers of commerce  
*Measurable Objectives: 1) Submit at least five new entries from each county for MTC's contact database; 2) review MTC's chamber of commerce list for inclusion of minority chambers of commerce throughout the region.*
- Continue to focus on ways to make the bidding process more accessible to minority and small contractors  
*Measurable Objective: Assist MTC staff in creating a one-page document of tips for new bidders.*
- Assist MTC staff in continued outreach to minorities in professional services  
*Measurable Objective: MTC – in conjunction with the Business Outreach Committee (BOC) – will be holding quarterly transportation outreach events for minority and small businesses. Find at least one new minority or small business to attend each event.*

### **Outcomes**

While the Contracting Subcommittee did not focus its efforts in the area of public participation, it is important to note that because of the subcommittee's input, staff has improved MTC's outreach efforts. The subcommittee assisted staff in the completion of a "Tips for Responding to MTC Procurements" sheet, which has been posted to the MTC Web site to assist potential new bidders. The subcommittee also provided input on the planning of an MTC outreach event, provided input on and attended several events hosted by the Business Outreach Committee (BOC), and provided input on the BOC newsletter.

In addition, the subcommittee assisted staff in getting information to the business community on the new state DBE goals and the application process for statewide DBE certification.

### **High School Internship Subcommittee**

- Assist MTC staff with encouraging more public agencies to fund a high school intern through the program  
*Measurable Objective: In 2008, MTC funded 27 high school interns, and BATA funded three. MTC/BATA partner agencies funded three additional high school student interns through the program. For 2009, triple the number of partner-funded interns (for a total of nine).*

## High School Internship Subcommittee (continued)

- Assist MTC staff in outreaching to more minority students to inform them of the internship program  
*Measurable Objectives: 1) Visit at least one school or youth organization within the communities of color in each of the counties with the least participation (typically Solano, Napa, Marin and Sonoma counties); 2) prior to February 2009, assist MTC staff in identifying at least five new community and/or faith-based youth organizations in communities of color in each county for inclusion in MTC's contact database (especially targeting African-American and Latino males, who are most under-represented in the program).*
- Develop a means of continuing contact with students after they leave the program  
*Measurable Objective: Assist staff in developing a questionnaire or an e-survey to maintain contact with and acquire status updates on former interns.*
- Encourage and interact with students during the program  
*Measurable Objectives: 1) Increase MCAC attendance and participation at opening and closing orientation; 2) encourage MCAC members to join the High School Internship Coordinator in visiting at least three student interns on the job during the summer program.*

### Outcomes

2009 brought many financial challenges to the region's transit agencies, and hiring additional interns was one of those challenges. The internship program did see a significant increase in student participation, however. A total of 245 applications were received (as compared to 112 applications in 2008 and 105 in 2007), and 36 interns were hired. Six interns were funded by partner agencies, as compared to three in 2008. For the 2010 program, a total of 36 jobs are currently proposed, and MTC has received 57 intern requests from agencies.

While the subcommittee did not attain its outreach goals in every county, 2009 did see an increase in minority participation in the program. Of the 36 interns hired, 25 (69%) were minorities (as compared to 58% in 2008).

At the end of the 2008 program, MTC sent a questionnaire to student participants which did not elicit a good response. In 2009, MTC had the students fill out the questionnaire at the program's closing ceremony in August, which yielded a much better return (80%). While the questionnaire enables staff to collect current and immediate future data on the students, some means of ongoing contact with the students has yet to be established.

MCAC members attended both the opening and closing ceremonies of the 2009 summer program, but did not participate in visiting interns on the job site.

## **Lifeline Subcommittee**

- Participate in the county-level Congestion Management Agency (CMA) selection process for Lifeline-funded projects  
*Measurable Objective: Select an MCAC representative (if available) to participate in the selection process for each county that has a Lifeline Call for Projects. Provide feedback for future project selection.*
- Become more familiar with the Lifeline Program and its projects in order to offer comments/suggestions to MTC  
*Measurable Objective: Organize at least two Lifeline project site visits for committee members.*
- Participate in the creation of the Lifeline Program Evaluation  
*Measurable Objective: The Lifeline Program Evaluation is in the very beginning stages of development. The Lifeline Subcommittee will assist MTC staff in determining whether the program is achieving its goals.*

## Outcomes

Six members of MCAC participated at the county level in the Lifeline Project selection process. Three counties did not include an MCAC member because there was either an MCAC vacancy in that county at the time of selection or the selection committee members were determined by a previously negotiated agreement.

