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Executive Director

Alix Boehmann
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Programming and Allocations Committee September 10, 2014 Minutes

Chair Glover called the meeting to order at approximately 10:30 a.m. Committee members present were: Commissioners Pirzynski, Sartipi, and Tissier. Commissioner Spring was deputized to act as a fifth voting member of the Committee. 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, Halsted, and Mackenzie.

Consent Calendar

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

- Minutes of the July 9, 2014 meeting;
- Approval of Program Guidelines for the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities for Large Urbanized Areas of the San Francisco Bay Area. MTC Resolution No. 4156;
- Allocation of \$30,000 in Regional Measure 2 (RM2) funds to the Eastern Contra Costa County Transit Authority for 511 Real-Time Transit Information Integration. MTC Resolution Nos. 3708, Revised and 4050, Revised;
- Revision to FY2013-14 Regional Measure 2 (RM2) Operating Assistance Program. MTC Resolution No. 4098, Revised;
- Rescission of \$1.8 million and allocation of \$2 million in Regional Measure 2 (RM2) Funds for the Caldecott Tunnel Fourth Bore project. MTC Resolution No. 3653, Revised;
- MTC concurrence and approval for proposed amendments to the 2014 State Transportation Improvement Program (STIP) and One Bay Area Grant (OBAG) Program for two projects in Santa Clara County. MTC Resolution No. 4035, Revised;
- Allocation of \$766,000 in Regional Measure 2 (RM2) funds to AC Transit for the Richmond Parkway Transit Center project. MTC Resolution No. 3675, Revised;
- Allocation of \$10 million in Regional Measure 2 (RM2) funds to AC Transit for the Dumbarton Express Bus Replacement project. MTC Resolution No. 4157; and
- Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County. MTC Resolution No. 4097, Revised.

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

Regional

- ***Revision to the FY2014-15 Fund Estimate. MTC Resolution No. 4133, Revised.***

William Bacon, Programming and Allocations Section, presented revisions to the FY2014-15 Fund Estimate distribution of State Transit Assistance (STA) funds to reflect actual revenues for FY2013-14 and the latest distribution factors released by the State Controller's Office.

The Committee, upon the motion of Commissioner Sperring and a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution No. 4133, Revised to the Commission for approval.

State

- ***Adoption of the 2014 Regional Active Transportation Program (ATP). MTC Resolution No. 4132, Revised.***

Kenneth Kao, Programming and Allocations Section, presented a request to program approximately \$30 million of state and federal funds to eleven projects throughout the region under the adoption of the 2014 Regional Competitive ATP.

The Committee, upon the motion of Commissioner Tissier and a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution No. 4132, Revised to the Commission for approval and directed staff to transmit the recommended project list to the California Transportation Commission (CTC).

Federal

- ***Adoption of the 2015 Transportation Improvement Program (TIP) and Federal Air Quality Conformity Determination for the Regional Transportation Plan (RTP) and the 2015 TIP. MTC Resolution Nos. 4175 and 4176.***

Adam Crenshaw, Programming and Allocations Section, presented an overview of the TIP and the final Federal Air Quality Conformity Analysis in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

The Committee, upon the motion of Commissioner Sperring and a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution Nos. 4175 and 4176 to the Commission for approval.

- ***Transit Performance Initiative (TPI) Investment Program – Round Two. MTC Resolution No. 4035, Revised.***

Craig Bosman, Programming and Allocations Section, presented a request to program approximately \$19 million in STP/CMAQ funds through Round Two of the TPI Investment program to elements of five projects in the Region, and to program \$4.1 million in TPI Round One funds to SFMTA for implementation of bus stop consolidation and roadway modifications consistent with SFMTA's Transit Effectiveness Project. The action would also add SMART to the list of operators eligible for Clipper® small operator funding, and shift \$500,000 in federal funds within the Freeway Performance Initiative to the NextGen Arterial Operations program.

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

- ***BART Railcar Procurement Project Status Update.***

Glen Tepke, Programming and Allocations Section, introduced BART staff Grace Crunican (General Manager), Paul Oversier (Assistant General Manager for Operations), and Aaron Weinstein (Manager of Marketing and Research) who presented an update to the Committee on the status of the BART Railcar Procurement Project, which will replace and expand BART's fleet.

Commissioner Tissier asked the number of seats per car in the existing fleet and if the new cars will have the same capacity. Mr. Weinstein explained that in the existing fleet, cars average 59 seats per car and the new cars will average 54 seats per car, which is a reduction of about five seats per car. He further explained that while the new cars are about the same size there are now safety buffer zones to meet new federal crash safety standards, and that the new middle door (which is an important feature to meet some capacity issues) also took up some floor space.

Commissioner Giacomini suggested using a limited number of cars with the new poles during the pilot project and while decisions are being made in Washington D.C. regarding ADA regulations. She also commented on issues that the disabilities community has expressed including: space constraints, the removal of flip-down seats, and the placement of bike racks in the center of the cars, which disallows two or more wheelchair passengers from sitting together on the new cars; concern for people with visual impairments being able to know whether the car has a middle door or not during the period of time when both old and new cars are being used; and the color green being used for accessible chairs and areas when the standard has been blue for people with disabilities.

Mr. Weinstein stated that they are being mindful of and participating in the discussions taking place in Washington D.C. regarding the use of the poles and other issues. He also commented that while the current design does not allow wheelchair users to sit together, there are other designs that could better accommodate that and may need to be re-evaluated.

Commissioner Halsted asked what the projected average person capacity is in the new cars in comparison to the current cars. Mr. Weinstein explained that there is about a 7% reduction in seating per car and about a 10% increase of standing room per car.

Commissioner Wiener asked what is the projected total daily ridership or system capacity once all of the new cars have been put into the system. Ms. Crunican commented that there are some projections that put ridership at about 750,000 per day but the timing is dependent upon the car purchases and other assumptions about the train control system.

Mr. Heminger commented that much of today's discussions have been around the cars capacity but there should also be some concern with station, elevator, and escalator capacity. There is a need to evaluate and invest in the BART system which is the linchpin for the region's growth strategy.

Ms. Crunican commented that BART has a focus on the train control system to try and meet the Plan Bay Area goals.

Commissioner Wiener commented on the importance of BART running overnight train service into San Francisco at least for Friday and Saturday nights, at a minimum. Ms. Crunican explained that there is an increased demand for overnight and early morning service but running overnight train service right now could increase train break-downs because maintenance times would be limited. She further commented that BART is looking at a range of options and will keep MTC updated.

Commissioner Haggerty also commented that using green for accessible seating rather than blue will be confusing.

Public Speakers:

Andre Carpiaux commented that the BART administration has had a tendency to be unresponsive to his concerns with the sanitation facilities throughout the BART system.

Rich Hedges suggested that carrying freight after hours should be considered as an option to raise additional funding for necessary upgrades to the BART system.

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

California Transportation Commission Update

Anne Richman, Programming and Allocations Section, provided the Committee a brief update on the California Transportation Commission (CTC) meeting held on August 20 in San Jose, CA, including allocations to two significant projects in the region: the Fairfield/Vacaville Train Station project and the final installment of TCRP funds for the BART extension to San Jose.

Public Comment/ Information

Chair Glover adjourned the meeting at approximately 11:50 a.m.