



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5

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Memorandum

TO: Policy Advisory Council

DATE: February 2, 2011

FR: Pam Grove, Staff Liaison

W.I. 1114

RE: Staff Liaison Report – February 2011

Policy Advisory Council Members Needed for Project Performance Assessment

In order to help identify which transportation projects and programs should be considered for inclusion in the Draft Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP), MTC will conduct a project performance assessment of transportation projects and programs submitted through a call for projects.

This analysis will be conducted over the next few months and staff will be seeking input from the full Policy Advisory Council as part of the process. In addition, staff is looking to receive more in-depth advice from a smaller group of technically experienced individuals. This group will meet approximately four to five times over the next two months, and staff is seeking three Policy Advisory Council members to participate. Please keep in mind that this will be a very fast-paced, highly technical discussion group. Staff will also attempt to create a geographic balance and a range of expertise in the panel selection.

For more information on the Project Performance Assessment, take a close look at Agenda Item 4c in this packet. **Advisors interested in participating on this panel should e-mail (pgrove@mtc.ca.gov) or call me (510.817.5706) no later than Wednesday, February 9.**

Community-Based Organizations Invited to Submit Proposals

MTC seeks the Policy Advisory Council's help in getting the word out to your contacts in the community about an opportunity to engage on the 2013 Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) for the nine-county San Francisco Bay Area. MTC, in partnership with the Association of Bay Area Governments (ABAG) is seeking community-based, not-for-profit, non-governmental or faith-based organizations to submit proposals to assist MTC in engaging members of minority and low-income communities to participate in the development of the SCS/RTP. Organizations representing communities with a high probability for housing growth and development that could cause displacement of long-time residents are especially encouraged to submit a proposal. Note that all **proposals are due no later than 4 p.m. on February 16, 2011.**

Community-Based Organizations Invited to Submit Proposals (continued)

More information can be found by downloading the Request for Proposal at <http://www.mtc.ca.gov/jobs/contracts/> or by contacting Pam Grove, the project manager, at pgrove@mtc.ca.gov (510.817.5706).

2013 SCS/RTP Performance Targets Adopted

On January 20 and January 26, respectively, the executive boards of the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted ten performance targets for the 2013 Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP). These targets will be used by the agencies to measure and evaluate various regional land-use scenarios as part of the upcoming visioning process.

A memo was forwarded to the Friday, January 14th joint meeting of MTC Planning Committee, the ABAG Administrative Committee and the Joint Policy Committee (JPC) on behalf of the Policy Advisory Council. Per previous approval of the Council, the wording of the memo was finalized by Policy Advisory Council Vice Chair Sandoval and staff submitted it at the meeting. A copy of the memo is attached (see Attachment A).

The joint MTC Planning/ABAG/JPC Committee discussed the Council's suggestion of adding language to Target #3 regarding adverse health effects. Following discussion, the Committee added language for the target to achieve greater reductions in highly impacted areas, and to include diesel particulate emissions and incidences of asthma attributed to particulates as indicators.

Regarding the Council's suggestion of adding the words "door-to-door" to Target 9, the Committee did not take this up as a discussion; however, the target does include travel time door-to-door. The Committee did decide to split the target to read: 1) decrease trip time by 10% for non-auto modes and 2) decreasing auto vehicle miles traveled per capita by 10%. This would differentiate the target for auto and non-auto modes as discussed by the Council.

In addition to the memo, several Policy Advisory Council members participated on a more in-depth level in fleshing out these targets as part of the Performance Target Ad Hoc Working Group over the past several months, and they have more work ahead as they work on the indicators.

A complete list of the final targets is attached (see Attachment B). To view the full adopting Resolution No. 3987, go to the Commission's meeting archive at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1599>, and scroll down to Agenda Item 9.

High School Internships

Each year MTC sponsors a High School Internship Program to introduce high school students to career opportunities in the field of transportation. The program allows young people who might not otherwise consider a career in transportation to work with the region's traffic engineers, city and county public works departments and transit agencies.

Students are paid \$10/hour and will work a maximum of 250 hours over the summer. Approximately 35 internships are available, and applicants of all races and ethnic backgrounds are encouraged to apply. Students must be at least 16 years of age and must have completed the 10th grade by the date of hire. **The deadline for applications is March 9, 2011.**

For more information on the high school Internship Program or to submit an online application, go to http://www.mtc.ca.gov/jobs/high_school/.

MTC Proposes Change to Its Governance Structure

A proposal was discussed at the January Commission meeting to sponsor state legislation to amend MTC's enabling statute. At its meeting on Wednesday, January 26, the Commission voted 9-3 (with one abstention) to support state legislation that would add two voting seats to the Commission to be appointed by the mayors of Oakland and San Jose (see Attachment C).

MTC and ABAG Celebrate Milestone Anniversaries

Both MTC and ABAG celebrated big "birthdays" in the New Year. MTC had its 40th anniversary in 2010 and ABAG its 50th in 2011. You can see the historical video made for the occasion which is posted on MTC's web site at <http://www.mtc.ca.gov/news/video/regionalism/>. For real history buffs, the web site also provides the full interviews of Don Dillon, former ABAG member and MTC Commissioner; Henry Gardner and Revan Tranter, both former ABAG Executive Directors; Larry Dahms, former MTC Executive Director; and Steve Heminger, current MTC Executive Director. More will be posted as they become available, and, together with the video, they comprise a wonderful oral history of the two regional agencies.

