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Deputy Executive Director, Operations

Programming and Allocations Committee
April 10, 2013
Minutes

Chair Glover called the meeting to order at approximately 10:51 a.m. Committee members present were: Vice Chair Campos, Commissioners Bates, Dodd, Pyrzinski, Quan, Tissier, and Wiener. Commission Chair Worth and Vice Chair Cortese were present as ex-officio voting members of the Committee. Other Commissioners present as ad hoc non-voting members of the Committee were: Giacopini, Haggerty, Halsted, Mackenzie, and Spering.

Consent Calendar

The Committee unanimously approved the following consent items after a motion by Commissioner Tissier and a second by Commissioner Dodd:

- Minutes of the March 6, 2013 meeting;
- Revisions to the Third Cycle Lifeline Transportation Program of Projects. MTC Resolution No. 4053, Revised;
- Revisions to Transit Capital Priorities policy and programs for FY2009-10 through FY2013-14. MTC Resolution Nos. 3916, Revised, 4072, Revised, and 4084, Revised; and
- Allocation of $1.5 million in TDA to NCTPA for Transit Operating. MTC Resolution No. 4061, Revised.

In addition, the Committee received one item for information: Quarterly Report of Executive Director's Delegated Authority Actions.

Regional

- *Public Hearing and Allocation: Proposed Amendment to the Regional Measure 2 (RM2) Program for the I-80 Eastbound HOV Lane Project in Contra Costa County, and proposed allocation of RM2 funds. MTC Resolution Nos. 3801, Revised, and 4094.*

Commissioner Glover provided introductory comments and opened the public hearing. Kenneth Kao, MTC Programming and Allocations Section, presented a proposed amendment to Regional Measure 2 (RM2) to redirect $12.8 million in savings from the I-80 Eastbound High-Occupancy Vehicle (HOV) lane project in Contra Costa County, to two new projects in the same bridge corridor: the Regional Express Lane Network project, and the I-80/San Pablo Dam Road project in Contra Costa County; and a proposed allocation of $7.4 million in RM2 funds for the right of way phase of the I-80/San Pablo Dam Road project.

Commissioner Glover asked for public comment. There were no public speakers.

The Committee, upon the motion of Commissioner Tissier with a second by Commissioner Campos, unanimously approved the referral of MTC Resolution Nos. 3801, Revised and 4094 to the Commission for approval.

- *Regional Measure 2 (RM2) Capital Program Update.*

Shruti Hari, Programming and Allocations Section, presented the status of capital projects in the Regional Measure 2 Program for the first half of FY2012-13.

Commissioner Haggerty asked if an analysis had been done to determine how much eBART is costing in comparison to the traditional BART system. Ms. Richman explained that the analysis that was done during the environmental stage has not been revisited; however it did indicate that the DMU technology selected was shown to be significantly less expensive than a traditional BART system. He requested that staff revisit the analysis to determine its applicability to other corridors.

Commissioner Spering asked how funding is allocated to WETA and if it is subject to the fix-it-first policy. Mr. Heminger explained that there is a performance requirement for all RM2 funded transit expansion projects, which takes place after a three year operational period. Commissioner Spering further commented that he would like to review the performance requirements. Mr. Heminger responded that there will be an opportunity to review those requirements when staff presents the operational program update to the Committee in May or June.

Commissioner Quan expressed concern that there weren't very many East Bay projects listed and that there seemed to be a fairly even divide between the South Bay and San Francisco projects. She also questioned how to go about getting more East Bay projects on the list. Mr. Heminger responded these projects were earmarked by the legislature and approved by the voters when the bridge tolls were increased per Regional Measure 2. He noted that after sponsors present plans to expend unallocated balances, the Commission will need to decide whether or not those plans are credible. Following that process there may be new money to spend.

Commissioner Pyrzinski asked for clarification on the nexus between RM2 funds, bridges, and the redirection of funds. Mr. Heminger explained that the nexus has been fairly broad but sensible and as policy makers it is best to provide wide parameters.

Commissioner Bates commented that he would like staff to keep the Committee updated on the status of discussions to move the Berkeley/Albany ferry service to Richmond. He also requested that if RM2 funds become available, he would like the Gilman Interchange to be considered.

This item was presented for information only and no action was required by the Committee.

- *Electric Vehicle Promotional Campaign Plan.*

Ursula Vogler, Legislation and Public Affairs Section, presented a campaign plan to encourage the use, purchase and lease of electric vehicles in the Bay Area.

This item was presented for information only and no action was required by the Committee.

Federal

- *Transit Performance Initiative (TPI) – Incentive Program Distribution Formula. MTC Resolution No. 4072, Revised.*

Kenneth Folan, Programming and Allocations Section, presented two distribution formula alternatives for $38 million in TPI Incentive funds to be programmed to the largest seven transit operators over the next three fiscal years.

