



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2a

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Programming and Allocations Committee
October 9, 2013
Minutes

Chair Glover called the meeting to order at approximately 10:28 a.m. Committee members present were: Vice Chair Campos, Commissioners Bates, Dodd, Pirzynski, Quan, Sartipi, 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 Campos and a second by Commissioner Wiener:

- Minutes of the September 11, 2013 meeting;
- 2014 Productivity Improvement Program (PIP) from Transportation Development Act (TDA) Triennial Audit Reports. MTC Resolution No. 4121;
- Revisions to the Third Cycle Lifeline Transportation Program Guidelines and Program of Projects. MTC Resolution Nos. 4033, Revised, and 4053, Revised;
- Revisions to the FTA Section 5311 Non-urbanized Area Formula Program Funding Objectives and Criteria. MTC Resolution No. 4036, Revised; and
- Rescission of \$4.3 million and allocation of \$6.8 million in RM2 capital funds, and allocation of \$0.1 million in AB 1171 capital funds. MTC Resolution Nos. 3664, Revised, 3739, Revised and 3914, Revised.

In addition, the Committee received two items for information: the Quarterly Report of Executive Director's Delegated Authority Actions and the Transit Performance Initiative (TPI) Investment Major Corridors Program Semi-Annual Report.

Regional

- ***TDA Triennial Performance Audit and Presentation.***

Christina Hohorst, MTC Programming and Allocations Section, Subhash Mundle and George W. Pierlott of Mundle and Associates, presented the results of the TDA triennial performance audits of the San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA), Livermore Amador Valley Transportation Authority (LAVTA), City of Fairfield (FAST), and City of Union City.

Commissioner Wiener asked why SFMTA and VTA were audited and not one of the other larger systems such as BART. Mr. Mundle explained that these are the two systems that were reviewed during this particular cycle and that all systems go through the audit process.

Commissioner Spring commented that MTC will need to be vigilant in opposing legislation that penalizes small operators for contracting because contracting offers the option of operating at lower costs and without this option it would be more difficult to run their systems.

Commissioner Haggerty commented that audit results of operators that are in the process of right-sizing and taking significant steps to stay within the per hour costs should not be reported as having poor productivity. Mr. Heminger explained that it is possible for an operator to do the right thing and not see positive results right away which is why the audits are done every three years so that there is an opportunity for corrective actions to be reflected in audit results.

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

- ***Updates on Regional Measure 2 (RM2) Operating Program.***

Christina Hohorst, MTC Programming and Allocations Section, presented the Regional Measure 2 (RM2) Annual Operating Program Update for FY2012-13 and Nina Rannells of the Water Emergency Transportation Authority (WETA) presented updates on ferry service for FY2012-13.

Commissioner Campos asked where WETA is in terms of their growth expectations and how WETA marketing is targeting the multilingual communities to raise awareness of the ferry system and services. Ms. Rannells explained that ridership is at about fifty percent of where WETA hopes to be by 2025 and for the first three months of this fiscal year farebox recovery was at nineteen percent which is roughly double what it was in the first year. In terms of marketing, because South San Francisco is the destination terminal, the service is built around serving the business community and the focus has been working with employers in the community to ensure that employees are aware that the ferry service exists and is a viable alternative.

Commissioner Quan commented that she would like to see more direct ferry service from Oakland to San Francisco. Ms. Rannells explained that WETA has recently added a direct route from Oakland to San Francisco and as the ridership for that route improves additional direct lines may be added.

Commissioner Bates asked what WETA is doing to expand service. Ms. Rannells explained that the biggest issue with expansion is the need for additional operating dollars and WETA is working with local communities towards the development of adding additional ferry services at various locations. She further explained that in Contra Costa County there are some sales tax funds that may be used in eventually adding ferry service from Richmond and Hercules to San Francisco.

Commissioner Worth commented that she would like to see statistics that show the system's capacity and what types of opportunities there are for increases in ferry service.

Commissioner Mackenzie asked what WETA is doing to address the growing demand for bicycle access. Ms. Rannells explained that bicyclist ridership has increased and some of the

ferries do not allow for easy loading and unloading which may cause increase trip time but WETA is now looking to run those vessels that more easily load bicycles more frequently.

Public Comment:

Rich Hedges commented that better information regarding shuttle services on internet search engines could help to increase ridership.

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

Federal

• *Update on Status of Federal Transit Administration Grants.*

Alix Bockelman, MTC Programming and Allocations Section, presented changes in the status of Federal Transit Administration (FTA) Grants since the packet mailing which included the Governor having signed AB 1222 which exempts transit workers from the California Pension Reform Act and will likely pave the way for the approval of approximately \$450 million in FTA grants for the region.

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

California Transportation Commission Update

Alix Bockelman, Programming and Allocations Section, provided the Committee a brief update on the California Transportation Commission (CTC) meeting held on October 8 in Modesto, CA. Highlights included the allocation of \$140 million in Proposition 1A High Speed Rail Bonds to BART's Millbrae Track Extension project and car purchase; and the allocation of \$15 million through the Trade Corridor Program to Santa Clara County for the 101 Freeway Performance Initiative project.

Public Comment/ Information

There were no public comments.

Commissioner Pirzynski commented that Michael Burns, Santa Clara Valley Transportation Authority General Manager, will retire at the end of December and the VTA Board has appointed Nuria Fernandez, formerly of New York MTA, to fill the position effective December 16.

Chair Glover adjourned the meeting at approximately 11:18 a.m.