



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, January 9, 2019

1:30 PM

Yerba Buena - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 1:30 p.m.

1. [18-1075](#) Welcome

Action: Information

Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (13).

3. [18-1076](#) Approval of December 12, 2018 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [03_Council Minutes_Dec 2018.pdf](#)

4. [18-1077](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

- Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

5. [18-1078](#) Transportation Development Act (TDA) Triennial Audit Report for FY2017-18
(30 minutes)
- Summary of findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators.
- Action:** Information
- Presenter:** Theresa Romell, Assistant Director
- Attachments:** [05_TDA_Triennial_Audit_Report.pdf](#)
6. [18-1079](#) Horizon Perspective Paper #5: Preview - The Future of Jobs
(30 minutes)
- Preview of the upcoming Horizon Perspective Paper focused on the future of jobs.
- Action:** Information
- Presenter:** Aksel Olsen, Senior Planner
- Attachments:** [06_Perspective_Paper_5-Preview_-_The_Future_of_Jobs.pdf](#)
7. [18-1080](#) Staff Liaison Report
(5 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [07_Staff_Liaison_Report_January_2019.pdf](#)
8. [18-1081](#) Council Member Reports
(10 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
9. [18-1082](#) New Business
(5 minutes)
- Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

10. Public Comments / Other Business

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, February 13, 2019 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1075 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/4/2018 **In control:** Policy Advisory Council
On agenda: 1/9/2019 **Final action:**
Title: Welcome
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1076 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 12/4/2018 **In control:** Policy Advisory Council
On agenda: 1/9/2019 **Final action:**
Title: Approval of December 12, 2018 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [03 Council Minutes Dec 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of December 12, 2018 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Agenda Item 3

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Wednesday, December 12, 2018

1:30 PM

Board Room - 1st Floor

1. [18-1014](#) Welcome

Action: Information

Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Present: 19 - Burnett, Chaudhary, Coates, Cochran, Diep, Florez, Hedges, Kallins, Chair Kinman, Lee, Lopez, Madden, Mendoza, Miller, Momoh, Vice Chair Murray, Saver, Williams and Wolff

Excused: 5 - Blacksten, Castellanos, Hernandez, Levin and Schweng

Absent: 1 - Baker

3. [18-1016](#) Approval of November 14, 2018 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [03_Minutes_Nov_2018.pdf](#)

Upon the motion by Hedges and second by Vice Chair Murray, the November 14, 2018 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 18 - Burnett, Chaudhary, Coates, Diep, Florez, Hedges, Kallins, Chair Kinman, Levin, Lopez, Madden, Mendoza, Miller, Momoh, Vice Chair Murray, Saver, Williams and Wolff

Absent: 7 - Baker, Blacksten, Castellanos, Cochran, Hernandez, Lee and Schweng

Cochran arrived after the approval of the November 14, 2018 Meeting Minutes.

Councilmember Winter submitted her resignation, effective immediately.

4. [18-1017](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

5. [18-1018](#) Horizon: Perspective Paper #3 - Regional Growth Strategies

Overview of the Regional Growth Strategies Perspective Paper, focusing on the priority strategies to maximize the effectiveness of three growth framework options being evaluated as part of the Horizon initiative.

Action: Information

Presenter: Mark Shorett, Principal Planner and
Dave Vautin, Project Manager - Horizon, Plan Bay Area 2050, and Vital Signs

Attachments: [05_Regional Growth Strategies Perspective Paper.pdf](#)

6. [18-1019](#) CASA Compact
(30 minutes)

Briefing on proposed CASA compact.

Action: Discussion

Presenter: Vikrant Sood, Principal Planner

Attachments: [06_CASA Compact.pdf](#)

7. [18-1020](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [07_Staff Liaison Report December 2018.pdf](#)

8. [18-1021](#) Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

9. [18-1023](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

10. Public Comments / Other Business

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, January 9, 2019 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-1077	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/4/2018	In control:		Policy Advisory Council	
On agenda:	1/9/2019	Final action:			
Title:	Subcommittee Reports (5 minutes)				

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Presenter:

Jim Blacksten, Subcommittee Chair

Recommended Action:

Information

Attachments:



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Legislation Details (With Text)

File #: 18-1078 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/4/2018 **In control:** Policy Advisory Council
On agenda: 1/9/2019 **Final action:**
Title: Transportation Development Act (TDA) Triennial Audit Report for FY2017-18
(30 minutes)

Summary of findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators.

Sponsors:

Indexes:

Code sections:

Attachments: [05_TDA Triennial Audit Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transportation Development Act (TDA) Triennial Audit Report for FY2017-18
(30 minutes)

Summary of findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators.

Presenter:

Theresa Romell, Assistant Director

Recommended Action:

Information

Attachments:



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 5

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council DATE: January 4, 2019

FR: Theresa Romell, Assistant Director W.I. 1514

RE: Transportation Development Act (TDA) Triennial Audit Report for FY 2017-18

The TDA requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC. At the request of a Councilmember, staff is providing an update on the most recent TDA audits.

The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed but generally declining, between FY2014-15 and FY2016-17 as shown below:

Agency	Productivity	Ridership	Notes
SamTrans	↓	↓	Service increase and decrease in ridership
GGBHTD	↓	↓	Service decrease and decrease in ridership
WestCAT	↓	↓	Small increase in hours and decrease in ridership
Tri Delta	↓	↓	Service decrease and decrease in ridership
NVTA	↑	↑	Service increase and increase in ridership
Soltrans	↓	↓	Service increase and decrease in ridership
Vacaville	↓	↓	Steady service levels and decrease in ridership
Dixon	↔	↑	Service increase and increase in ridership
Rio Vista	↓	↓	Steady service levels and decrease in ridership

MTC staff is working with researchers from UCLA to conduct a study of the factors affecting changes in transit system ridership in the Bay Area. We expect the study to be completed in the summer of 2019.

Attachment

- Attachment A: Transportation Development Act (TDA) Triennial Audit Presentation

Presentation

FY2017 TDA Operator Performance Audits



**Metropolitan Transportation Commission
Policy Advisory Council
January 9, 2019**

Presentation Overview

TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: SamTrans, Golden Gate, WestCAT, Tri Delta Transit, NVRTA, Soltrans, Vacaville, Dixon, and Rio Vista.

TDA Performance Metrics

- Cost Per Vehicle Service Hour
- Cost Per Passenger
- Passengers Per Vehicle Service Hour
- Passengers Per Vehicle Service Mile
- Vehicle Service Hours Per Employee

FY2017 TDA Performance Audits – Audit Plan

Audit Period

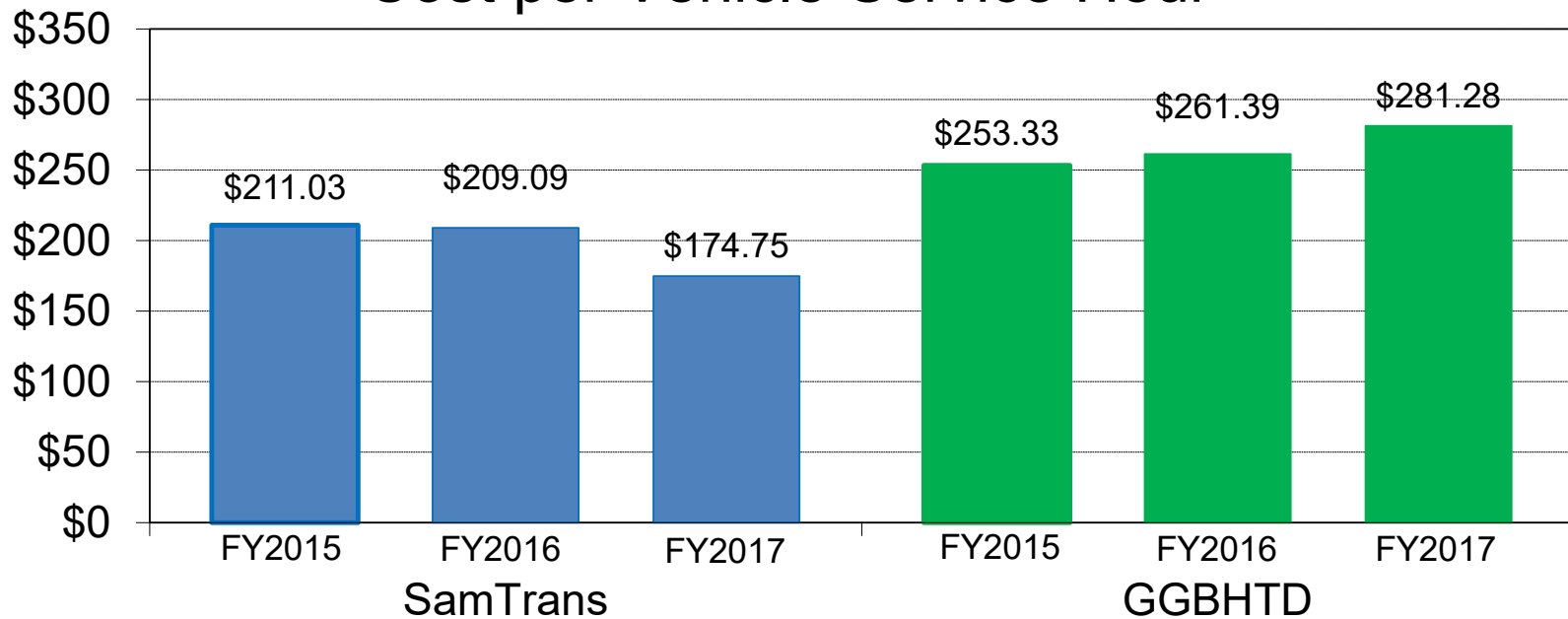
- FYs 2014-15, 2015-16 and 2016-17

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.

Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour



FY2015-FY2017 Average Annual Change (CPI = 2.9%)

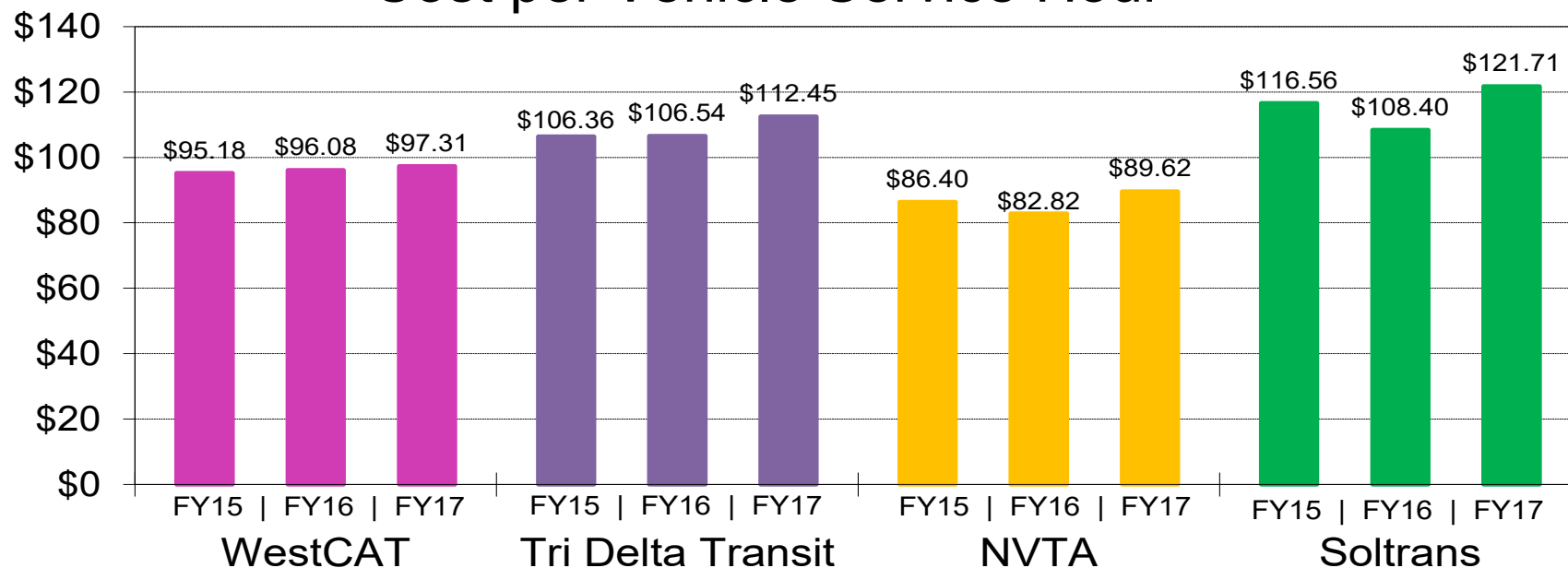
■ SamTrans -9.0%

■ GGBHTD 5.4%

- SamTrans cost per hour decreased by 17 percent during the audit period with a 20% service hour increase in 2017, operating costs increased at approximately the same rate as the CPI.
- GGBHTD's cost per hour increases in each year of the audit period due to steady service levels and rising costs.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



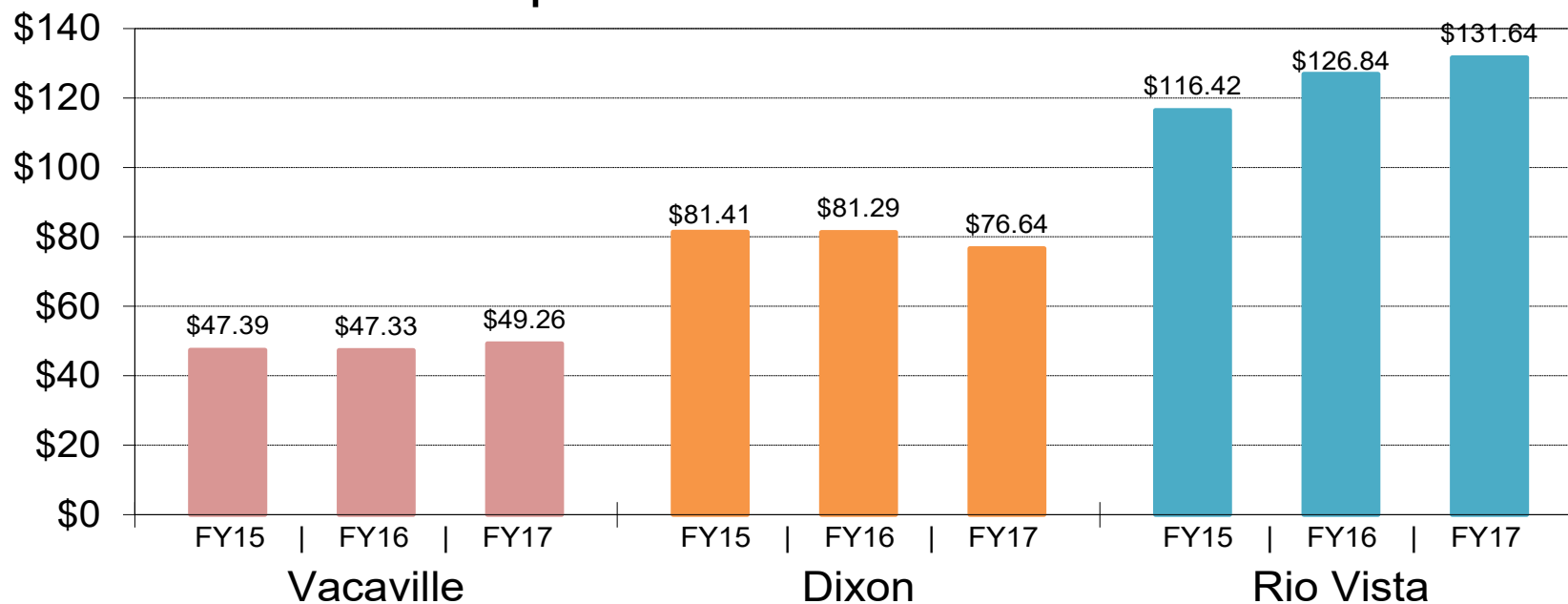
FY2015-FY2017 Average Annual Change (CPI = 2.9%)

■ West CAT 1.1%	■ Tri Delta 2.8%	■ NVTa 1.9%	■ SolTrans 2.2%
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- WestCAT's cost per hour remained fairly steady through the audit period.
- Despite steady performance in the prior two years, Tri Delta's operating costs increased six percent in FY2017.
- NVTa's cost per hour rose 8.2 percent in FY2017, due to a six percent cost increase combined with a two percent reduction in service levels.
- Soltrans' costs increased nearly 17 percent over the audit period while service levels rose 12 percent.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2015-FY2017 Average Annual Change (CPI = 2.9%)

Vacaville 2.0%

Dixon -3.0%

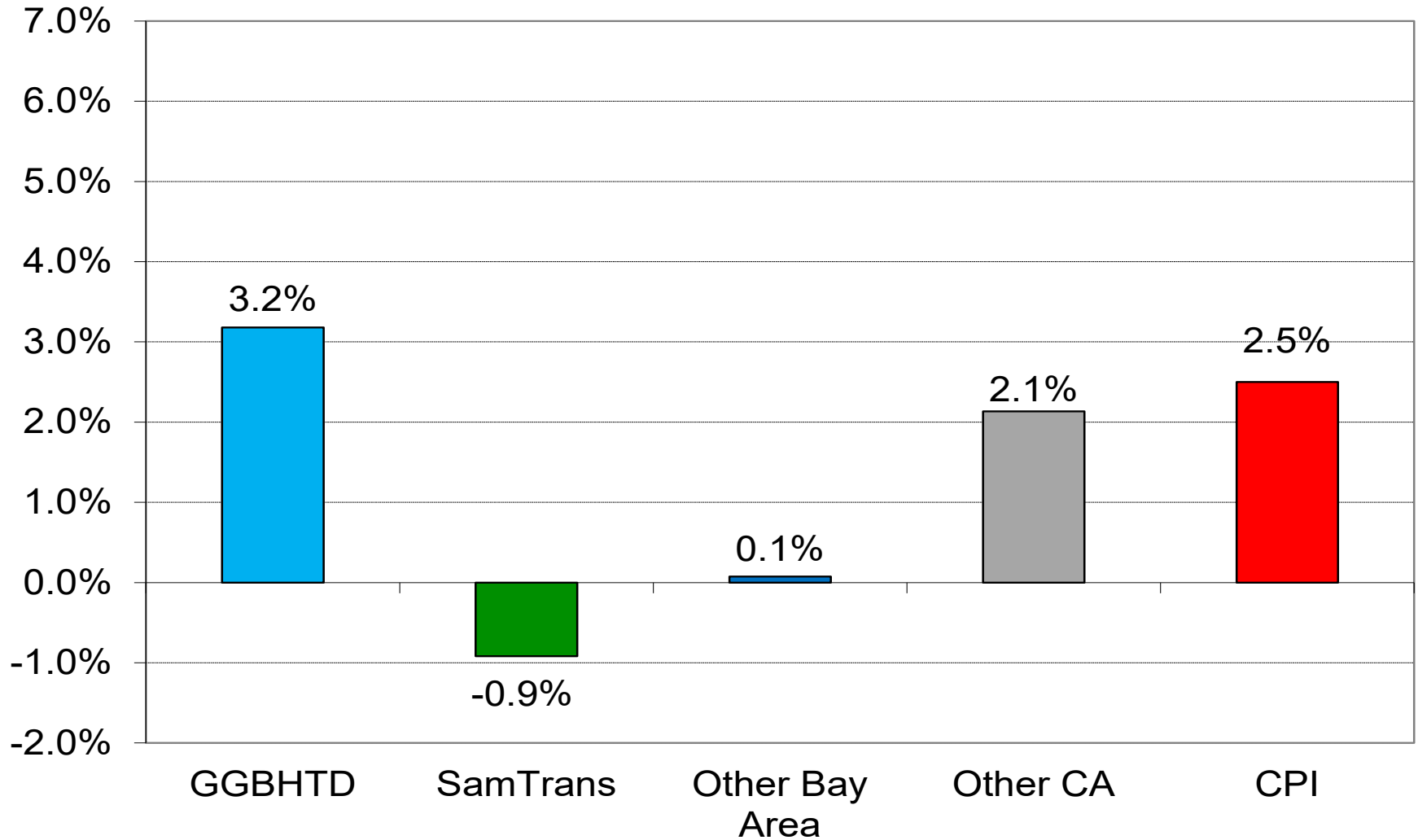
Rio Vista 6.3%

- Vacaville's cost per hour remained steady throughout the audit period.
- Dixon's cost per hour decreased due to lower labor and fringe benefit costs in FY2016 and FY2017.
- Rio Vista's cost per hour increased substantially during the audit period due to increases in purchased transportation and management services.

