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*Adrienne J. Tissier*  
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*Alix Beckhmann*  
Deputy Executive Director, Policy

*Andrew B. Premier*  
Deputy Executive Director, Operations

## Programming and Allocations Committee

April 9, 2014

### Minutes

Chair Glover called the meeting to order at approximately 9:54 a.m. Committee members present were: Vice Chair Campos, Commissioners Bates, Pirzynski, Quan, Sartipi, Tissier, and Wiener. Commission Chair Worth was present as ex-officio voting member of the Committee. Other Commissioners present as ad hoc non-voting members of the Committee were: Giacomini, Haggerty, and Mackenzie.

### 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 March 5, 2014 meeting;
- Final Revisions to the Transit Capital Priorities program for FY2013-14 to reconcile to actual apportionments, and AB664 bridge toll program and allocations for FY2013-14. MTC Resolution Nos. 4084, Revised, 4119, Revised, 4120, Revised, and 4035, Revised; and
- Allocation of approximately \$8 million in Regional Measure 2 funds to WETA for the Transbay Commute Ferry Service project and the Integration of Real Time Transit Information project. MTC Resolution Nos. 3909, Revised and 4050, Revised.

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

### Regional

- **Public Hearing: Proposed Amendment to the Regional Measure 2 (RM2) Program.**

Commissioner Glover provided introductory comments and opened the public hearing. Kenneth Folan, MTC Programming and Allocations Section, presented a proposed amendment to Regional Measure 2 (RM2) to reassign \$88.2 million in RM2 funds among several projects, modify the scope on one project, and modify prior conditions on two projects.

Commissioner Glover asked for public comment and there were eight public speakers:

- Tim Pitsker (Fremont resident), spoke in support of the staff proposal to forgive the \$91 million loan from the Dumbarton Rail project to the BART Warm Springs Extension;
- Peter Dubinsky (Fremont resident), spoke in support of the staff proposal to forgive the \$91 million loan from the Dumbarton Rail project to the BART Warm Springs Extension;
- Jim Bigelow (Redwood City and San Mateo County Chambers and the Menlo Park Chamber) spoke in support of the staff proposal to forgive the \$91 million loan from the Dumbarton Rail project to the BART Warm Springs Extension, while expressing optimism for future Dumbarton Rail;

- Roland Lebrun (San Jose resident) spoke against the redirection of funding from the Dumbarton Rail Corridor project and against funding the Caltrain Electrification project under current the project delivery entity;
- David Schonbrunn (TRANSDEF) spoke against the redirection of funding from the Dumbarton Rail Corridor project;
- Richard Hackmann (City of Palo Alto) spoke in support of improvements to Dumbarton Express Service and the allocation to the Caltrain Electrification project, but expected the Palo Alto City Council to wish reconsideration of the proposed BART Warm Springs Extension;
- Adina Levin (Friends of Caltrain) spoke in support of the reallocation of funding to the Express Bus Service and the Caltrain Electrification project, but proposed forgiving only \$20 million of the BART Warm Springs Extension loan, holding the rest, and finding other investments; and
- Rich Hedges (member of public) spoke in support of the amendment to transfer funding from the Dumbarton Rail Corridor project to other projects and urged the committee to consider strengthening M-line service across the San Mateo Bridge.

Commissioner Glover closed the public hearing and noted that the public comment period will be open until 4 pm on April 23rd and MTC will continue to accept written comments until then.

Commissioner Tissier commented that while she is supportive of the Dumbarton Rail project, the timing of the project is not right. She stated that this body has done a lot for the Caltrain Electrification project and that she would work with Jim Bigelow and others on the Dumbarton project moving forward.

Commissioner Wiener commented that he is supportive of funding for Caltrain and that he looks forward to a continued partnership with the region to ensure the goals of Caltrain's electrification and capacity increases are met.

Commissioner Bates commented that Caltrain Electrification is extremely important to climate change and the opportunity for a cleaner source of fuel. He added that the upgrade in Dumbarton bus service through AC Transit will provide an opportunity for ridership growth.

Commissioner Haggerty agreed with comments made by Commissioner Tissier.

Commissioner Quan commented that she is supportive of the AC Transit augmentation.