In addition, the subcommittee visited Lifeline projects in San Francisco, Concord and Santa Rosa. The subcommittee also assisted staff in reviewing the Second Cycle Lifeline program guidelines in 2008 and the Third Cycle Low-Income Flexible Transportation (LIFT) Program evaluation in 2009.

Going forward, member participation in Lifeline project selection and program evaluation could be achieved by minority and low-income representatives to the Policy Advisory Council. The Equity Analysis Subcommittee recommends that future Lifeline/environmental justice topics be combined with equity analysis topics into one working group for these tasks as they arise.

## **Equity Analysis Subcommittee**

- Review Draft Transportation 2035 Equity Analysis  
*Measurable Objective: Submit memo to MTC staff and Commission with comments on the Draft Transportation 2035 Equity Analysis before end of comment period (February 2009).*
- Public Participation: Assist MTC staff in updating its contact data for minority media, faith-based organizations and community groups for future community outreach for the Regional Transportation Plan (RTP)  
*Measurable Objective: Submit at least five new community and/or faith-based organizations from each county for entry into MTC's contact database.*

## Equity Analysis Subcommittee (continued)

- Create an Equity Analysis Subcommittee to discuss future RTP methodology options  
*Measurable Objectives: The Transportation 2035 Equity Analysis Subcommittee will submit its comments on the Draft Transportation 2035 Equity Analysis and will conclude its work at that time. The members of this subcommittee recommend that a new subcommittee be formed for the following purposes: 1) Explore ways to improve the RTP equity analysis methodology and provide a status report in July 2009; 2) assist MTC staff in the development of a “snapshot” analysis of regional mobility (this exploratory research is in response to a direct request by MCAC and was supported by MTC’s Executive Director and other advocates at a May 2008 roundtable discussion); 3) track other emerging issues related to equity, such as the use of funds collected from High Occupancy Toll (HOT) lanes, and comment as appropriate.*

### Outcomes

The Transportation 2035 (T2035) Equity Analysis Subcommittee completed its work with the T2035 Equity Analysis Report and submitted comments on the draft report via MCAC to MTC’s Planning Committee in December 2008.

Due to the volume of work for this subcommittee, the Transportation 2035 Equity Analysis Subcommittee prioritized its work plan, giving more weight to issues specifically focused on the equity analysis and the snapshot analysis. Therefore, the subcommittee did not assist staff in updating its contact data for future RTP outreach. The committee did, however, review staff’s final list of CBO focus groups for the RTP public participation process.

Following the completion of the T2035 Equity Analysis, a new subcommittee was formed for the purpose of providing input to staff on the development of a shorter term “snapshot” analysis. For most of 2009, the Equity Analysis Subcommittee provided input on metrics for the analysis, reviewing maps and making suggestions to staff. The report will be presented to the Commission in early 2010, and a recommendation will be made as to inclusion of the snapshot analysis in future equity analysis work.

In addition, the Equity Analysis Subcommittee recommends that future Lifeline and environmental justice topics be combined with equity analysis topics into one working group.

Elderly and Disabled Advisory Committee  
**Transportation & Land Use Subcommittee**

**Recommended Action Items for MTC  
and the new Policy Advisory Council**

March 4, 2010

MTC's Elderly & Disabled Advisory Committee (EDAC) Transportation & Land Use Subcommittee offers the following suggestions of action items we believe would be appropriate for inclusion in the Work Plan of the Policy Advisory Council.

1. General Practice: Include in the Work Plan of the appropriate subcommittee or, in the absence of an appropriate subcommittee, appropriate members, the task of supporting the Commissioners and Staff in actions affecting TOD housing. The advisors tasks should include advising on provisions for accessibility of the residential and general areas of the housing from nearby transit.
2. The Policy Council should continue support of ongoing efforts of the EDAC Transportation & Land Use Subcommittee get legislation passed which would increase the number of housing units near transit that are accessible to people with disabilities, seniors, and other "vulnerable populations". At present AB 2516 has been introduced in the State Legislature as a step in this process. It will be necessary to continue to advocate for this legislation to insure that it will be passed with appropriate content.

This effort is an outcome of our survey of the accessibility of housing near transit which is summarized in the report "*Transit Oriented Developments, A Review of Accessibility*". The survey led us to recognize that some TOD housing included many inaccessible townhome units near major transit hubs. These units occupied land that could have been used for housing that would allow members of vulnerable populations to live near transit. This reduction in the stock of accessible (or adaptable) housing is especially worrisome in the face of the demographic reality that with the aging of the Baby Boomer generation, the percentage of persons over the age of 65, and the numbers of people who need accessible housing if they are to be able to live independently are rapidly increasing in the Bay Area and in the entire U.S.

