

1 Introductions

Todd Morgan (BART) requested introductions from the attendees.

2 Approval of the June 2009 Minutes

Todd Morgan (BART) asked for approval of the July 1, 2009 meeting minutes.

3 Legislative Update

Rebecca Long (MTC) reported that the next bond sales are rumored to begin in the middle of September for \$10.5 billion. In addition, last year's SLPPs money will become available after the bond sale in September and will then go to CTC for programming. Ms. Long also provided an update on other legislative items such as:

- AB 672 – Letter of no prejudice: Proposition 1B is on the Governor's desk waiting for a signature;
- SB 744 – Bay Area High Occupancy Transportation Network is a two year bill and could use more support, there is low representation by the Transit operators.
- AB 1175 – Toll Bridge Seismic Retrofit Program: Antioch & Dumbarton Bridges bill proposes increasing the bridge tolls to help fund the bridge. The legislature did not like the proposal and wants staff to be clear that the stated \$1 billion would be locally-generated (i.e. from tolls only).

4 Update on American Recovery and Reinvestment Act

Anne Richman (MTC) reported that six transit operators opted to dedicate up to 10% of their ARRA formula funds to transit operations. Staff will revise the ARRA Tier 1 program in September to reflect these changes as well as take a date extension request to the Commission in October.

A working group member reported that the DOT sent out a notice for a \$20 million funding program for reimbursement of certified DBE that worked on stimulus projects.

5 2010 RTIP

Kenneth Kao (MTC) reported on proposed changes to the 2010 RTIP Policies and Procedures such as: delay and reprogramming of currently programmed projects; complete streets checklist; ARRA TE and RTIP backfill programming; prioritization of TE projects utilizing the Conservation Corps, frontloading of TE funds, Transportation Enhancement reserves; planning, programming, and monitoring; prohibition of multiple phases in the same year, and; project size minimums.

6 Regional Transit Capital Inventory

Glen Tepke (MTC) proposed three major elements for Phase 2 of the RTCI Project: refine inventory and cost data; develop process for updating inventory, and; develop improved measures and modeling of State of Good Repair. Staff proposes to issue an RFP for consultant services to perform the tasks. The RFP for consultant services would go to the Commission this Fall or Winter.

A working group member inquired about the timing of Phase 2 and the FY 2011 program of projects development and associated TIP amendment. Staff suggested looking at the project schedule to avoid the FY 2011 TIP overlap.

Another group member suggested slowing the data gathering process in order to be consistent with other reporting, such as NTD, for identifying State of Good Repair. It was also suggested that staff use the consultant to help advocate at the federal level as the new transportation bill develops, to assist the operators.

7 ZEB Program Update

Glen Tepke (MTC) reported that AC Transit, Golden Gate Transit, SamTrans, and VTA are collaborating on the required advanced demonstration project. The affected operators, MTC, CARB and BAAQMD, have formed a Zero Emission Bus Working Group to oversee implementation of the project. The CARB Board

adopted a resolution recently directing staff to develop proposed revisions to the ZEB regulation that will: delay the purchase requirement; establish metrics of commercial readiness; and implement the purchase requirement when commercial readiness has been achieved. Staff also plans to work with CARB staff on the proposed transit greenhouse gas regulation and will return to the Partnership with more information.

The working group inquired about CARB staff developing a broader regulation of greenhouse gases from transit and how it will apply to all transit vehicles. Since the topic is still in the beginning stages there was no further information to discuss. Staff assured the group that they would return if any new information on the subject is released.

8 SRTP Policy Proposal

Laramie Bowron (MTC) proposed a temporary suspension for FY 2010 of the current SRTP policy and process to address the inconsistent level of transit agency participation. The temporary suspension would direct the majority of the FTA Section 5303 planning funds in the current year to a more comprehensive study of Bay Area transit operations. The new round of SRTPs would therefore allow agencies to “opt in” or out of the project. Operators opting in will have to notify staff and commit to making the deliverable deadlines or the funds will be disencumbered. The deadlines listed for the existing agreements are December 2009 for the draft plan and March 2010 for the final plan.

The working group mentioned that the SRTP was never a requirement by the FTA, but that the TCP policy states that a project needs to be in the SRTP in order to move forward. In addition, the TIP requires that operators refer to their SRTP when adding or amending projects. The working group concluded that if an operator were to opt out, some approved form of planning documentation would still be necessary. As a result, staff will return to the October meeting for further discussion and follow up.

9 2009 TIP Updates

Sri Srinivasan (MTC) provided the working group with an update to current TIP amendments.

10 Archiving Old Projects in the TIP

Sri Srinivasan (MTC) provided the working group with instructions on how to archive old projects listed in the TIP.

11 FY10 Fund Estimate Revision

Theresa Romell (MTC) provided the working group with a detailed distribution of the State Transit Assistance (STA) augmentation funds to the various apportionment jurisdictions.

12 Lifeline Cycle II Funding Update

Jennifer Yeamans (MTC) reported on the proposed to augment the STA Consolidated Policy Program with a one-time addition of \$13.3 million in population-based STA funds, of which \$3.9 million would be available to the Lifeline Program. Staff suggests that county LPAs work with their local transit agencies and partners to incorporate these additional funds in to their Tier 2 programs. Staff also proposed amending the Lifeline Program Guidelines to reflect the new funding levels and allow project solicitations that have already occurred to satisfy the competitive selection process.

A working group member suggested that staff should prioritize the projects that lost transit assistance funds. Ms. Yeamans stated that it was considered, but there was too much of a variance between how each county administers the program.

13 New Federal Transportation Act: Proposal and Schedule for Flexible Programming STP-CMAQ

Craig Goldblatt (MTC) reported that the Local Streets and Roads Working Group hosted a special meeting in which they proposed that staff’s proposal reduce the Freeway Performance Initiative by \$45 million in order to increase the Transit Capital Rehab by \$9 million and the Regional Street and Roads Rehab by \$36 million.

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In addition, the Climate Initiative has started a letter writing campaign stating that T2035 programs should be receiving a lot more than proposed. As a result, staff has drafted a new proposal based on the received comments and plans to present it to the Programming and Allocations Committee at the September meeting.

14 Proposition 1B Update: Transit (PTMISEA) and Transit Security

Amy Burch (MTC) reported that staff expects allocation requests for the next funding round in November 2009 and will notify the working group once a date is confirmed. Approved allocations totaling \$9.7 million for FY 2008-09 Round 2 submitted projects will not be paid until additional bond funds are available.

The working group asked if a SLPP update could be included in future announcements for this item.

15 Recommended Future Agenda Items

The working group asked if CTC reports could be included as an informational item.

Next Transit Finance Working Group Meetings:

Wednesday, October 7, 2009

10:00 a.m. – 12:00 p.m.

MTC MetroCenter, 2nd Floor, Fishbowl Room