Passengers per Vehicle Service Hour Trends

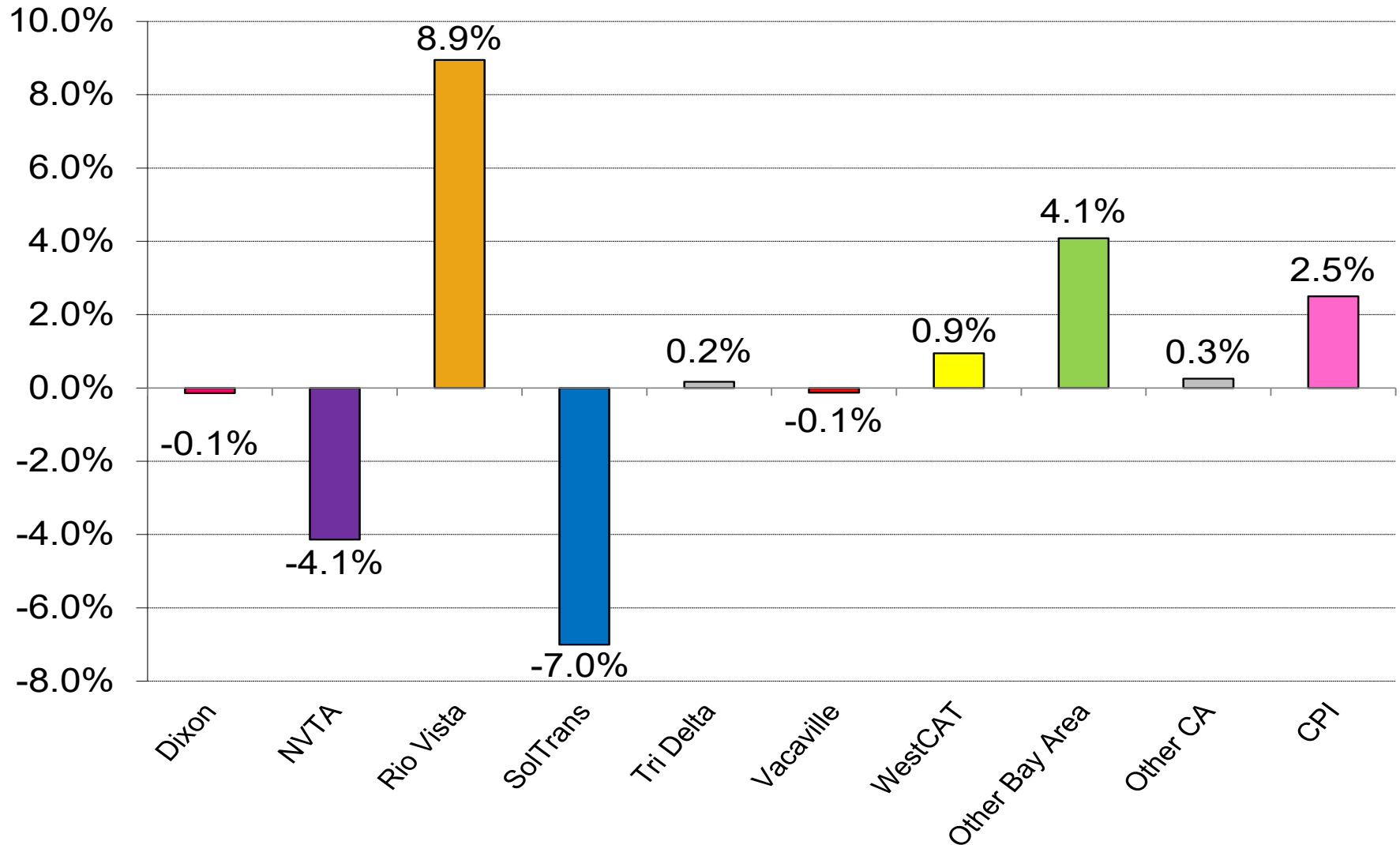
Agency	Productivity	Ridership	Notes
SamTrans	↓	↓	Service increase and decrease in ridership
GGBHTD	↓	↓	Service decrease and decrease in ridership
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Soltrans	↓	↓	Service increase and decrease in ridership
Vacaville	↓	↓	Steady service levels and decrease in ridership
Dixon	↔	↑	Service increase and increase in ridership
Rio Vista	↓	↓	Steady service levels and decrease in ridership

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Operators Fixed-Route Bus - FY2015-FY2016



“Other Bay Area”: AC Transit, CCCTA, SFMTA, and VTA.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2015-FY2016



“Other Bay Area”: Petaluma, FAST, LAVTA, SCT, Union City, and Santa Rosa.

Audit Recommendations

Basis for recommendations may include one or more of the following:

- Results of the TDA performance indicator trend analysis.
- Results of the review of compliance with statutory and regulatory requirements.
- Progress towards implementing prior audit recommendations.
- Results of the functional performance review.

The following summarizes the recommendations by operator.

Audit Recommendations, *continued*

- GGBHTD – recommendation to improve data collection and reporting of service delays due to congestion.
- Vacaville – recommendations to reduce preventable accident rate, and ADA trip denials.
- Dixon – recommendation to improve data collection and reporting for quality of service measures.
- Rio Vista – recommendations to improve declining service efficiency and farebox recovery.
- WestCAT – recommendation to improve schedule adherence.
- NVTA – recommendations to improve schedule adherence and reduce preventable accident rate.
- Soltrans – recommendation to improve data collection and reporting for quality of service measures.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 18-1079 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/4/2018 **In control:** Policy Advisory Council
On agenda: 1/9/2019 **Final action:**
Title: Horizon Perspective Paper #5: Preview - The Future of Jobs
(30 minutes)

Preview of the upcoming Horizon Perspective Paper focused on the future of jobs.

Sponsors:

Indexes:

Code sections:

Attachments: [06_Perspective Paper 5-Preview - The Future of Jobs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Horizon Perspective Paper #5: Preview - The Future of Jobs
(30 minutes)

Preview of the upcoming Horizon Perspective Paper focused on the future of jobs.

Presenter:

Aksel Olsen, Senior Planner

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council

DATE: January 4, 2019

FR: Aksel Olsen, Senior Planner

RE: Horizon Perspective Paper #5: Preview - The Future of Jobs

Policy Advisory Council Agenda Item 6, Horizon Perspective Paper #5: Preview - The Future of Jobs, is attached. This report will be presented to this month's Joint MTC Planning Committee with the ABAG Administrative Committee, which will meet on January 11, 2019.

Staff will be at your January 9 meeting to discuss Horizon Perspective Paper #5: Preview - The Future of Jobs, and the Council's input is requested.

Attachment

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M E M O R A N D U M



Agenda Item 7a

TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

FR: Executive Director

RE: Horizon Perspective Paper #5: Preview - The Future of Jobs

DATE: January 4, 2019

Background

Staff will provide a preview of work completed to date on the fourth Horizon Perspective Paper - *The Future of Jobs*. This paper explores how economic changes over the coming decades, ranging from automation to changes in job locations, might affect the Bay Area. While this month's presentation focuses on the paper's objectives and initial findings, it will also touch on economic strategies that address challenges and seize opportunities in the coming decades. The paper also leverages recent work from the Bay Area Comprehensive Economic Development Strategy (CEDS), which assesses the region's economic strengths and opportunities and informs an action plan for a Bay Area Regional Economic Development District. Staff will return to these committees with priority strategies in the spring, prior to the paper's release.

Perspective Paper Objectives

The Future of Jobs Perspective Paper is intended to:

- **Review key trends** affecting the regional labor market and job prospects of Bay Area residents, including automation of jobs, the emergence of the "gig economy", and an aging labor force, among others
- **Consider** impacts on both *what* jobs entail as well as *where* they might be performed, including how the region might address long-standing jobs / housing imbalances
- **Identify strategies** on the state, regional, and local levels to address planning challenges associated with a changing regional economy
- **Continue the conversation** related to the emerging economic development role of the regional agencies following the adoption of the CEDS

Work to Date: Key Findings

Staff analysis to date has explored how the Bay Area economy has been changing in recent years, as well as trends expected to be important to the region in the foreseeable future. Overall, the Bay Area's technology sector has been very competitive in the past few decades and has pushed per-capita gross regional product to the top among major metro areas. High-wage job growth has been concentrated in a few key sectors, primarily technology and other STEM occupations. At the same time, occupations with modest skill requirements and lower pay have also seen strong growth, especially in the service sector. Job growth has been strongest in the core counties containing the major cities, and more modest in the North Bay.

As we look ahead to 2050, the Perspective Paper has explored four primary issue areas related to the future of jobs: **technological** changes, **organizational** changes, **compensational** changes, and **locational** changes. Key findings are summarized below:

- **Technology:** In the past 15 years, growth in regional productivity has outpaced job creation, notwithstanding healthy growth in jobs. Going forward, new technologies from automation to artificial intelligence may *substitute* or *complement* labor - though most likely both. The effects of automation will likely be felt across many industries, offering increased productivity, but also disruption to labor markets. The transportation industry could be one of the sectors most disrupted by new technologies.

