

The Bay Area Partnership Board

Record of Meeting: June 23, 2009

Page 1

- 1. Call to Order / Introductions**
- 2. Approval of Meeting Minutes of February 6, 2009**
- 3. ARRA Follow-up: TIGER Program (Randy Rentschler):**

Randy Rentschler, MTC, presented details of the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. Highlights of the presentation included six guidance principles for the program to focus the Bay Area's list of projects to be included in a final Caltrans list and project next steps.

- 4. New Federal Transportation Act: Proposal and Schedule for Flexible Programming (STP/CMAQ) (Alix Bockelman)**

Alix Bockelman, MTC, presented a draft proposal and proposed schedule for Flexible Programming STP/CMAQ, for FY 2010 – FY 2015, to be forwarded to the Commission for adoption in September. Highlights of the presentation included recent ARRA programming activities, STP/CMAQ fund estimate, and New Act program policy issues.

John Ristow, Santa Clara Valley Transportation Authority, would like to see adjustments in the strategies of funding in fix-it-first (transit capital and local streets and roads) to achieve 100% commitment levels projected in the RTP.

Suzanne Smith, Sonoma County Transportation Authority, supports the idea of block grants and the opportunity to combine pots of money to help maximize the best use of revenues available.

Ben Tripousis, City of San Jose, expressed concerns about transit rehabilitation and the need to stay committed to fix-it-first. Mr. Tripousis further commented that STP funds should be used for these purposes.

Dennis Fay, Alameda County CMA, supports the fix-it-first initiative over six years of the New Federal Transportation Act and urges for a much higher percentage to local streets and roads. He further commented that local jurisdictions can deliver local streets and roads projects and stay with the commitment in the RTP.

Daryl Halls, Solano Transportation Authority, commented that he would like more investment in fix-it-first.

Rich Napier, City/County Association of Governments of San Mateo Co., asked what the rationale is behind not including funding for transit in 1st cycle. Alix Bockelman responded that the funds were proposed based on the timeline of needs established in T2035.

Steve Urbanek, Sonoma County, commented that preserving the current system is a huge benefit versus deferring maintenance which could cost up to five times as much as early rehabilitation of the existing system.

The Bay Area Partnership Board

Record of Meeting: June 23, 2009

Page 2

Celia Kupersmith, Golden Gate Bridge Highway and Transportation District, supports the concept of fix-it-first but it is important to acknowledge that the state, local cities and counties, and transit authorities are in a substantially different place financially from where we were when the T2035 plans were adopted and this should be reflected in the priorities for the proposal.

Dorothy Dugger, Bay Area Rapid Transit (BART), asked if the capping done on Score 16 needs is in sync with the RTP commitment to fix-it-first. *Alix Bockelman* responded that the RTP looked at the total need but in terms of investing STP funds towards rehabilitation it did assume a capping of fixed Guideway needs and did fund 100% of the vehicle replacements.

Michael Burns, Santa Clara Valley Transportation Authority, commented that he is supportive of the fix-it-first concept and looking forward to working with MTC to balance the plan.

Bijan Sartipi, Caltrans, commented that it is important to be able to maintain and operate whichever system is decided upon and it is clear through the RTP and T2035 process that the freeway performance initiative did show a great return on investment.

Jose Luis Moscovich, San Francisco County Transportation Authority, commented that there is a double challenge in that the county is growing and aging at the same time so we cannot overlook the maintenance picture but also must continue expansion. We need to determine if \$136 million in projects is deliverable within the first cycle.

Ben Tripousis, City of San Jose, commented that we need to maintain the commitment set forth in the RTP and invest funds in a proposal that will get more bang for the buck.

Rick Ramacier, Central Contra Costa Transit Authority, commented that we are much closer to finalizing the proposal and encouraged anyone with additional concerns to voice them at the Committee and Commission meetings in September.

Public Comment:

Stephanie Reyes, Greenbelt Alliance, emphasized the importance of a focused growth program and supporting the priority development areas to help cities create communities that allow people to walk and bike to transit will increase ridership, reduce maintenance requirements for roads and highways, and assist in achieving goals around transit sustainability.

David Burch, Bay Area Air Quality District, commented that the Air District is concerned that we are only eight weeks into the adoption of the RTP and we are already being presented with proposals that will deviate from the plan.

The Bay Area Partnership Board

Record of Meeting: June 23, 2009

Page 3

5. Transportation for Livable Communities (TLC) Program Structure (Doug Johnson)

Doug Johnson, MTC, and Ken Kirkey, ABAG presented new program guidelines for the Transportation for Livable Communities (TLC) program. Program considerations included:

- Use of TLC funds to incentivize development in Priority Development Areas
- Larger grants at more frequent intervals
- A menu of eligible program categories in the TOD White Paper
- The reassessment of program structure.

Comments included:

John Ristow, Santa Clara Valley Transportation Authority, commented that tying TLC funds to PDAs is a good idea but it is important that the determination of the PDAs is kept as simple as possible; grant size of \$6 million seems like a large number; would like to see less restrictive measures on TLC funds; would like to see 2/3 CMA and 1/3 regional with regards to program structure.

Rich Napier, City/County Association of Governments of San Mateo County, commented that it is important to be cautious to avoid subsidizing developers.

Dorothy Dugger, BART, commented that we need to be mindful, in terms of infrastructure investment, of transit capacity to make the program as successful as it can be.

Suzanne Smith, Sonoma County Transportation Authority, is concerned about the non-transportation improvement elements.

Jose Luis Moscovich, San Francisco County Transportation Authority, and Dennis Fay, Alameda County CMA, commented that we should be careful with expanding eligibility because of funding constraints.

Dianne Steinhauer, Transportation Authority of Marin, commented that consideration should be given to smaller suburban candidates.

6. Transit Sustainability Project (Ann Flemer)

Due to time constraints, this item was deferred to the next Partnership Board Meeting.

7. Public Comment / Other

There were no public comments.

8. Adjourn/Next Meeting

The meeting was adjourned at approximately 5:17 p.m. The next meeting date, time and location will be determined at a later time.