An initial step in correcting this shortcoming was the recommendation by MTC staff and the subcommittee that the Commission adopt policy that favors proposed TOD projects that include a significant number of accessible (or adaptable) housing units. This recommendation was accepted by the Commission in 2009.

3. Available Housing Inventory  
As we were learning about the way accessible housing is marketed we became aware of a serious problem that impairs the ability of people with disabilities, seniors, and other "vulnerable populations" to locate accessible/adaptable housing. The problem is the lack of clear, concise, accurate listings of such housing when it is on the market. There is a definite need for uniform, concise nomenclature describing the salient features of such housing and for lists of available units that are conveniently available to prospective

buyers. We recommend that MTC take the lead in making sure that such listings are available for all TOD housing in the Bay Area. By assuring that such a list will be available, MTC will make a significant contribution to improving the access to this class of housing by those who really need it. Two good allies in such an effort would be Joshua Abrams, AICP, (510-761-6001, [abrams@bdplanning.co](mailto:abrams@bdplanning.co)), and Bill O'Brien, S.F. Redevelopment Agency (415-749-2428, [Bill.O'Brien@sfgov.org](mailto:Bill.O'Brien@sfgov.org)).

Elderly and Disabled Advisory Committee  
**Mobility Management**

**Recommended Action Items for MTC  
and the new Policy Advisory Council**

March 4, 2010

MTC's Elderly & Disabled Advisory Committee (EDAC) recognizes the demographic reality that with the aging of the huge Baby Boomer generation, the percentage of persons over the age of 65, and the numbers of people with a disability are rapidly increasing in the Bay Area as in the entire U.S. This major demographic shift brings with it the reality that an increasing percentage of this aging population for safety reasons will no longer be able to drive their own automobiles. In order to remain productive members of society, they will need alternative forms of mobility to access employment, health care, goods and services, and social activities. Consistent with MTC's 2035 Plan (p. 67), EDAC recognizes that a program of Mobility Management focusing on coordinating and providing transportation services in response to individual consumer needs, could, if planned and funded appropriately, play a major role in meeting the challenge of mobility for our aging population.

EDAC also recognizes that in the larger sense the term "mobility management" can apply to meeting the transportation needs of the broader general population beyond those who are seniors or who have a disability. For example, in other countries, what we in the Bay Area call "congestion management" — trying to reduce congestion and pollution by encouraging commuters to use alternative forms of transportation beyond the single occupant automobile — is called "mobility management."

EDAC members know that congestion management efforts in the Bay Area are well-supported and have been in various forms of implementation for many years. EDAC members also believe that a new focus on Mobility Management to meet the transportation needs of the senior, disabled and low-income populations, will also serve to assist in meeting the Bay Area's congestion management goals.

Therefore, EDAC hereby proposes that MTC adopt, pursue and/or fund the following Mobility Management functions and activities:

1. In recognition that a fractured transit infrastructure -- such as in the Bay Area with 27 transit agencies -- presents a host of barriers to intra-regional travel for all populations of the Bay Area, MTC should work towards consolidation of transit agencies and operating policies so as to result in improved, more cost-effective, and seamless service for the transit consumer.
2. In recognition that a consumer's knowledge and use of alternative modes is often limited by his or her awareness of those choices, MTC should continue to explore alternative ways of providing such information to the Bay Area's travelers. Specifically, MTC should continue to explore alternative usage of the digital signage already in place within the Bay Area's transportation system to educate and inform the public about alternative modes to driving. Examples could include use of freeway Amber Alert signs and transit hub signage to promote older driver safety events and resources, as well as carpooling, discount transit passes, savings one could obtain by using transit, etc.

3. MTC should take a lead role in promoting Mobility Management efforts focusing on improving mobility for the Bay Area's senior, disabled and low-income populations by moving forward with the following initiatives:
  - a. Sponsor and organize a Regional Mobility Management Summit that will feature local and national best practices in this field.
  - b. Fund a pilot or a series of pilot Mobility Management projects.
  - c. Develop a long-term sustainable funding source for ongoing Mobility Management operations, comparable and complementary to those funding sources that have funded public transit operations for decades.
4. MTC should take steps to ensure that the region's emerging Mobility Management Centers are included as partners and resources in regional and local planning for disaster and evacuation response in recognition that one of the core functions of mobility management is the inventorying and coordinating of transportation resources in the community.