- **Organization:** In recent decades, there has been a rise in workers employed in alternative work arrangements including more temporary jobs and contract work. This rise of the “gig economy” presents new opportunities and challenges. While these shifts can bring added flexibility, income, and opportunity for workers, it can also entail less stable wages, spotty benefits, and difficulty saving for retirement.
- **Compensation:** During the past few decades, strong economic growth in the region has been accompanied by increasing income inequality. As the world becomes increasingly digital, the education system must evolve to equip tomorrow’s workforce with the requisite skills to navigate it and narrow achievement gaps.
- **Location:** As technology changes the ability to communicate across distance, some jobs may seek to disperse across or outside the region. Yet, jobs in the most knowledge-intensive sectors requiring development of new designs, programs or campaigns continue to gravitate toward the region’s established centers, with more local-serving jobs often further afield.

Next Steps

During the next month, staff will assemble focus groups of businesses and other stakeholders to discuss how they see the economy changing and the effects it will have on the labor market. Staff will use that to develop a list of strategies to foster economic resilience in the face of the identified changes and the challenges they bring. Feedback from MTC/ABAG committees, as well as working groups such as the RAWG, will shape *The Future of Jobs* Perspective Paper before its release in March 2018.

Economic development strategies developed in this Perspective Paper will ultimately be tested against the three futures (“what if?” scenarios) for Horizon to understand how they could help improve outcomes and align with the Guiding Principles. Furthermore, the Perspective Paper will help inform preparation of the regional forecast for Plan Bay Area 2050, and it will play a role in shaping the Economic Development element of the Plan.

Requested Feedback

Staff requests feedback from the Committees on the following questions:

- What are your key concerns related to the future of the Bay Area economy?
- How can we leverage technology to foster a productive, yet inclusive, economy?
- How can we support new organizational forms and the flexibility they bring, while ensuring economic benefits for workers at all income levels?
- What policies and strategies should state, regional, and local policymakers consider to support labor markets of today and tomorrow?
- How can we enhance the regional growth framework (*Priority Development Areas* as well as the potential *Priority Production Areas*) to better consider employment location?



Steve Heminger

Attachment:

- Attachment A: *Future of Jobs* Perspective Paper (PowerPoint Presentation)

SH:ao

J:\COMMITTEE\Planning Committee\2019\01_PLNG_Jan 2019\7ai_Perspective Paper 5_Preview_Future of Jobs_v3.docx



H O R I Z O N

The Future of Jobs

Perspective Paper #5 - Work to Date/Preview

Aksel Olsen

Joint MTC Planning Committee with the ABAG Administrative Committee

January 11, 2019

Perspective Paper 5: The Future of Jobs

Purpose

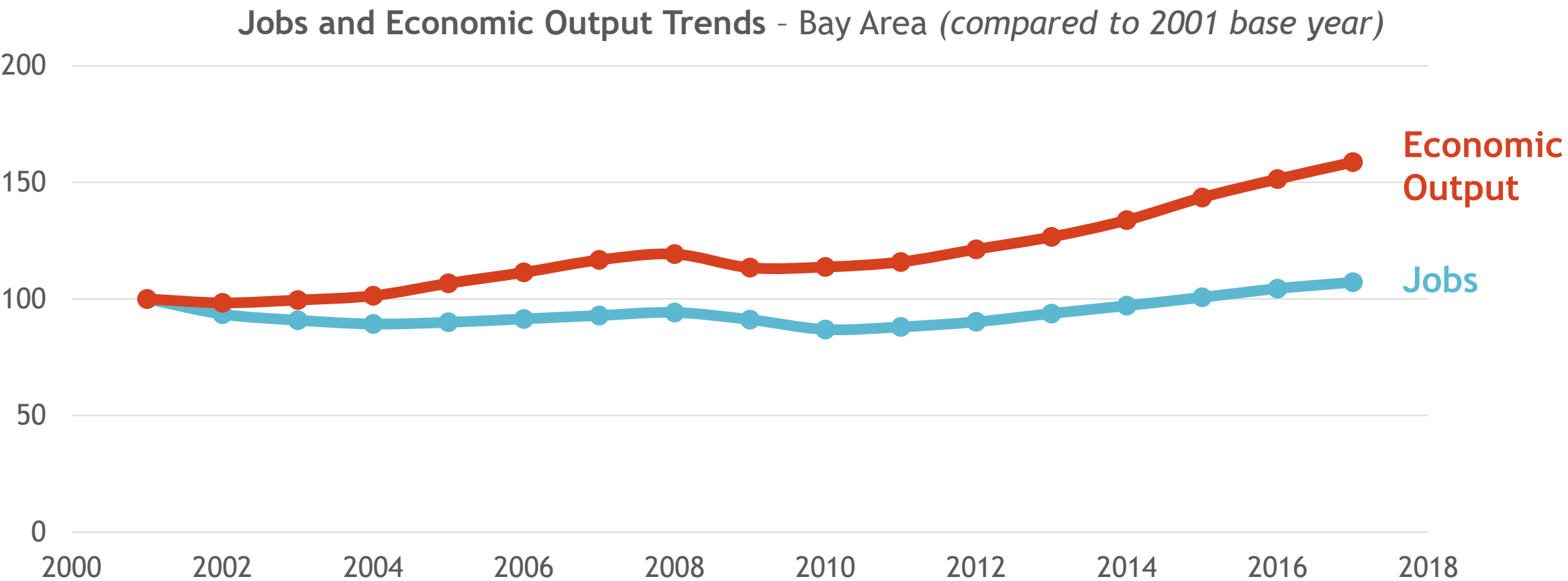
Review key trends affecting the regional labor market and job prospects of Bay Area residents

Consider impacts on both what jobs entail as well as where they might be performed, and analyze emerging employment locational trends

Identify strategies on the state, regional, and local levels to address planning challenges associated with a changing regional economy

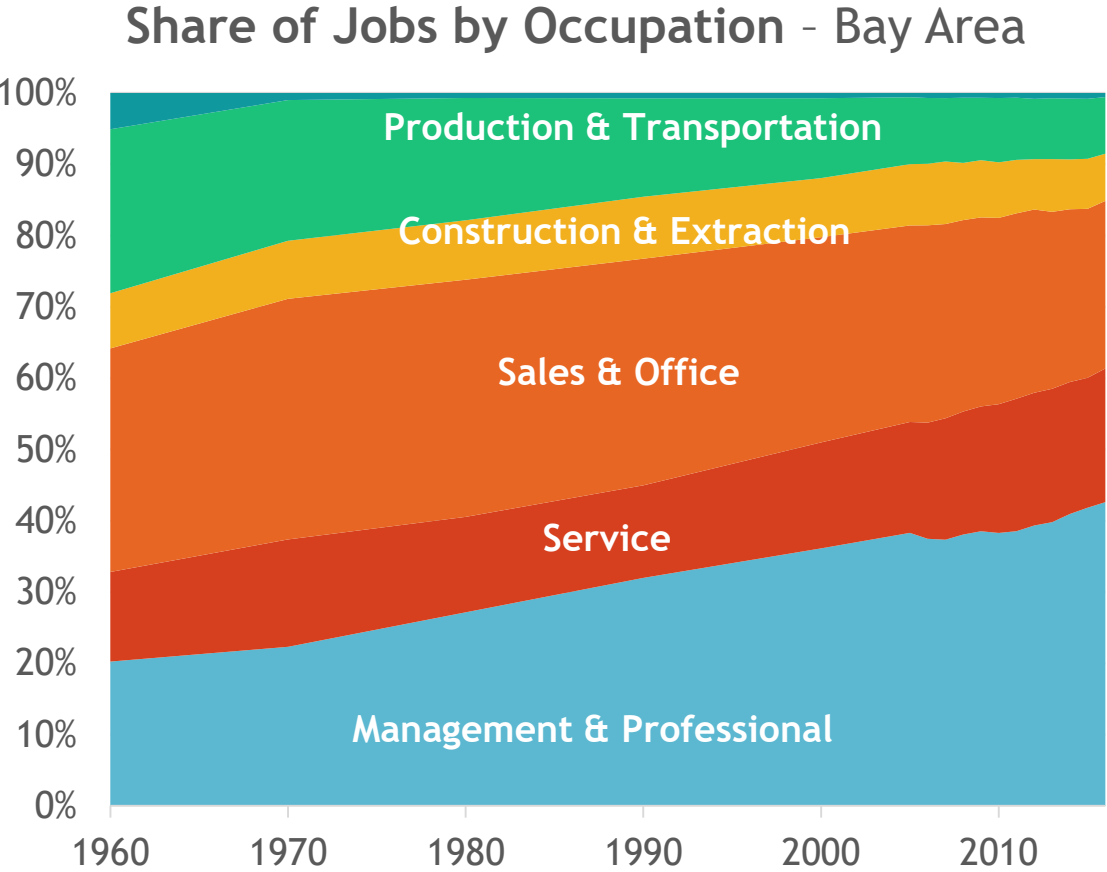
Continue the conversation related to the emerging economic development role of the regional agencies in preparation for *Plan Bay Area 2050*