From the Executive Director's Report

The following items of interest were in the January 2011 Executive Director's Report to the Commission:

- ***High-Speed Rail Authority Appointments – Sacramento, December 31***

In one of his last official acts, Governor Schwarzenegger reappointed former Assembly Speaker and Mayor of Anaheim Curt Pringle to the board of the California High-Speed

Rail Authority. The Governor also appointed two new members to the board: Thomas Richards, a Fresno developer, and Matthew Toledo, publisher of the Los Angeles Business Journal. One of the latter seats had been held by Rod Diridon, Sr., a former MTC chair, since the creation of the Authority in 1996.

- ***Governor Brown Released First Budget – Sacramento, January 10***

Governor Jerry Brown released a FY 2011-12 budget proposal that contains many sweeping changes, but largely holds transportation funding steady at the levels anticipated in last year's gas tax swap. The budget outlines nearly \$13 billion in General Fund spending cuts that could double in size if the voters do not approve a proposed ballot measure later this year to extend various temporary taxes due to expire.

To read the entire Executive Director's report to the Commission, go to http://www.mtc.ca.gov/news/ed_report.htm.



ATTACHMENT A
STAFF LIAISON REPORT
POLICY ADVISORY
COUNCIL

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item No. 3a

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Memorandum

TO: Joint MTC Planning Committee/ABAG Administrative Committee/Joint Policy Committee DATE: January 13, 2011

FR: MTC Policy Advisory Council W.I. 1114

RE: SCS/RTP Performance Targets – MTC Resolution No. 3987

One of the main topics for discussion on the Policy Advisory Council’s agenda for the past several months has been the SCS/RTP performance targets. The final staff recommendation was presented to the Council at our meeting this past Wednesday; below are our comments on staff’s proposal.

The Council would like to formally endorse the set of targets recommended by staff, with the following suggestions:

- Regarding Target #3, the Council suggests the language be revised to read: “Reduce premature deaths *and other adverse health issues* from exposure to particulate emissions.” And additionally revise the first bullet to read: “Reduce premature deaths *and other adverse health issues* from exposure to fine particulates (PM_{2.5}) by 10%.”
- Regarding Target #9, the Council suggests the language be revised to read: “Decrease average *door-to-door* per-trip travel time by 10%.”
- The Policy Advisory Council would also like to include a caution as we head into development of the vision scenarios. The Council believes the proposed targets do not specifically articulate the goal of locating jobs and housing near transit, as has been the aim of much of the recent work of MTC and ABAG through the Priority Development Areas (PDAs). The targets also do not specifically articulate a goal of achieving a higher share of the region’s trips from carpooling, transit and other non-auto modes. If the targets will not reflect these goals, the Council believes it is essential to draw out these considerations during the vision scenario process. **In particular, the vision scenario process should include a strong analysis of the percent of the region’s future growth within PDAs or within a certain proximity to the transit infrastructure, as well as an analysis of the impact of growth within PDAs on mode share.**

**ATTACHMENT B
 STAFF LIAISON REPORT
 POLICY ADVISORY COUNCIL**

Attachment A
 Resolution No. 3987
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**Performance Targets for the Sustainable Communities
 Strategy/Regional Transportation Plan**

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i> Associated Indicators <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	5	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>

Attachment A
Resolution No. 3987
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GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> • Scenarios will be compared to 2010 urban footprint for analytical purposes only. <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life <i>Source: Regional and state plans</i>

1. Amend Government Code Section 66503 as follows:

The commission shall consist of ~~19~~ 21 members as follows:

(a) Two members each from the City and County of San Francisco and the Counties of ~~Alameda, Contra Costa, and San Mateo~~, and *three members each from the Counties of Alameda and Santa Clara*. With respect to the members from San Francisco, the mayor shall appoint one member and the board of supervisors shall appoint one member. With respect to the members from Alameda, Contra Costa, San Mateo, and Santa Clara Counties, the city selection committee organized in each county pursuant to Article 11 (commencing with Section 50270) of Chapter 1 of Part 1 of Division 1 of Title 5, shall appoint one member and the board of supervisors shall appoint one member. *The Mayor of the City of Oakland shall be self-appointed or shall appoint a member of the Oakland City Council to serve as the third member from the County of Alameda. The Mayor of the City of San Jose shall be self-appointed or shall appoint a member of the San Jose City Council to serve as the third member from the County of Santa Clara.*

(g) *Effective with the commission term commencing in February 2015, no more than three members appointed pursuant to subsections (a), (b), and (c) of this section shall be residents of the same county.*

2. Amend Government Code Section 66504 as follows:

Each commissioner's term of office is four years; *provided, however, that the commissioners appointed by the Mayor of the City of Oakland and the Mayor of the City of San Jose shall have an initial term of office ending in February 2015*. A commissioner appointed as a public officer vacates his commission seat upon ceasing to hold such public office unless the appointing authority consents to completion of the term of office. Commissioners shall be selected for their special familiarity with the problems and issues in the field of transportation.