Elderly and Disabled Advisory Committee  
**Emergency Preparedness**

**Recommended Action Items for MTC  
and the new Policy Advisory Council**

March 4, 2010

The Emergency Preparedness subcommittee of EDAC hopes the important work of emergency preparedness will continue and grow as the new Policy Advisory Council sets its goals and objectives. We hope the following will be taken into consideration.

1. **2035 Plan.** Continue to analyze and suggest ways to integrate emergency preparedness inclusive of people with disabilities, seniors and other “vulnerable populations”.
2. **5310 Application Process.** In 2009 for the first time, the Federal Sec. 5310 application process included questions about applicants’ planning and actions to coordinate transportation resources in the event of a disaster. Applications from the Bay Area reflected a wide range of preparedness. Therefore, we urge the new Policy Advisory Council to continue to review the 5310 application process as an indicator of agencies’ preparedness for disaster response.
3. **Regional Tabletop Exercise.** Continued participation by “disabled” advisor members of the new Policy Advisory Council will enable better analysis and policy integration suggestions regarding disability, senior and vulnerable population disaster response planning.
4. **Para-Transit.** Continue advising MTC to incorporate para-transit and other transportation services for people with disabilities, seniors and other vulnerable populations into disaster and evacuation planning. One example includes the now available Federal Transit Security Grants program.

We believe inroads have begun to be forged regarding identifying opportunities to integrate transportation issues for people with disabilities, seniors and other vulnerable populations in times of an emergency. We hope the new Policy Advisory Council will continue along this path, looking for additional ways to integrate, not segregate, emergency response and planning for transportation. We are available to answer any questions or assist in any way.

Elderly and Disabled Advisory Committee  
**Pedestrian Safety Subcommittee**

**Recommended Action Items for MTC  
and the new Policy Advisory Council**

March 4, 2010

The Pedestrian Safety Subcommittee of the Elderly and Disabled Advisory Committee hopes the important work of reducing pedestrian injuries and deaths will continue and grow as the new Policy Advisory Committee sets its goals and objectives. We hope the following directions will be followed to achieve this goal.

**1. Pedestrian Safety should be made an MTC program priority.**

The Commission should adopt a policy that prioritizes pedestrian safety as a key component when it funds new construction and transit projects. The focus should be on: 1) promotion of walking as an alternative to driving; 2) encouraging use of transit by making walking to transit stops safer; and 3) encouraging density of development by reducing pedestrian injury and fatality accidents in built up areas. The policy should emphasize funding of projects which make provision for engineering changes and enforcement efforts designed to reduce injuries and deaths of pedestrians from motorized and non-motorized vehicles.

**2. Implement a Regional Pedestrian Plan**

In order to coordinate programs, set funding limits, and outline minimum program standards, MTC should develop and adopt a Regional Pedestrian Plan. This plan would identify programs and program categories with a pedestrian focus. It will also encourage, by directing funding, the development of local government efforts to make engineering and enforcement changes which reduce pedestrian injuries and deaths. The Policy Advisory Council should work closely with the Regional Pedestrian Committee, and pedestrian advocates at the state and local level to develop and implement the plan as part of the next Regional Transportation Plan.

**3. Pedestrian Safety Summit**

The Policy Advisory Council should take the lead to encourage MTC to sponsor a Regional Pedestrian Safety Summit conference. The model is the day-long event in 2009 which drew participants from throughout the Bay Area. The continued focus of these events should be on: 1) sharing information about pedestrian safety programs and projects; 2) highlighting best practices for local governments and law enforcement; 3) orienting local governments to MTC programs and funding initiatives in this area; and 4) maintain a focus on accessibility and ADA compliance in construction programs for streets and roads. A regional event should be held every two years, and coordinated with local events in the interim.

**4. Improve Access for Advocates and Local Governments to Injury and Accident Data, Encourage Data Collection and Information Sharing**

The State of California SWITRS data is the ultimate resource for assessing pedestrian safety and related planning efforts that reduce injuries and deaths. A key mechanism to do this is to “geo-code” the information to allow rapid identification of accident locations. A web-based mapping tool developed by the university of California at Berkeley has been operational since 2009, but access has been blocked by Caltrans. The Policy Advisory Council should work with MTC to improve access to the information as quickly as possible, so that local governments and community advocates can plan effective injury and fatality prevention programs.

Additionally, the Policy Advisory Council should work with MTC to collect information (e.g., pedestrian counts) about local pedestrian safety programs and provide a forum for sharing this information.