Agenda Item 4

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Legislation Committee

DATE: November 5, 2010

FR: Executive Director

RE: Bay Area Partnership Board Update — MTC Resolution No. 3985

It is approaching a year since the last meeting of the Bay Area Partnership Board (Partnership Board), which was held in December 2009, and there has been a shift from regular Partnership Board meetings toward more focused partnering meetings on specific topics — Sustainable Communities Strategy (SCS) and the Transit Sustainability Project (TSP) — to name the most prominent. In addition, the monthly Congestion Management Agency (CMA) association meetings serve as another forum for partner discussions.

To address the changing consultation and advisory landscape, staff is proposing to revise the role of the Partnership Board to an advisory body with a focus on regional investment policy that would meet on an "as-needed" basis. MTC Resolution No. 3985 implements these changes to the Bay Area Partnership.

Background

The Partnership Board was created in 1992 and formally constituted by MTC Resolution No. 3509, last updated in June 2005. This Resolution sets forth the mission of the Partnership Board "to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission," and establishes the membership process, working group framework, and meeting frequency.

Per the Resolution, the Partnership Board is to meet at least three times annually and report to the Commission quarterly. Attachment A summarizes the meetings held and topics discussed from 2007 through 2009. The Partnership Board met three to four times per year through 2009 with a focus on Transportation 2035 and funding policies.

Over the years, staff has conducted several reviews of the Partnership Board and updated the working group and membership structure in an attempt to keep it relevant to the changes in the development of MTC's transportation policy and investment decisions.

Long-Range Plan and Sustainable Communities Strategy

A significant part of the Partnership Board's work plan in the past has been to weigh in on policies and investment trade-offs for the Regional Transportation Plan (RTP). The preliminary work on the Sustainable Communities Strategy/RTP has started and will be led by the SCS Executive Working Group and the Regional Advisory Working Group (RAWG) to capture the new emphasis on housing and land use and the need for a broader forum for discussion.

Recommendation
Staff recommends that the original resolution that formalized the Partnership Board, MTC Resolution No. 3509, be replaced by a new Resolution No. 3985 to change the frequency of meetings from three times annually to an "as-needed" basis and to focus the Partnership Board's role on regional investment policy. MTC Resolution No. 3985 implements the recommended changes to the Bay Area Partnership enabling resolution, and more accurately reflects our actual practice over the past year.

If the Commission approves this revision, staff would continue to work with the Partnership Board to tackle the investment trade-offs that emerge from the work of the other working groups such as the TSP, SCS Executive Working Group, RAWG, CMA Association, and Express Lane Executive Group.

Under this approach, for example, the Partnership Board would be convened for the SCS/RTP to discuss the financial assumptions, Prior Commitment Policy, vision scenario, alternative scenarios, and project performance assessments.

Staff requests that the Legislation Committee refer Resolution No. 3985 to the Commission for approval.

Steve Heminger

Attachment
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Discussion/Action Items of the Bay Area Partnership Board
2007 through 2009

2009:

February

1. Transportation 2035
2. American Recovery and Reinvestment Act Proposal

June

1. ARRA Follow-up: TIGER Program
2. New Federal Transportation Act: Proposal and Schedule for Flexible Programming (STP/CMAQ)
3. Transportation for Livable Communities (TLC) Program Structure

December

1. New Federal Transportation Funding Act Proposal
2. Transit Sustainability Project
3. Joint Policy Committee (JPC) Policies for the Bay Area's Implementation of SB 375

2008:

February

1. National Revenue Commission Findings
2. Local Streets & Roads Working Group Strategic Plan
3. Bay Area Transit Planners' A Strategic Vision for Transit in the San Francisco Bay Area
4. Transportation 2035
    - **a.** Project Performance & Policy Assessments
    - **b.** Financial Assumptions and Cost Review/Risk Assessment
    - **c.** Transit Capital & Operating Needs Assessment & Local Streets & Roads Needs Assessment
5. 2007 Spare the Air/Free Transit Campaign Evaluation

May

1. Transportation 2035
    - **d.** Project Performance Assessment Findings
    - **e.** Investment Theme Project Priorities and Costs

June

1. Transportation 2035: Investment Trade-Offs Framework Discussion
2. Resolution 3434 Strategic Plan

November

1. Transportation 2035
    - **f.** Update on transit capital and operating projections;
    - **g.** Building Momentum for Change.
2. High Occupancy Toll implementation

2007:

April

1. RTP Approach and Timeline
2. Proposition 1B Transportation Bond Draft Proposal for Proposition 1B Regional Transit Funding

2007 (continued):

June

1. FY 2007-08 State Budget Update
2. Transportation 2035 Plan
3. Local Streets & Roads Working Group Strategic Plan

September

1. Transportation 2035 Status Report
2. Trade Corridor Improvement Fund

November

1. State Transit Assistance (STA) Consolidated Policy
2. Transportation 2035 Status Report Update

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

ABSTRACT

Resolution No. 3985

This resolution supersedes MTC Resolution No. 3509 to allow for updates to the Bay Area Partnership advisory role to MTC.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated November 5, 2010.

