



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2a

Joseph
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov

Amy Rein Worth, Chair
Cities of Contra Costa County

Dave Cortese, Vice Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Programming and Allocations Committee
November 13, 2013
Minutes

Chair Glover called the meeting to order at approximately 10:22 a.m. Committee members present were: Vice Chair Campos, Commissioners Dodd, Pirzynski, Quan, Sartipi, 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 Campos:

- Minutes of the October 9, 2013 meeting;
- 2013 Transportation Improvement Program (TIP) Amendment 2013-08. MTC Resolution No. 4075, Revised;
- Revisions to FY2012-13 AB664 program, and preliminary programming and allocation of FY2013-14 AB664 Net Bridge Toll revenue. MTC Resolution Nos. 4079, Revised, 4119 and 4120;
- Revisions to the New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas. MTC Resolution No. 4116, Revised;
- Cycle 2 One Bay Area Grant (OBAG) Program: Project Selections and Programming Revisions. MTC Resolution No. 4035, Revised; and
- Allocation of \$5.0 million in FY2013-14 Transportation Development Act (TDA) and State Transit Assistance (STA) operating funds to AC Transit to support transit operations. MTC Resolution Nos. 4100, Revised, and 4101, Revised.

In addition, the Committee received one item for information: Update on Status of Federal Transit Administration Grants.

One member of the public, Stephanie Hervey, commented that more of the Cap and Trade funding should be focused on areas with disadvantaged communities.

Regional

- ***Plan Bay Area Investment Implementation.***

Alix Bockelman, MTC Programming and Allocations Section, and Ken Kirkey, MTC Planning Section, presented an overview of a proposed regional program architecture for investing Cap and Trade revenues; and described a proposed new program to target federal, state and regional funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

Commissioner Tissier commented on the importance of responding to and obtaining more public input regarding the implementation of the Regional Cap and Trade Funding Framework. Mr. Heminger explained that staff will engage interested stakeholders so that the final proposal has as much of a consensus as possible.

Commissioner Wiener commented on the importance of moving quickly to adopt staff's proposal as a response to the Commission's request that the transit capital shortfalls identified in Plan Bay Area be dealt with immediately after Plan adoption.

Commissioner Haggerty expressed concern that if the Cap and Trade funding source does not materialize there will be a need to redirect money from other sources. Mr. Heminger explained that the Cap and Trade money is only about ten percent of the funding for the Transit Core Capacity Challenge Grant program.

Commissioner Spring commented that the proposed program is an investment strategy that is consistent with Plan Bay Area and that he hopes that the Commission will at least adopt the funding categories and further discuss the twenty-five percent minimum allocation to disadvantaged communities.

Commissioner Pirzynski suggested that the Climate Initiative Category be folded into the OneBayArea Grant category to allow priorities to be identified and funded at the local level.

Commissioner Cortese expressed concern about investing \$10 billion in a multi-decade program and suggested a methodology that would allow ongoing monitoring in line with the Plan Bay Area planning cycle. Mr. Heminger explained that any decision made by the Commission on the estimated \$3.1 billion Cap and Trade revenue would commit that particular fund source over the life of the plan subject to modifications to the program on a fairly regular basis. He further explained that the Core Capacity program would be a 15-year commitment with a regular review of the program to look at new revenue sources, new cost estimates, changes in priorities, and new shortfalls.

Commissioner Campos commented on the importance of establishing unity with local partners given the final decisions on the Cap and Trade revenues will be made in Sacramento. He asked for clarification on the process of further involving stakeholders. Mr. Heminger explained that a presentation will be made today to the Policy Advisory Council and that there are groups of public stakeholders that staff will need to present to as well. The intent is to hold discussions with any group that expresses an interest so that any necessary modifications can be made with a revised proposal brought back to this Committee in December.

Public Comments:

Pilar Lorenzana-Campo (Non-Profit Housing Association), Louise Auerhanhn (Working Partnerships USA), Belin Seara (San Mateo County Union Community Alliance), Stephanie Hervey (CBE the Action Hub), Kristen Schwind (Bay Localize), Bob Allen (Urban Habitat), Clarissa Cabansagan, Marybelle Nzegwu (Public Advocates Inc.), Azibuike Akaba (Public Health Institute), and Jane Kramer expressed concern that the Commission conduct an inclusive process to develop regional priorities for Cap and Trade dollars and commented on ways in which the Cap and Trade funding should be developed to better support the reduction of

greenhouse gas emissions, affordable housing, as well as equity and the creation of jobs for Bay Area residents.

Carter Mau, Assistant General Manager, BART, expressed BART's support of the proposed Transit Core Capacity Challenge Grant Program and the Cap and Trade Funding Framework explaining that these programs would assist in addressing increases to ridership with more frequency of trains, development of larger and more efficient maintenance facilities and train control systems, and the replacement of BART cars.

Lewis Clinton, Chief Financial Officer of AC Transit, expressed AC Transit's support for the Challenge Grant Program which will assist in the continued efforts to develop the needs of the district and additional investments to AC Transit's infrastructure.

Commissioner Tissier commented that she appreciates that staff will continue discussions and gather additional input before bringing the proposal back to the Committee in December.

Commissioner Spering asked if the discussions on the Cap and Trade framework will focus on the five categories presented. He also commented that the public comments today did not request additional categories so he hopes future discussions with the Committee would be focused on establishing criteria for the program. Mr. Heminger responded that the five categories do represent staff's thought process as guided by Plan Bay Area but the discussions may bring up other categories that deserve consideration. He further explained that with the exception of funding included in the transit Core Capacity Challenge Grant proposal, the intent of the other four categories is simply to establish a framework for something to be developed into much greater detail.

Commissioner Worth concurred with comments made by Commissioners Tissier and Spering and added that the Commission's Cap and Trade proposals will need to be coordinated with discussions that are taking place in Sacramento already.

Public Comment/ Information

Commissioner Worth adjourned the meeting at approximately 12:17 p.m.