Commissioner Wiener commented that for Muni, which carries approximately half of the transit trips in the region, Alternative One would result in an almost fifty percent decrease from the transition year. He spoke in support of Alternative Two which still has the potential to result in a thirty percent reduction from year one for Muni but he understands the need to factor in potential increases for other operators to increase their ridership.

Commissioner Quan commented that Alternative Two would shift more money to Muni and reduce money for AC Transit, Caltrain, and SamTrans. She supports maintaining the current formula which was established before she became a part of the Commission.

Commissioner Tissier commented that she does not see Alternative Two as an incentive program which was the intent of the program.

Commissioner Bates commented that Alternative One more heavily recognizes improvements in the system versus Alternative Two which recognizes current ridership, and while Commissioner Wiener has raised good points for Muni, if the intent is to create opportunities to increase ridership, Alternative One makes more sense.

Commissioner Pyrzinski commented that in looking at the intent of the program, which was to incentivize increased productivity, he would lean towards Alternative One. He also acknowledged Muni's major reduction if Alternative One is selected.

Commissioner Halsted asked for clarification regarding the basis for the transition year. Mr. Folan explained that the transition year is allocated for the current year.

Commissioner Campos commented that incentivizing the increase in ridership is an important goal but that the intent of the program was not to penalize the success that the operators have already had. He further commented that from a policy standpoint it is not helpful to the Region

when one of the largest operators takes the kind of hit it would take under Alternative One and he urged the Committee to consider Alternative Two.

Commissioner Wiener commented that in the past he supported the fifteen percent for the small operators not because it benefited Muni, but because it benefited the Region. He further commented that most operators do well compared to the transition year under Alternative Two. He commented that both alternatives take current ridership and improvements into account in the future and that it would not be fair for only one operator to take such a dramatic hit as San Francisco Muni would with Alternative One.

Commissioner Quan commented that she is looking at an alternative that would offer more overall growth and potential and would like to see better than status quo. She agreed that Muni has put a lot into their infrastructure but that they are getting the largest amount in capital investment. She further commented that if seventy percent of the funding is based on ridership that is not incentivizing growth of the network. She suggested that Alternative One would do more to increase ridership in the suburbs and outlying regions.

Commissioner Tissier expressed concerns about Alternative Two because it is counter to the work that Caltrain has done over the years to increase ridership and fare box revenue. She questioned whether or not the Committee had to take action today because she would like to see other scenarios offered for the incentive program, such as miles traveled. She acknowledged Muni's issues and financial loss but expressed difficulty in supporting Alternative Two. She suggested looking at other alternatives to ensure that Muni does not take such a large financial loss and will allow other large operators the opportunity to make improvements to their systems. While she did not want to put herself in a position to vote against San Francisco, if she had to vote today she would favor Alternative One.

Commissioner Glover asked staff whether the Committee had to make a decision today or if the proposal could be referred to the full Commission without a recommendation so that staff could consider some of the comments that have been made today. Mr. Heminger explained that the Committee can move the item to the full Commission without a recommendation but as long as the transition year is based entirely on current ridership any alternative will disadvantage Muni. He further commented that this is a very small amount of the total capital funding that MTC programs to the transit operator and that in the past the program has been entirely blind to service performance characteristics.

Commissioner Wiener supported moving the item to the full Commission without a recommendation.

Commissioner Halsted commented that Muni serves the region very dramatically and ridership is not just about San Francisco, it is a feeder system into the other systems as well. She further commented as a regular Muni rider the system has been extremely crowded and the Muni system really does need more buses.

Commissioner Glover made a motion to refer the item to the full Commission without a recommendation and Commissioner Bates seconded the motion.

Under public comment, Robert Del Rosario, Director of Service Development with AC Transit, commented that AC Transit is in favor of Alternative One for the distribution formula which will provide needed funding for AC Transit, VTA, and Caltrain. He further commented that Alternative Two rewards agencies based upon the size of ridership base but not on improved performance which should be a goal for the whole region.

The Committee, unanimously approved the referral of MTC Resolution No. 4072, Revised to the Commission without recommendation.

- *Draft 2013 Transportation Improvement Program (TIP) and Air Quality Conformity analysis.*

Ross McKeown, Programming and Allocations Section, presented an update on the draft 2013 TIP and Air Quality Conformity analysis which was released for public review and comment on March 29th.

Commissioner Spering commented that the Guide to the TIP was very well done and informative.

This item was presented for information only and no action was required by the Committee.

Public Comment

There were no public comments.

Commissioner Glover adjourned the meeting at approximately 12:07 p.m.

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