Productivity Grows at Faster Rate than Jobs



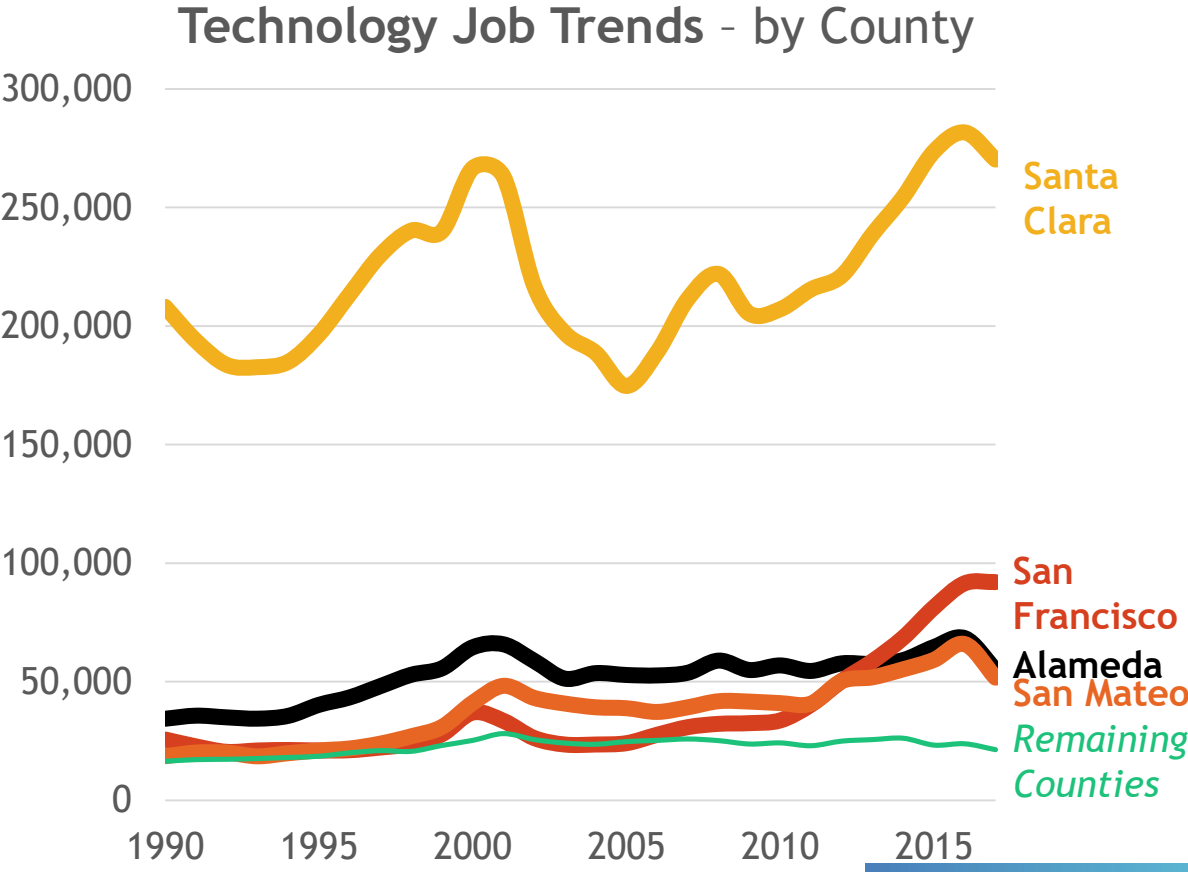
Sources: Bureau of Economic Analysis, 2001 to 2017

Knowledge-Based Jobs Continue to Grow, Particularly in the Tech Sector...



Source: PUMS, 1960 to 2016

[Overview](#)








Source: QCEW, 1990 to 2017

... While Industrial and Manufacturing Jobs Continue to Decline.

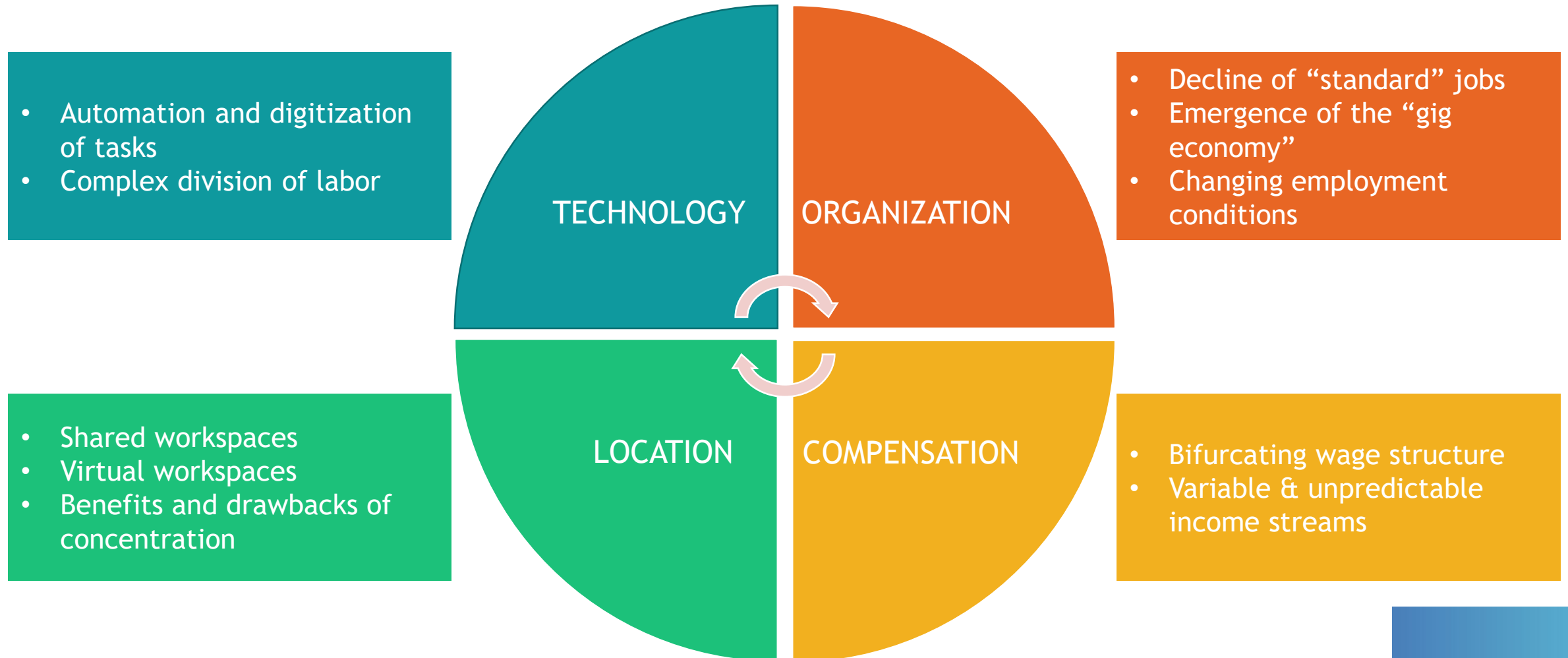
- **Jobs requiring physical labor have declined** in recent years, including industrial and construction jobs.
- In addition to the rise of knowledge-sector jobs, **service-sector jobs** (such as food preparation, healthcare, and personal care) have grown significantly.

Highlighted Changes in Bay Area Jobs: 2009 to 2017

	+88,000	Food preparation & serving
	+47,000	Business & financial operations
	+42,000	Healthcare practitioners and technicians
	+27,000	Arts, design, sports entertainment & media
	+24,000	Personal care & service
	-16,000	Construction & extraction
	-16,000	Transportation & material moving
	-45,000	Office & administrative support
	-51,000	Production

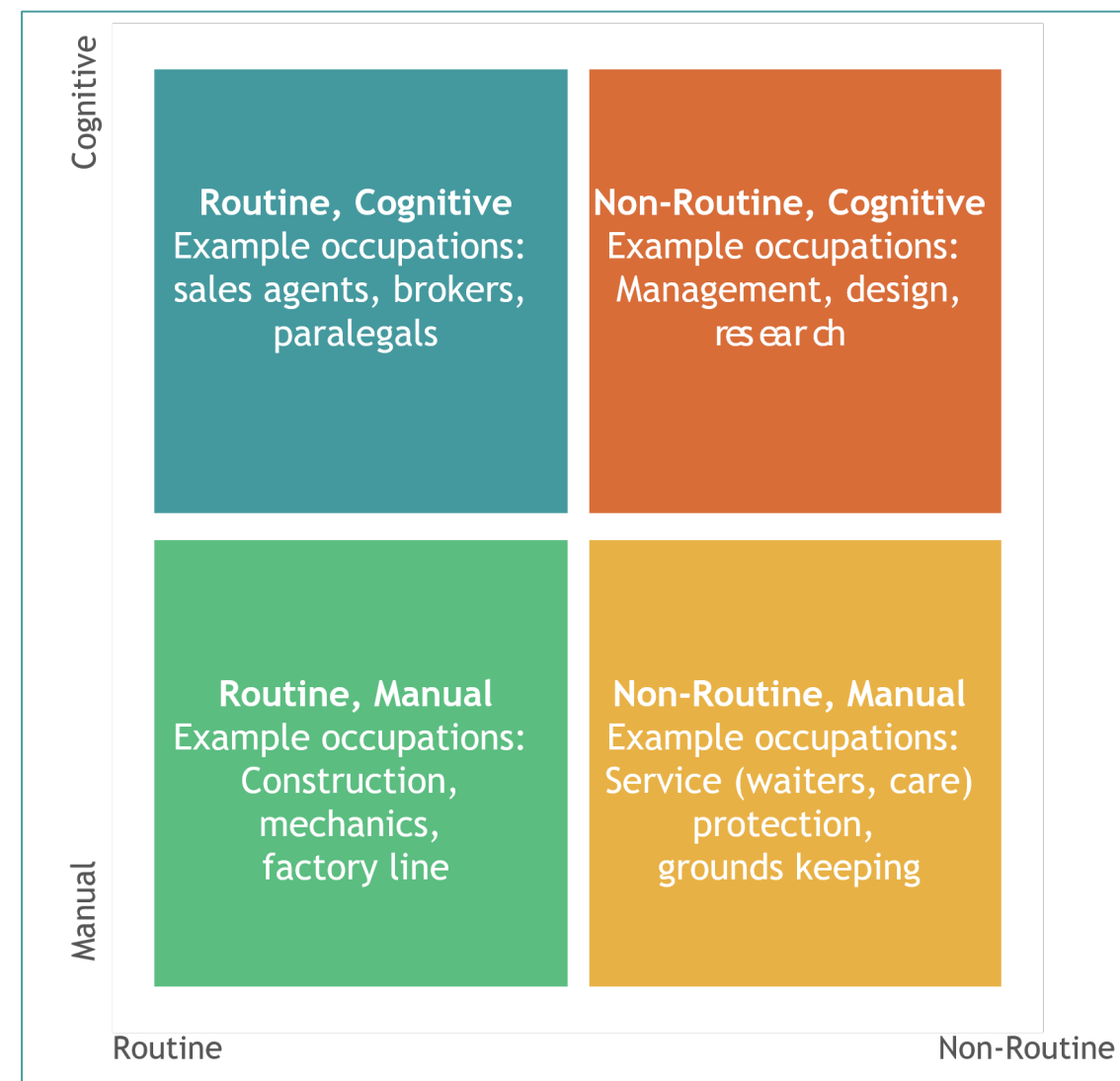
Source: BLS OES

Jobs Are Changing in Several Ways...



