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Programming and Allocations Committee April 8, 2009 Minutes

Chair Kinsey called the meeting to order at approximately 11:18 a.m. Committee members present: Commissioners Cortese, Daly, Dodd, Glover, and Sartipi. Other Commissioners present: Chu, Giacomini, Haggerty, Halsted, Lempert, Mackenzie, Rubin, Spering, Tissier, Worth, and Yeager.

Consent Calendar

The Committee approved the following items:

- Minutes of March 4, 2009 meeting as submitted;
- 2009 Transportation Improvement Program (TIP) Amendments 2009-13 and 2009-14. MTC Resolution No. 3875, Revised;
- Revisions to the Regional Measure 2 (RM2) Policies and Procedures. MTC Resolution No. 3636, Revised;
- Proposition 1B – Transit: FY 2008-09 Population-Based Funds Round 2. MTC Resolution No. 3880, Revised;
- Regional Measure 2 (RM2): Proposed Program for FY 2009-10 Operating Assistance. MTC Resolution No. 3897; and
- Federal American Recovery and Reinvestment Act (ARRA): MTC Resolution No. 3885, Revised.

The Committee also received the following report for information:

- Quarterly Report of Executive Director's Delegated Authority Actions.

Federal

- *Federal American Recovery and Reinvestment Act (ARRA): Proposal for State Funding. MTC Resolution No. 3896.*

Ross McKeown, Programming and Allocations, presented a proposal for the state funding element of the ARRA, which identified \$157 million in Non-TE funding to advance to construction stalled Proposition 1B projects (Caldecott Tunnel and Marin I-580/US-101 Connector), fully fund the Tier 2 Local Streets and Roads System Preservation, and add High Occupancy Toll (HOT) lane projects as a priority funding category. The proposal also recommended that \$9.6 million be directed to advance ready-to-go TE-eligible projects.

Jim Spering, MTC Commissioner, asked for more information on the specific projects and whether they are fully funded for the \$14 million proposed for HOT lanes.

Mr. McKeown responded that the \$14 million funds the eastbound HOT lane on Interstate 580 and fully funds the connector from Interstate 237 to Interstate 880. Dean Chu, MTC Commissioner, commented that the call for projects for \$89.3 million to CMIA projects seems low given recent investments in these projects. Mr. McKeown responded that the other allocations were not through stimulus funds, but were resolved by a \$194 million BATA investment for which the state will reimburse BATA.

Steve Heminger, MTC Executive Director, stated that in February the Commission programmed both highway and transit elements of economic stimulus. The transit element was about twice as large as the highway element and the vast majority was directed to system repairs. With the passage of state law, the highway and transit elements are now about the same size providing a parity between modes. The money being spent in the second wave to advance the Caldecott and Marin 101/580 in STIP money under federal law is very flexible in that it can be used on highway, local roads, and/or transit. By backfilling bond projects, under current state law MTC will be paid back in the color of money that was replaced, which is the Corridor Mobility Account under Proposition 1B, which is highway only and we are pursuing clean-up legislation which will be on the Legislation Committee agenda April 10, 2009. The STIP funds will be regional instead of county-based because we are freeing up capacity that the county will no longer have to use to move the two projects to construction.

Jake Mackenzie, MTC Commissioner, commented that given the \$90 million Sonoma Central Segment Project is one of the stalled projects under Proposition 1B CMIA stalled projects, he would like to see this project brought back for future consideration should bonds not advance the project in a timely manner.

Public Comments:

Emily Rusch, CALPIRG, commented that the \$157 million is flexible money and can be used on transit and the Commission should consider whether or not all of that money needs to go to the three proposals or if it can augment the \$271 million already allocated to transit maintenance.

Andrew Castell, Bay Area Bicycle Coalition, stated that the Coalition understands MTC's desire to program the \$9.7 million in TE funds as soon as possible, which is why staff is proposing to use the ARRA funds on TE projects that are already programmed but not yet constructed. The Coalition agrees with this approach as long as the other TE funds, which the ARRA funds will replace, will be programmed in the near future and that the process and timelines be shared as early as possible so that all agencies have the opportunity to put forward ideas as to how this money can support bicyclists and pedestrians.

Robert Raburn, East Bay Bicycle Coalition, suggested that the word "nexus" be included in the planning for both TE funding as well as the Tier 2 of the ARRA funding. The "nexus" needs to be within the Regional Bike plan. There are routine accommodation policies as well as the policies of Caltrans for complete streets and plans that show the need yet some of the funding proposals such as the Monument Corridor and I-580 between Dublin/Pleasanton BART and Las Positas College do not include adequate bike and pedestrian connectors.

Regional

- *Update of programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues programs. MTC Resolution No. 3288, Revised.*

Glen Tepke, Programming and Allocations, presented proposed revisions to the regional policy for programming five percent and two percent programs to reflect the assumption of responsibility for Alameda and Vallejo ferry services by the Water Emergency Transportation Authority (WETA) and to clarify regional priorities for bicycle planning projects.

Laura Thompson, San Francisco Bay Trail Project, gave an update on status and funding needs of the Bay Trail Project and further explained that in the next year the project will see significant funding shortfalls and in order to complete the project will need to find a stable funding source. To maintain current staff and capacity, she requested that Commission consider a higher dedicated amount of \$500,000 of RMI funding.

Steve Kinsey, MTC Commissioner, expressed his support of the bicycle and pedestrian programs and proposed an annual increase from \$175,000 to \$250,000 for the Association of Bay Area Governments (ABAG) Bay Trail to which the Committee unanimously agreed.

- *Progress updates (i) Update on Dumbarton Rail Project; and (ii) Regional Measure 2 Capital Program Update was deferred to May 13, 2009 meeting.*
- *Proposed allocation of \$5 million in RM2 Capital funds. MTC Resolution No. 3651, Revised was approved unanimously without discussion.*

California Transportation Commission Update

The Committee received, in writing, updates on the California Transportation Commission (CTC) meeting held on March 11 and 12 in Sacramento.

Public Comment

Commissioner Kinsey adjourned the meeting at approximately 12:03 p.m.