### **State**

- ***Cycle 1 Regional Competitive Active Transportation Program Guidelines. MTC Resolution No. 4132.***

Kenneth Kao, MTC Programming and Allocations Section, presented proposed policies, procedures, and project selection criteria for the \$30 million Cycle 1 Regional Active Transportation Program (ATP).

The Committee, upon the motion of Commissioner Campos with a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution No. 4132 to the Commission for approval.

### **Federal**

- ***Federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Cycles 1 and 2 Program Revisions. MTC Resolution Nos. 3925, Revised and 4035, Revised.***

Ursula Vogler and Sean Co, MTC Planning Section, presented proposed project selections and program revisions to the Climate Initiatives Program for roughly \$23 million in Cycle 1 and Cycle 2 funding, including recommendations on the regional bike share program.

Commissioner Wiener commented that he supports investments being made for car sharing and expressed his support of the expansion of the bike share program to the East Bay. He asked what is being done to ensure expansion of the bike share program in high-success cities. Mr. Co explained that staff is working with partnering agencies to look at funding for both expansion and advanced planning.

Additionally, Commissioner Wiener asked what is being done to ensure adequate staffing for the bike share program. Mr. Heminger explained that staff is mindful of the need for adequate staffing and the Committee will be presented something in the budget later in the year to address this. He further explained that MTC has been partnering with the Air District on bike share and electric vehicles and the two agencies have agreed to play to each other's strengths a little better to perform joint management of both programs.

Commissioner Quan commented that she would like to see inter-agency and inter-jurisdictional planning for bike lanes and models across cities in the East Bay. She would also like to ensure that there is adequate funding for growth of the program and staff, and expressed an interest in how the split of \$11.4 million would be made from existing systems to the new systems.

Commissioner Giacomini asked what considerations are being made for people with various levels of ability and with regards to the availability of different types of accommodations of cars and bikes for people with disabilities. Mr. Co explained that through the current program there are educational classes being offered on basic bicycle skills and the encouragement of helmet use. Ms. Vogler explained that staff will be working over the next several months on the development of these elements, especially the car sharing and the Transportation Demand Management (TDM) programs.

Commissioner Bates asked how long it will take to complete the planning process and if it would be done in-house or through local planners, and if local city staff will be involved. Mr. Co explained that staff hopes to have consultant assistant to help with planning for stations and will conduct procurement in coming months to have someone on board later this year. Mr. Co explained that the intent is to offer technical assistance to local agencies.

Additionally, Commissioner Bates asked if cities have already been identified as it relates to TDM or how staff will go about identifying them. Ms. Vogler explained that the cities have not

yet been identified and that over the next several months staff will work to create a program that engages the cities that are interested and have the dedicated staff.

Commissioner Pirzynski asked how close the projected numbers are to the actual numbers in the pilot program, and whether strategies have been identified to increase the ridership for underused locations or move resources to areas where they might be more appropriately utilized. Mr. Co explained that while it is still early, San Francisco is exceeding the initial projections for the number of trips per bike, per day and that some of the other peninsula cities are a little bit lower than what was projected. Mr. Heminger further explained that staff would need at least a year to make a better determination of how the pilot program is doing.

Commissioner Haggerty commented that maintenance and ongoing system operation will require private sector involvement.

Commissioner Campos commented that private/public partnerships are things that will have to be approached very carefully and asked what staff is doing to market to monolingual speaking communities. Ms. Vogler explained that staff is looking into targeted marketing and outreach for this purpose. Commissioner Campos encouraged staff to move expeditiously on this issue because a big segment of the population is being left out.

Public Comments:

Jim Allison (Capitol Corridor JPA) suggested linking the Bay Area efforts with Sacramento efforts to form a mega-regional approach for the bike share program to increase ridership on the Capitol Corridor.

Damian Breen (BAAQMD) spoke in favor of staff's recommendation and supports partnering with MTC staff to make the bike share program successful.

Dave Campbell (Bike East Bay), Clarissa Cabansagan (TRANSFORM), Marty Martinez (Safe Routes to Schools National Partnership), Shifra deBenedictis-Kessner (Downtown Berkeley Association), and Kit Hodge (San Francisco Bicycle Coalition) spoke in favor of the bike share expansion in the Bay Area as a regional approach and stressed the importance of additional funding for designated staff for the bike share program.