Likelihood of Automation Highest in Routine Occupations

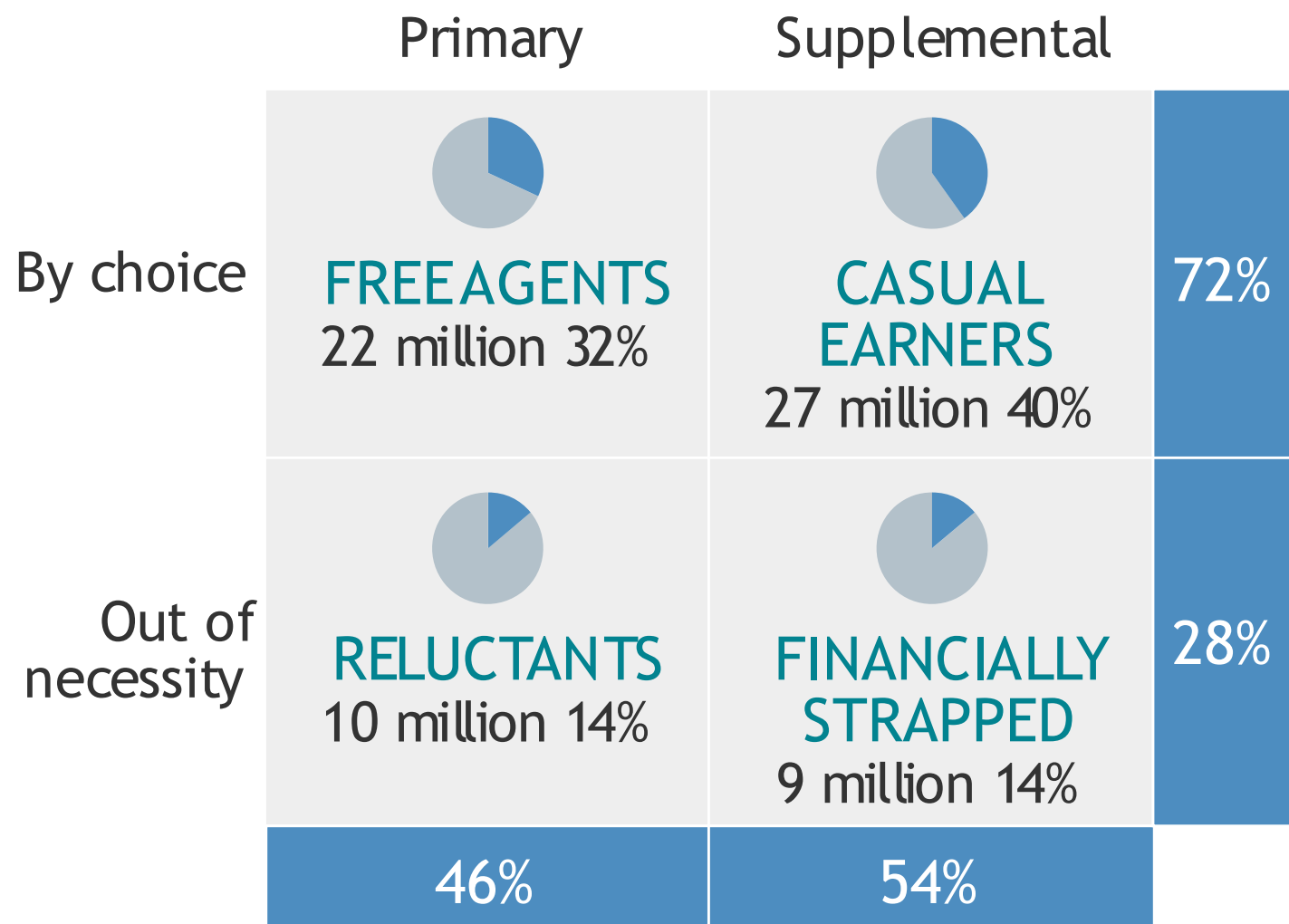
- **Non-routine** jobs are more unpredictable and require judgment - making them harder to standardize and automate.
- This means that **both manual routine** jobs (such as factory workers) as well as **cognitive routine** jobs (such as paralegals) are at risk.



Adapted from Autor, Levy and Murnane (2003); Schwab (2018)

What Do We Know About “Gig Economy” Workers?

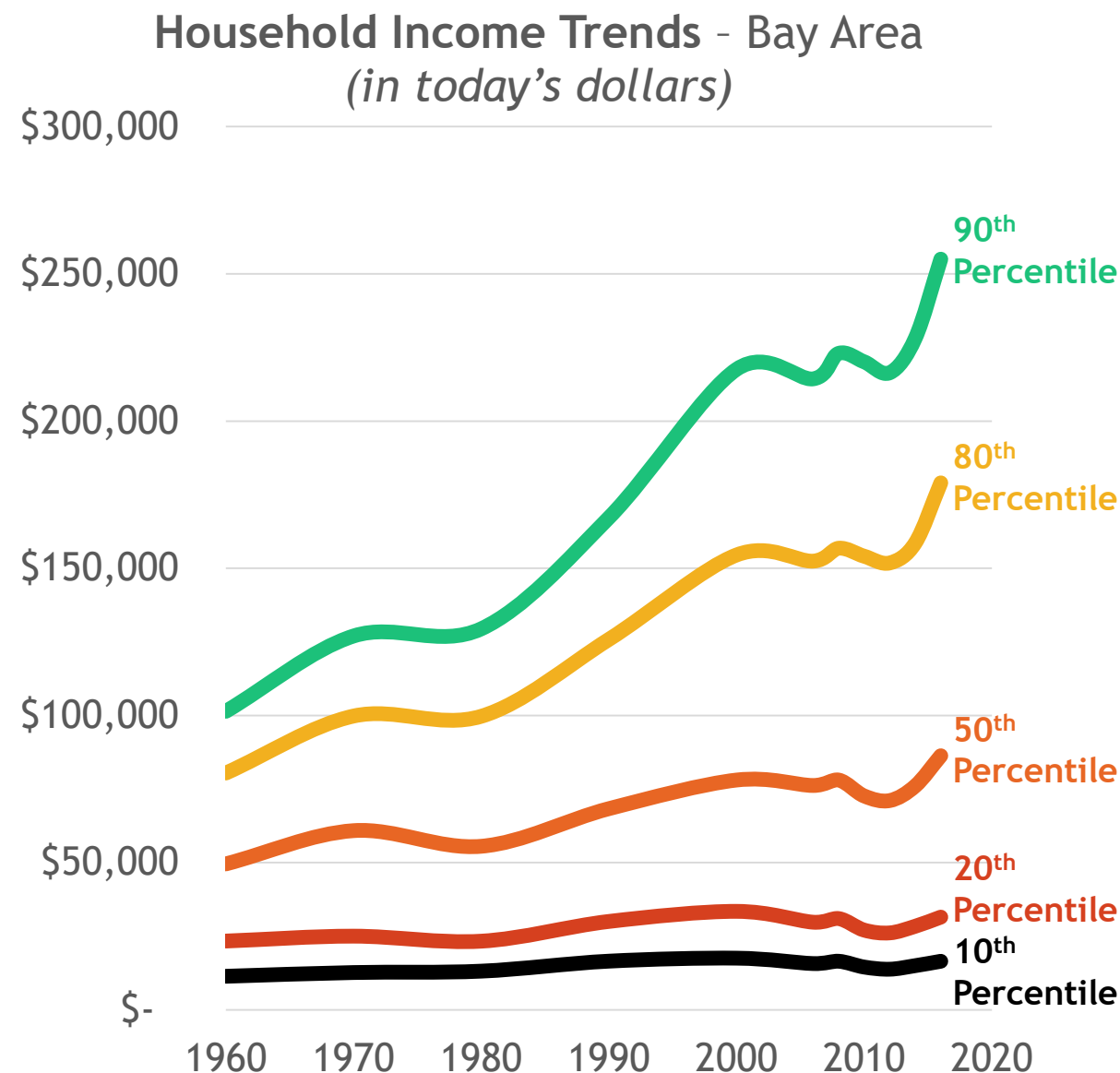
- Just under half of all “gig economy” workers are relying on this work as their **primary source of income**.
- “Casual earners” are the largest demographic, accounting for 4 in 10 workers.



Source: US data, Manyika et al. (2016)

Incomes are Growing - but Not for Everyone

- **Wages are bifurcating**, with growing incomes for the wealthy while lower-income households' earnings remain relatively stagnant.
- **Income is becoming less predictable** at the same time as benefits have become more limited, especially for lower-income workers.
- **Income inequality has been rising since the 1970s**; the Bay Area now has a similar level of inequality as the nation of Turkey.

