



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8

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Memorandum

TO: Policy Advisory Council
FR: Pam Grove, Staff Liaison
RE: Staff Liaison Report – December 2015

DATE: December 1, 2015
W.I. 1114

Third YES Conference Takes Place January 30

The third Youth for the Environment and Sustainability (YES) Conference expands this year, as it moves from the MetroCenter to UC Berkeley's Lawrence Hall of Science.

Middle- and high-school students from throughout the nine counties in the Bay Area will gather once again for the free day-long regional conference to discuss transportation, clean air, climate change and a healthy San Francisco Bay Area.

In addition to the traditional day of inspiring presentations, brainstorming and sharing of ideas, this year's event is presented in partnership with the Super Bowl 50 Sustainability Conference, so it promises to include even more exciting opportunities for the participants.

Students are encouraged both to sign up to attend the event and to get involved developing the day's activities. Students, teen leaders, teachers and youth advisors can submit proposals through the website to make a presentation.

For information on the YES conference and to register go to:
<http://www.sparetheyouth.org/2016-yes-conference>

And check out the YES Facebook page at:
<https://www.facebook.com/YouthfortheEnvironmentandSustainability/>

Update on Plan Bay Area 2040 Goals and Performance Targets

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. Performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. At that time, policymakers also directed staff to identify four more performance targets for consideration; these targets relate to adequate housing, displacement risk, jobs/wages and goods movement. The staff recommendations for these four remaining performance targets were reviewed at your meeting last month, and the Council unanimously passed a motion in support of the staff recommended targets.

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Update on Plan Bay Area 2040 Goals and Performance Targets (continued)

The table below shows all targets as approved by MTC and ABAG in September and November 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year*
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

* = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.

MTC and ABAG Consider Future Merger

As you may be aware, this past fall the Commission began a discussion over a proposal to consolidate the MTC and ABAG planning departments into one integrated regional planning department (currently MTC funds ABAG's planners). While I will not go into all the details of that discussion, I did want to update you on the outcome, and I have listed below links to the meetings where the discussions occurred.

MTC and ABAG Consider Future Merger (continued)

At this time, MTC and ABAG have agreed to conduct a study regarding the possible merger of the two agencies. A Request for Qualifications (RFQ) soliciting firms to conduct the study was issued and closed on Friday, November 20. The selected consultant will create a study that examines the policy, management, financial and legal issues associated with further integration of ABAG and MTC, up to and including institutional merger between MTC and ABAG. The consultant will also assist the agencies in developing a merger implementation plan (MIP). The project will be completed by June 30, 2016.

To listen in to the full MTC/ABAG discussion on the merger that occurred over several meetings, go to:

September Commission Meeting:

http://mtc.granicus.com/MediaPlayer.php?view_id=1&clip_id=213

October Commission Meeting:

http://mtc.granicus.com/MediaPlayer.php?view_id=1&clip_id=255

November Joint MTC Planning Committee with the ABAG Administrative Committee:

http://mtc.granicus.com/MediaPlayer.php?view_id=1&clip_id=277

Policy Advisory Council Chair/Vice-Chair Elections in January

Per Resolution 3931, the term for the Policy Advisory Council chair and vice chair is one year. Therefore, at your January meeting, we will elect a chair and vice chair for the 2016 calendar year. We will open nominations at your December meeting, and they will stay open until the election at the January meeting. If you wish to be considered for one of these leadership positions, please feel free to seek a nomination or nominate yourself at the meeting. If you wish to nominate someone else, please check with them first to make sure they are willing to fill the role. If you have any questions about the nomination process or the duties of the chair and vice chair, please feel free to contact the staff liaison at pgrove@mtc.ca.gov or 510-817-5706.

Bay Bridge Implosion Complete

On Saturday, November 14, Caltrans removed the largest of the piers of the San Francisco-Oakland Bay Bridge's old East Span through a carefully and extensively planned implosion.

To view a video of the implosion on the MTC website, go to:

http://www.mtc.ca.gov/news/video/sfobb_11-15b.htm

For full details of the implosion of Pier E3, see the Caltrans press release at:

<http://dot.ca.gov/hq/paffairs/news/pressrel/2015/15pr117.htm>

In Memoriam: Mary King

MTC adjourned its November 18th Commission meeting in honor of former MTC Commissioner Mary King, who passed away on Sunday, November 15, at the age of 69. King served on the Commission from 1997 to 2000 and gained prominence on a regional scale in her role as chair of MTC's Bay Bridge Design Task Force during that same period.

In Memoriam: Mary King (continued)

In recognition of her leadership role with the East Span, King last year was honored with the Grand Award in MTC's Excellence in Motion Awards Program. "Every time I see the bridge, I'm very proud, I'm very touched, I'm very happy that I was able to be a part of it," she said in an interview in 2014.

For more on King's legacy, go to:

http://www.mtc.ca.gov/news/current_topics/11-15/king.htm

Executive Director's Report

The following items were in the November 2015 Executive Director's Report to the Commission:

- ***"Big 4" MPO Meeting – November 3, Sacramento***

I met with my counterparts at metropolitan planning organizations (MPOs) serving San Diego, Los Angeles, and Sacramento to swap war stories as we all process our second round of Sustainable Community Strategies (SCS). On the good news front, San Diego has completed its second plan, exceeded its greenhouse gas reduction targets, and cleared the CEQA litigation deadline with no lawsuits filed. The Bay Area will bring up the rear as we did with the first cycle of plans: we are not scheduled to adopt the update to Plan Bay Area until summer 2017.

- ***House Approves Reauthorization Bill – November 5, Washington, DC***

In Act I of the federal surface transportation reauthorization melodrama playing out in our nation's capital, the U.S. Senate approved the DRIVE Act earlier this year, a six-year bill with only three years' worth of funding. In Act II, the House has approved the less-memorably-named Surface Transportation Reauthorization and Reform (STRR) Act which originally appeared to be heading toward the same funding disconnect as the Senate bill: a six-year bill that was only half-funded.

At the last moment before final House passage, Rep. Randy. Neugebauer (R-TX) secured passage of an amendment that raided the Federal Reserve capital surplus account to the tune of \$40 billion in net new revenue that would be available as a "pay for" to support higher transportation spending in the STRR bill. Former Fed chairman Ben Bernanke has deplored this budgetary sleight-of-hand in an essay published by the Brookings Institution.

Now we move to Act III of surface transportation reauthorization: the conference committee. While there are plenty of differences between the two bills to reconcile in conference, the only difference that really matters is that the House has found \$40 billion in additional budget authority to spend. If that amount were to be applied to a six-year bill, it would at least approximate current spending levels over the entire authorization period. If, however, that additional \$40 billion were applied to a shorter five-year or four-year bill, the annual spending levels would consequently be much higher. U.S. Transportation Secretary Anthony Foxx has sent the Congress a letter advocating for higher funding levels. Meanwhile, the House has passed by voice a bill to extend the current authorizing law through December 4th to give the conference committee more time to do its work. The Senate is shortly expected to follow suit.

Executive Director's Report (continued)

- ***MTC is MPO of the Year***

I am extremely proud to report that MTC received the 2015 award for “Outstanding Overall Achievement for a Large MPO” from the Association of Metropolitan Planning Organizations at their annual meeting last month in Las Vegas.

To read the November 2015 Executive Director's report to the Commission in its entirety, go to http://www.mtc.ca.gov/news/ed_report.htm.