



## AGENDA ITEM 2

METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel.: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

MTC Advisory Council  
February 14, 2006  
**Minutes**

Vice-Chair Planthold called the meeting to order at 12:44 p.m. In attendance were members Steve Belkin, Mary Buttarro, Herbert Crowle, Michael Cunningham, Raphael Durr, Richard Hedges (via phone), Sean Houck, Sherman Lewis, David Lipsetz, Asok Mukhopadhyay, Gary Naman, Bryce Nesbitt, and Don Rothblatt.

### **Minutes**

Herbert Crowle moved approval, David Lipsetz seconded. Motion passed unanimously.

### **Staff Report**

Ms. Therese Knudsen reported that MTC has welcomed several new Commissioners: Ms. Amy Worth, representing Cities of Contra Costa County; Berkeley Mayor Tom Bates, representing Cities of Alameda County; Mr. Dave Cortese, representing ABAG; Mr. Ken Yeager, representing Santa Clara County; Mr. Federal Glover, representing Contra Costa County; and, Mr. Dean Chu, representing Cities of Santa Clara County. She also announced that the MTC Joint Policy Committee would hold a Climate Change Workshop on Friday, February 16, 2007. Because the workshop is at capacity, a second workshop will be held Friday, February 23, 2007. All Advisory Council members are welcome to attend.

Staff received a request for climate change to be an agenda item at an upcoming meeting. While this topic is not among Advisory Council's major areas of interest on the 2006/07 work plan, it is included as a "specific question of interest." A majority of those present at the meeting voted to have the topic included on an upcoming agenda.

### **Advisory Committee Recruitment**

Ms. Pam Grove stated that the two-year term of the Advisory Committees will expire on July 31, 2007, and encouraged all members to reapply to continue their role as an advisor. Applications will be accepted through Friday, April 13, 2007. A hard copy of the application was included in the meeting packet. Advisors can also apply on-line at [www.mtc.ca.gov](http://www.mtc.ca.gov).

### **State Budget Update**

Ms. Rebecca Long stated that while the budget fully funds Prop. 42 and provides repayment of outstanding Prop. 42 loans, it also proposes to use \$1.1 billion from the Public Transportation Account (PTA) to pay for costs that are traditionally covered by the General Fund, including: \$340m for general obligation bond debt service for rail bonds; \$627m to the

Dept. of Education for school bus service; and, \$144m to the Dept. of Developmental Services for transportation services for the developmentally disabled.

She stated that the Administration's proposal significantly reduces funding available for transit operators, and that the proposal would permanently end the policy of using half of all "spillover funds" for STA, resulting in a \$308m loss for transit operators statewide and a \$109m loss for the Bay Area in FY 2007-08.

If approved, the proposal would also eliminate PTA funding for local capital projects that were already programmed in the 2006 STIP and scheduled to receive an allocation in FY 2007-08.

MTC staff will work actively to oppose the proposed diversion of the spillover funds and PTA funds away from public transportation.

Committee comments include:

- Support taking from this fund in lean years.
- School Bus Service - is this a change in the level of funding? The money for this service is simply proposed to come from a different fund (PTA) than years prior. No change to funding levels.
- There is some overlap between school bus and public transit service. Any thoughts for a merge? This issue is not under discussion presently. Transit operators may like to see a share of the state's school bus money because many of them do carry a sizable number of students.

### **State Infrastructure Bond Funds**

Mr. James Corless presented background information on the Infrastructure Bond, which directed \$3.6 billion of the nearly \$20 billion bond toward transit improvements through the Public Transportation, Modernization, Improvement, and Service Enhancement Account.

He stated that this is a proposal to direct a portion of the Prop 1B funds for Lifeline Transportation. The Lifeline Transportation Program focuses on improving the mobility needs of low-income residents in the Bay Area. He requested feedback from the Advisory Council on types of investments through the Prop. 1B transit funds that could aid low-income/communities of concern. Some initial MTC staff thoughts included the following type of projects: 1) Safer Access to Transit; 2) Subsidized Bus Passes; and 3) Clean Buses.

He noted that staff will be presenting a draft proposal related to the roughly \$350m Prop. 1B population-based transit funds at the March 7<sup>th</sup> Programming and Allocations Committee meeting. The draft proposal will take into consideration the input of this committee, the MTC's MCAC and the transit general managers.

Mr. Ken Folan presented a PowerPoint, which displayed what Prop. 1B money is, how it could be used, etc.

Committee comments include:

- Operating funds are consistently under-funded compared to Capital dollars
- Community-based Transportation Plans should be the basis for defining Lifeline Program priorities.

- Delivery services are not being discussed – some delivery services can replace some trips, such as on-line grocery shopping/delivery
- Speed of transit service is not time competitive. Would like to see some of the Prop. 1B money spent on reducing travel time on transit
- Car sharing does not serve low-income populations
- Consider funding swaps with other MPOs in the state that have different needs (i.e. auto vs. transit)
- Would like to see the program managed from a regional perspective vs. county-level through the CMAs
- Favor local decision-making, but CMAs may not be the appropriate entity
- Add land banking/development on areas that transit operators own
- Place more emphasis on low-income communities in the rural areas
- Fix maintenance before expansion, then focus on pollution control
- Would like to see a pilot project for car sharing in the low-income areas
- See Peter Newman out of Perth, Australia, Murdoch University for car share/transit research
- Should avoid providing more operating money to cover the cost of service inefficiencies

### **Approach and Schedule for the 2009 Regional Transportation Plan**

Ms. Ashley Nguyen provided an overview of the 2009 RTP Approach. She noted that staff is proposing to look at the “vision” first – what kind of transportation investments do we want to make in the region – and then apply the RTP finances to it. This is a different approach than years prior, in which a vision was applied to a financially constrained element of the plan. She stated that in developing the vision, staff will partner with ABAG, the Air District, BCDC, and others within the Joint Policy Committee to develop the overall vision for transportation/land use strategies. Staff will be using Projections 2007, and coordinating the RTP with the “Focusing Our Vision” effort that is being led by ABAG.

Mr. Ray Kan summarized the schedule, which includes three phases. The startup phase is January – April 2007; Phase 1, “Vision” is scheduled May 2007 – January 2008; Phase 2, “Financials & Tech Analysis” is scheduled February – September 2008; and Phase 3, “The Plan” is scheduled October 2008 – February 2009. He noted that staff will conduct several brainstorming sessions with multiple stakeholders.

In closing, Ms. Nguyen stated that one idea that came out of the Planning Committee was the idea of looking at Focusing Our Vision priority development areas, and thinking about ways that the RTP can make investments in those areas.

Committee comments include:

- Travel time for choice trips should be a major element. Maps would help to illustrate this.
- Transit-Oriented Development Policy – If there is money directed towards priority development areas, encourage transit-orient developments in these areas
- Increase gasoline tax to decrease auto use
- Devote an Advisory Council meeting to reviewing the current RTP
- In-fill development needs to be a major element

**Other Business/Public Comment**

There was no other business.

The next meeting of the Advisory Council is scheduled for March 14, 2007. The meeting was adjourned at 2:25 p.m.

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