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

RE: The Bay Area Partnership

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO.3985

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-240) and California Senate Bill 45 (Statutes 1997, Chapter 622) introduced substantial new funding flexibility in the expenditure of federal and state gas tax funds previously reserved primarily for highway purposes; and

WHEREAS, with nine counties, 101 cities, 1,400 miles of highway, 20,000 miles of local roads, eight toll bridges, three major commercial airports, five public seaports, and 21 public transit agencies, the Bay Area's varied natural topography and institutional complexity place a premium on cooperation and partnership among the public agencies responsible for delivering transportation projects and services; and

WHEREAS, the Bay Area Partnership (hereinafter "the Partnership") was informally established in 1992 to capitalize on ISTEA's new funding flexibility and to overcome institutional barriers to efficiently operating, adequately maintaining, and strategically expanding the metropolitan transportation system; and

WHEREAS, the Partnership consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality; and

WHEREAS, the Commission recognizes the need for close collaboration among members of the Partnership in order to address the many challenges facing the Bay Area in the areas of transportation, land use, and sustaining the region's quality of life; and

WHEREAS, in October 2002 the Commission adopted Resolution No. 3509 to constitute the Bay Area Partnership, and the nature and timing of the Partnership's interaction with the Commission, based on recommended changes in how the Partnership conducts its business in three basic areas: roles and responsibilities, participation by member agencies, and organizational structure; and

WHEREAS, the Commission has determined that the provisions of Resolution No. 3509 should be updated to reflect the role of the Partnership and to provide the flexibility for future changes as determined by the Commission; now, therefore, be it

RESOLVED, that the Commission reconfirms the purpose of the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission; and, be it further

RESOLVED, that the Partnership shall be composed of the chief staff officer for each of the agencies listed in Attachment A, which is incorporated herein by reference as though set forth at length, and which may be amended by the Commission from time to time as necessary; and, be it further

RESOLVED, that the Partnership shall meet as necessary, shall report to the Commission on timely issues and topics, and provide comments and perspectives that help inform and enhance the Commission's framework for decision-making; and, be it further

RESOLVED, that the Partnership may establish committees to assist in the conduct of its business as described in Attachment A; and, be it further

RESOLVED, that the Commission directs its Executive Director to provide necessary administrative support to the Partnership and its committees in cooperation and with the assistance of other Partnership agencies; and, be it further

RESOLVED, that the Commission directs its Executive Director to transmit copies of this Resolution to the members of the Partnership and other interested parties; and, be it further

RESOLVED, that this Resolution supersedes Resolution No. 3509.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 17, 2010.

Bay Area Partnership

Membership

The Partnership shall be composed of the types of public agency representatives listed below that meet the eligibility criteria and are confirmed through the membership process as described below.

Process

Agencies eligible for membership who are not currently members must request membership through the Chair of the Partnership Board. If accepted for membership by the Partnership, MTC staff will update its Partnership roster to reflect the new membership. The Partnership shall consider the eligibility criteria below when voting on membership requests.

Eligibility

1) A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land use-based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

2) A chief staff officer may represent multiple agencies but has only one vote on the Bay Area Partnership Board.

3) A group of public agencies may nominate representatives for the group rather than have independent representation for each member (e.g. city/county Public Works, small transit operators, seaports, etc). This group nomination process can occur through the Transit Finance Working Group, Joint Finance Working Group, or Streets and Roads Committee, or other appropriate venue, for recommendation to the Partnership Board. This approach may be preferred by the Partnership for transportation interests whose sheer number and geographic dispersion of potential members may hinder consistent and effective participation in Partnership Board and subcommittee meetings.

4) A member is expected to participate in the Board on a regular basis and have staff participate regularly in the Partnership Technical Advisory Committee and its working groups.

Bay Area Partnership

Committees

The Partnership may establish committees to assist in the conduct of its business including, but not limited to the following:

(1) a committee to address finance, planning and related legislative issues;
(2) a transit coordinating committee to fulfill the requirements of Section 29142.4 of the Public Utilities Code; and
(3) special purpose committees to oversee the implementation of regional system management programs