Iris Starr (City of Oakland) commented that the allocation of capital for East Bay stations and bikes may be adequate; however, expressed concerns about the operations allocations.

Robert Raburn (BART and CCJPA) spoke in favor of a regional approach for bike sharing throughout all of Northern California with a single fob for sharing of the program.

Roland Lebrun spoke in support of Electric Car sharing combined with the use of the Clipper Card.

Heath Maddox (SFMTA) suggested flexibility for the use of funds for operations and maintenance of the existing system, preliminary engineering, and expansion within the existing service areas; and that expansion is funded to be demand responsive and with adequate staffing levels.

Mark Miretsky (Social Bicycles) expressed concern that \$9 million is being allocated to a wholly undefined solution. The company that supplies the bicycles has entered bankruptcy and it is unclear who will purchase the company and when if ever they will again provide bicycles for bike sharing. He suggested that the Committee reassess the situation for the bike sharing industry particularly with regards to equipment purchase and allocation.

Ken Bukowski suggested the expansion of bike racks on buses or ways of getting additional bikes on buses.

Commissioner Quan asked what proportion of funding is expected to go to the new programs versus the existing programs. Mr. Heminger explained that staff does not have a proportion amount at present but that there is a need to continue some level of operating funding for the existing system as well as a need to expand that system, which will require additional funding. There are some opportunities to apply for other funding and it will be important to apply strategically.

Commissioner Wiener reiterated the importance of getting bike share built-out in the East Bay and other parts of the region and that for bike share to succeed in San Francisco it has to succeed in the East Bay.

Commissioner Campos commented that the equity issue is one of real concern and should have been a part of earlier consideration rather than at this stage in the pilot. He further commented that it will be important to work with organizations that have established relationships and trust in the community for the program to be successful.

Commissioner Bates commented that the connectivity issue is worth looking further into to determine if it is feasible. He suggested future planning should establish a system for online reservations of bike sharing similar to car sharing.

The Committee, upon the motion of Commissioner Bates with a second by Commissioner Tissier, unanimously approved the referral of MTC Resolution Nos. 3925, Revised and 4035, Revised to the Commission for approval.

- ***Priority Conservation Area (PCA) Program Update and Programming Revisions. MTC Resolution No. 4035, Revised.***

Craig Goldblatt, MTC Programming and Allocations Section, presented the project evaluation outcomes of the Priority Conservation Area Program and recommended the programming of funding to these projects.

Commissioner Pirzynski asked for clarification on why certain projects in Santa Clara County were not selected so that they are better prepared for the next round. Mr. Heminger explained that Santa Clara County requested a relatively small share of the funding compared to their population share. Given the competitive program, we would like to work with interested parties to ensure that we get a lot of competitive projects to choose from in the future and not have a relatively small list to start with.

Commissioner Mackenzie asked what the timing of evaluations in these projects would be and how they will be handled. Mr. Goldblatt explained that the program was adopted as part of the Cycle 2 OneBayArea Grant program and staff will start discussing the next cycle sometime in the next year to evaluate the different components and have discussions on what funding levels and what features should be continued or modified.

Commissioner Tissier asked what would happen to the funding that was allocated to the Loma Mar project now that they have withdrawn their application. Mr. Goldblatt explained that because this was regionally competitive program staff will have discussions with the State Coastal Conservancy staff to consider other projects or allocate the funding to other projects that were selected but did not receive the full grant amount.

The Committee, upon the motion of Commissioner Bates with a second by Commissioner Tissier, unanimously approved the referral of MTC Resolution No. 4035, Revised to the Commission for approval.

#### **California Transportation Commission Update**

Kenneth Kao, Programming and Allocations Section, provided the Committee a brief update on the California Transportation Commission (CTC) meeting held on March 20 in Orange County. Highlights included the adoption of the 2014 STIP that provided approximately \$140 million in funding to this region and the adoption of the Active Transportation Program statewide guidelines in which there are approximately \$180 million statewide for competition and the applications are due to CTC and Caltrans by May 21.

#### **Public Comment/ Information**

Chair Glover adjourned the meeting at approximately 11:46 a.m.