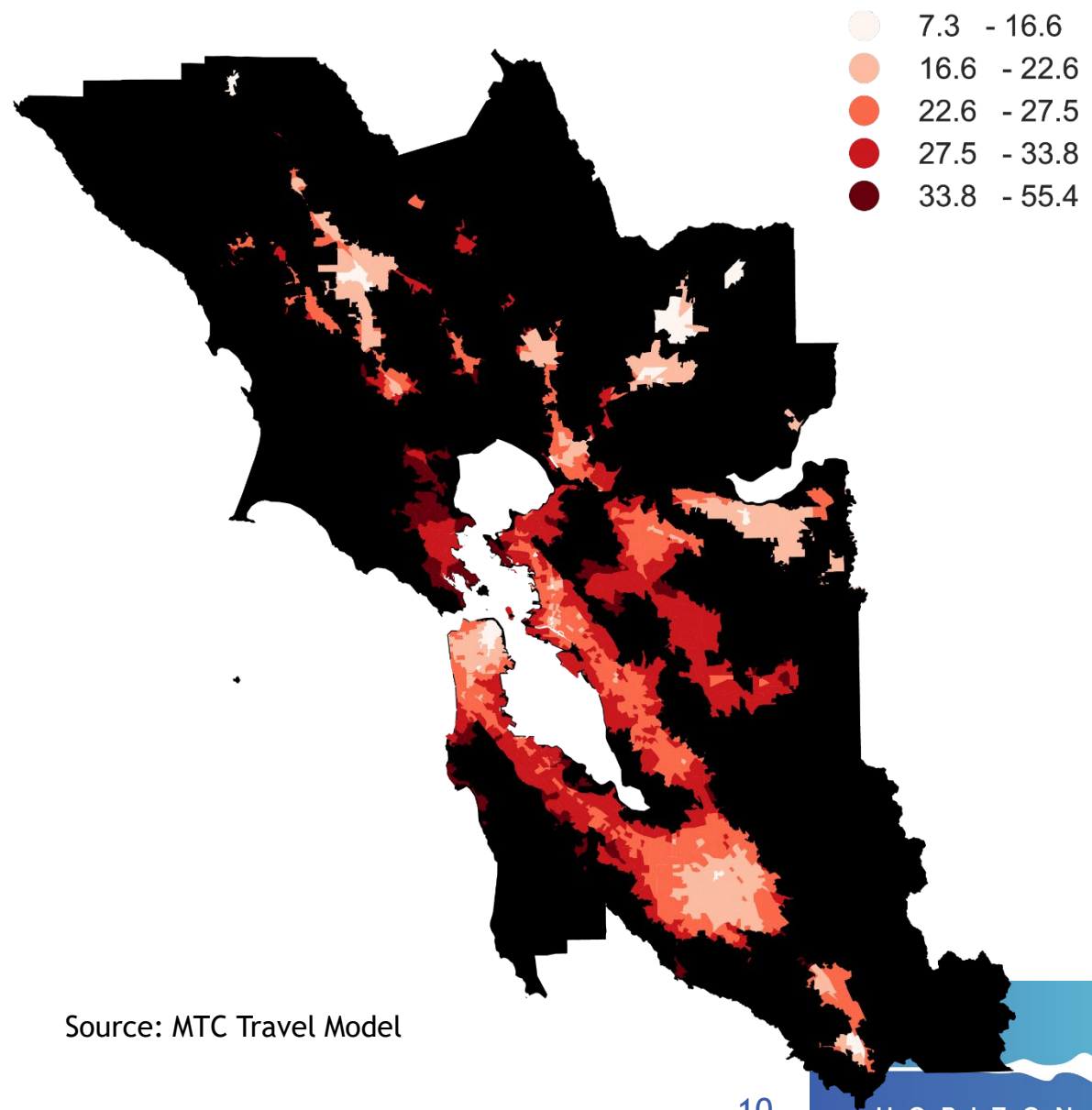


Source: iPUMS, 1960 to 2016

Simultaneous Concentration and Decentralization

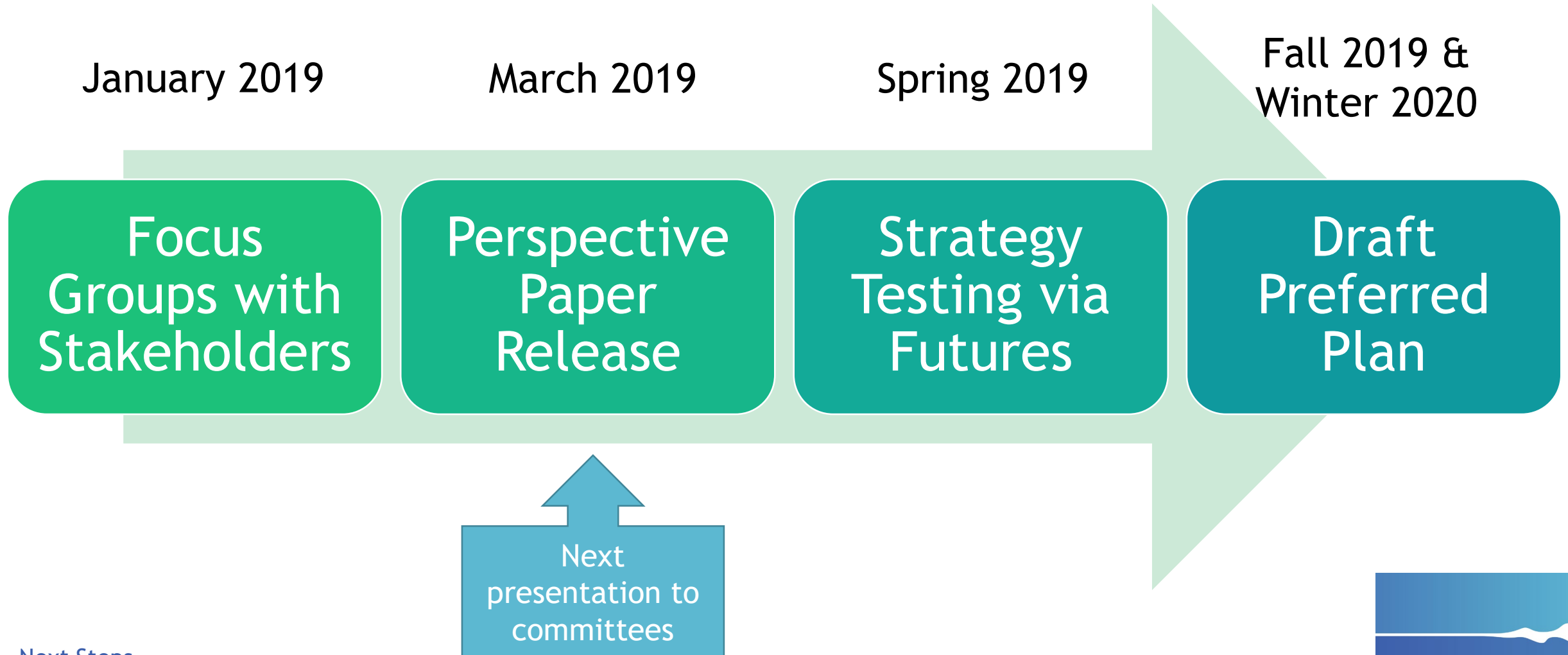
- Within the Bay Area, higher-wage jobs continue to concentrate in San Francisco and Silicon Valley - with lower-wage jobs moving to the East Bay and North Bay.
- New technologies could allow for greater decentralization via telecommuting - e.g., virtual reality.

VMT per Employee, Urbanized Areas
by place of work (2010)



Source: MTC Travel Model

What's Next for The Future of Jobs Paper?





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

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(5 minutes)

Relevant MTC policy decisions and other activities.

Sponsors:

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Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council

DATE: January 4, 2019

FR: Marti Paschal, Staff Liaison

W.I. 1114

RE: Staff Liaison Report – January 2019

CASA Compact Gains Approval from MTC Commissioners

Last month, MTC commissioners gave approval to MTC Chairman Jake Mackenzie to sign the CASA — the Committee to House the Bay Area — Compact, a series of policy recommendations aimed at preserving existing affordable housing, while protecting vulnerable populations from housing instability and displacement. This authorization was accompanied by the following language: 1) This authorization does not constitute an approval of the Compact itself; 2) This authorization will enable the Commission to be proactively engaged as the process to implement the Compact goes through the State Legislature; 3) This authorization should be accompanied by a comprehensive program of outreach to local government. With adequate representation from local elected officials, the MTC/ABAG legislative committees should include local jurisdictions in the development of Compact advocacy; and 4) This authorization does not constitute an endorsement of any potential revenue source for housing. [Recent studies have shown minority communities](#) in the Bay Area are among the groups most affected by the affordable housing crisis.

The ABAG Executive Board will consider the CASA Compact at its January 17 meeting.

New Year Means New Tolls on Seven Bay Area Bridges

Several important changes took effect January 1, 2019, at the region's seven state-owned toll bridges. These include the first of the \$1 toll increases approved last year through state Senate Bill 595 and confirmed by voters through Regional Measure 3 in June 2018. This marks the first toll hike at the state-owned toll bridges since 2010. Additional \$1 increases will go into effect on January 1, 2022, and on January 1, 2025.

Regular tolls for two-axle cars and trucks (as well as for motorcycles) at the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges rose to \$6 from \$5 on January 1, 2019.

At the San Francisco-Oakland Bay Bridge, regular tolls climbed to \$7 from \$6 on weekdays from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. During weekday off-peak hours from 12 midnight to 5 a.m., from 10 a.m. to 3 p.m., and from 7 p.m. to midnight, Bay Bridge tolls rose from \$4 to \$5; and on Saturdays and Sundays, Bay Bridge tolls increased to \$6 from \$5. Tolls for vehicles with three or more axles rose by \$1 on January 1 at all seven of the state-owned toll bridges: to \$16 for three axles, \$21 for four-axles, \$26 for five axles, \$31 for six axles, and \$36 for combinations with seven or more axles.

Senate Bill 595 continues the peak-period toll discount for motorcycles, carpools and qualifying clean-air vehicles crossing any of the state-owned toll bridges on weekdays from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. The discounted toll increased to \$3 on January 1, from \$2.50. To qualify for this discount, carpoolers, motorcyclists and drivers of qualifying clean-air vehicles must use FasTrak to pay their tolls electronically and must use a designated carpool lane at each toll plaza.

Senate Bill 595 also established a 50-cent toll discount for two-axle vehicles crossing more than one of the state-owned toll bridges during weekday commute hours of 5 a.m. to 10 a.m. and 3 p.m. to 7 p.m. To be eligible for the toll discount, which is to be applied to the second toll crossing of the day, motorists must pay their tolls electronically with FasTrak. Carpools, motorcycles and qualifying clean-air vehicles making a second peak-period toll crossing in a single day will qualify for an additional 25-cent discount off the already-discounted carpool toll. The two-bridge discount will not be available to drivers who use cash to pay their tolls.

BATA formally approved the new toll schedule through adoption of BATA Resolution No. 128 at its regular December meeting. The Authority also adopted BATA Resolution No. 129, which authorizes arrangements for the escrow of Regional Measure 3 funds pending the resolution of two lawsuits challenging state Senate Bill 595 and Regional Measure 3. Both lawsuits are pending in Superior Court in the City and County of San Francisco. Under BATA Resolution No. 129, the Regional Measure 3 toll increases, when collected, will be placed into an escrow account managed by an independent trustee. Once the BATA legal team certifies there is a final resolution, the Authority will be asked to release the escrow. If BATA prevails in the litigation, the funds will be applied to BATA-approved programs. If BATA should lose the litigation, the funds will be reimbursed to tollpayers.

Marin North-South Greenway gets \$10 million

In December 2018, the Metropolitan Transportation Commission awarded \$10.6 million in regional toll dollars to Marin County's North-South Greenway project. The money will go to the Transportation Authority of Marin for work on the northern segment of the bicycle and pedestrian pathway with the first phase to cross Corte Madera Creek next to Highway 101 and the second phase to extend the path along Old Redwood Highway in Larkspur.

"This is such a critical project for Marin bicyclists and pedestrians," said Damon Connolly, a Marin supervisor who sits on MTC's board. "It makes the route safer for all users and improves access to Golden Gate ferries at the Larkspur Ferry Terminal. It will do the same for Sonoma-Marín Area Rail Transit when the Larkspur train connection is completed next year."

The funds come from the 2004 voter-approved Regional Measure 2, which increased tolls on state bridges by \$1 for transportation projects. In all, \$19 million in toll dollars will go to the greenway project. In 2016, a \$10 million bike and pedestrian bridge over Sir Francis Drake Boulevard that is part of the North-South Greenway was opened and funded with toll dollars. The Cal Park Hill Tunnel, also part of the greenway, was funded with \$25 million in RM2 dollars and opened in 2010.

Recruiting Bay Area High School Students: Apply Now for Paid MTC Summer Internship

The Metropolitan Transportation Commission is offering high school students around the Bay Area the opportunity to gain professional experience in transportation planning, engineering and related fields through its 2019 High School Internship Program. The internship program, now celebrating its 19th year, is accepting applications for paid summer jobs with a variety of public transit agencies, city planning departments and public works agencies throughout the region. Internships are available in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties. A list of internship opportunities and the online application instructions are available at: jobs.mtc.ca.gov/internships.

Eligible students will be at least 16 years old and completing the 10th, 11th, or 12th grade by summer 2019. They will earn \$15 per hour, with their wages paid by MTC, and can choose to work either full- or part-time, up to 250 hours. Students hired through the program are expected to attend an orientation session on June 18, 2019, as well as a closing forum in August, where they will present highlights of their work over the summer. Both events will take place at MTC's offices at 375 Beale Street in San Francisco.

Students will work closely with mentors at host agencies to create rich summer experiences that foster connections for college recommendation letters and future job opportunities. To view all open internship positions and read the full application details, visit: jobs.mtc.ca.gov/internships. Interested students should apply as soon as possible; review of applications will begin mid-March.

Executive Director's Report

The following items are excerpts from the December 2018 Executive Director's Report to the Commission. To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

CASA Study Tour, December 6-7, New York City

Several members of the MTC Commission and ABAG Executive Board joined the CASA Co-Chairs and other Steering Committee members on a housing fact-finding trip to New York. Of particular interest was a briefing on the New York City Housing Development Corporation, which was created in 1971 and last year issued more than \$1.5 billion in bonds to finance the preservation and production of affordable housing. The CASA Compact calls for starting up a similar regional housing enterprise in the Bay Area.

TBPOC Final Meeting, December 10, San Francisco

It is rare that you get to participate in the life of a public institution from its birth to its death, but such is my personal history with the Toll Bridge Program Oversight Committee (TBPOC). That oversight committee was established by the State Legislature in 2005 to bring better cost and schedule control to the troubled Bay Bridge east span replacement project. As confirmed by the California State Auditor in its August 2018 report, that is just what the TBPOC was able to accomplish. Our close-out forecast is that the entire toll bridge seismic retrofit program will underrun its budget by about \$30 million when all is said and done. During my tenure on the TBPOC, I served with five Caltrans directors and six executive directors of the California Transportation Commission. In closing, I'd like to acknowledge the efforts of all of these colleagues in achieving such a good result.

BUILD Grant Announcement, December 11, Washington DC

U.S. Transportation Secretary Elaine Chao announced the list of recipients for \$1.5 billion in discretionary grant funding from the so-called BUILD program (formerly known as TIGER grants). In local news, the Better Market Street project in San Francisco scored \$15 million. At the national level, the unmistakable trend in the allocation of these BUILD grants is that they are landing primarily in rural areas where political support for the Trump Administration is highest. Elections, as they say, have consequences.

Transbay Peer Review, December 13, San Francisco

Andy Fremier and the chair of MTC's peer review panel, University of Texas professor Mike Engelhardt, testified before the Transbay Joint Powers Authority (TJPA) about the preliminary report concluding that "the probable cause of the girder fractures at the Transbay Transit Center to be the formation of cracks in the girder weld access radii prior to service." Further information about the ongoing peer review process can be found [here](#).

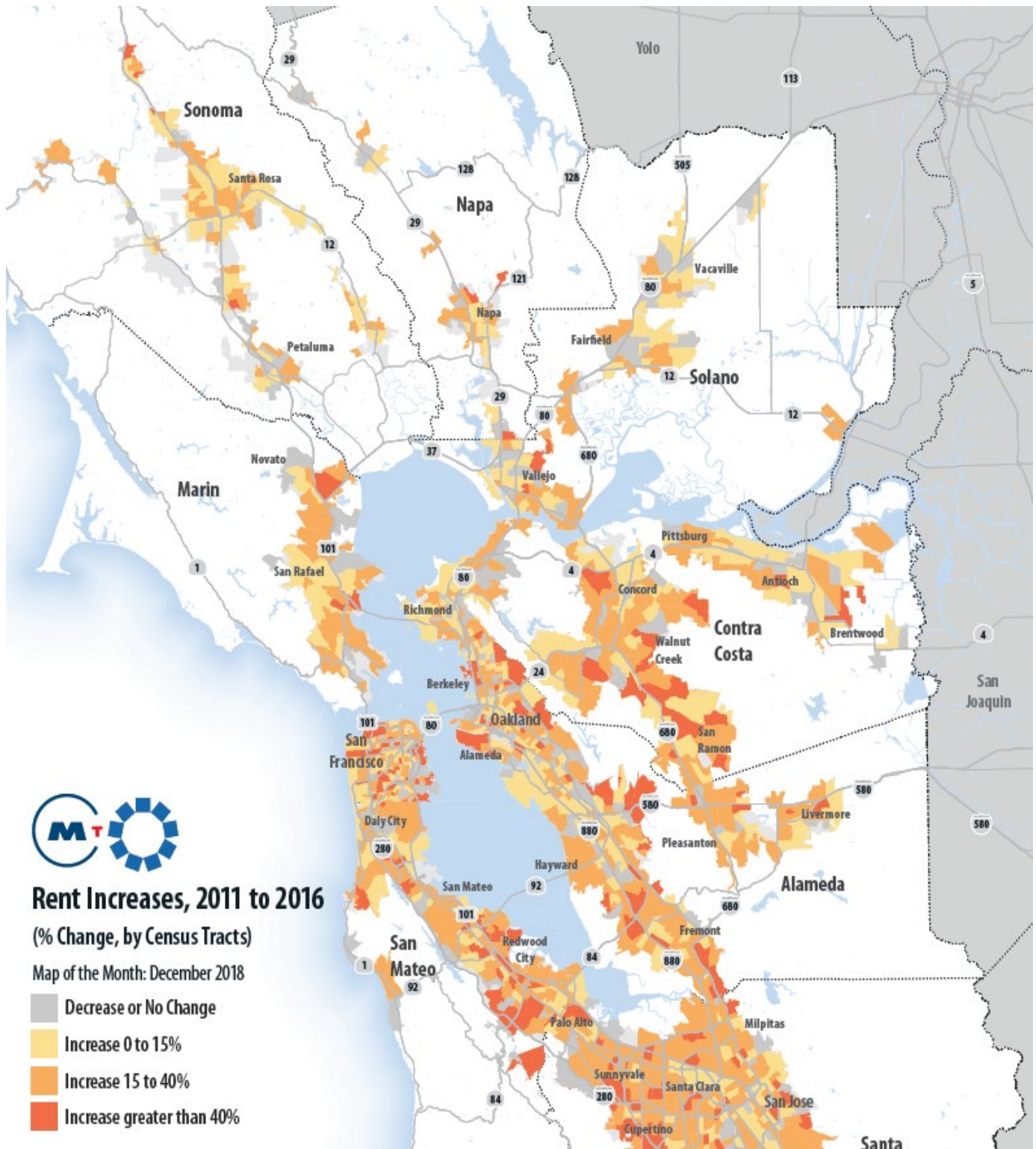
CARB Adopts Bus Rule, December 14, Sacramento

The California Air Resources Board (CARB) has approved a first-of-its-kind regulation in the U.S. requiring public transit agencies to transition to 100% zero emission fleets by 2040. CARB's press release on the rule glosses over a pretty important implementation detail: zero-emission buses currently cost about 70% more than a comparable diesel vehicle, and CARB's regulatory action didn't create any new funding to cover the delta in cost. We will be working with the Bay Area's public transit operators on financial strategies for the region's 2,700 motor buses to comply with the new rule.

Map of the Month

December's Map of the Month illustrates that, between 2011 and 2016, most places in the Bay Area experienced significant rent increases. Many communities saw rent increases of 40% or more in the five-year period. For too many lower income residents in our region, this meant living with friends and family, moving out of their neighborhoods to more affordable places further east, or becoming homeless. That's the sobering reality of the Bay Area's housing crisis.

[Visit our Map of the Month](http://gis.mtc.ca.gov/home/motm.html) page at <http://gis.mtc.ca.gov/home/motm.html> to review not just our current map, but those presented at previous Commission meetings as well.





Metropolitan Transportation Commission

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San Francisco, CA 94105

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Title:	Council Member Reports (10 minutes)				

Members of the Council may report on locally relevant issues or events.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

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Members of the Council may bring up new business for discussion or addition to a future agenda.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: