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Executive Director

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Deputy Executive Director, Policy

*Andrew B. Premier*  
Deputy Executive Director, Operations

**Programming and Allocations Committee**  
**October 8, 2014**  
**Minutes**

Chair Glover called the meeting to order at approximately 10:25 a.m. Committee members present were: Commissioners Bates, Dodd, Pirzynski, 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: Giacopini, 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 September 10, 2014 meeting;
- Short-Range Transit Plan (SRTP) Funding Recommendations and Guidelines for FY2014-15. MTC Resolution No. 4117, Revised;
- Lifeline Transportation Program Cycle 4 Guidelines for FY2014-15 through FY2015-16. MTC Resolution No. 4159;
- Allocation of \$75.5 million in FY2014-15 Transportation Development Act (TDA) funds, State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to Golden Gate Bridge Highway and Transportation District (GGBHTD), SamTrans, and Union City. MTC Resolution Nos. 4143, Revised, 4144, Revised, and 4145, Revised; and
- Allocation of \$37.5 million in RM2 and AB1171 bridge toll funds for the Fairfield/Vacaville Intermodal Train Station. MTC Resolution Nos. 3691, Revised, and 3914, Revised.

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

**Regional**

- ***Achieving the Region's Cap and Trade Funding Framework.***

Matt Maloney, Programming and Allocations Section, presented an update on how the Cap and Trade Funding Framework compares to the enacted State legislation, and identified next steps needed to implement the framework.

Commissioner Dodd expressed concern that the Cap and Trade funding would not be spent in the most cost effective ways to reduce greenhouse gas emissions based on the types of categories created and a lack of competition for allocation of funds. He also commented on the importance of the issues and impacts of not making affordable housing a greater focus. Mr. Heminger explained that for the competitive categories, having created broad categories may prove beneficial.

Commissioner Worth asked how advocacy efforts are being focused in a way that can better leverage federal and local dollars to complete existing transit expansion projects and maintain existing transit operations within the region. Mr. Maloney explained that the hope is to be able to do both through Cap and Trade funds focused on capacity expansion and reliability and through the Core Capacity Challenge Grant program which is more of a rehab modernization program. Mr. Heminger commented that the region has a much larger fraction of the state's transit business and market share and it will be important to get more than just the population share of this capital money. He also stated that the region's GHG emissions posture can be improved both by extending and modernizing the existing transit systems.

Commissioner Worth also asked how we are galvanizing the Bay Area delegation since many of the decisions are being made in Sacramento. Mr. Heminger explained that MTC will have plenty of good investments to show the state and that we are leveraging other funds, but will have to get the disadvantaged communities piece right so that the money can flow to where it is needed and not based solely upon the definition of that particular issue.

Commissioner Wiener expressed appreciation for having this discussion about the Core Capacity Program, and for High Speed Rail receiving twenty-five percent of Cap and Trade funding, but expressed disappointment regarding public transportation only receiving fifteen percent of the funding and the exclusion of so many low income communities.

Commissioner Mackenzie commented that while the Sonoma Marin Area Rail Transit (SMART) is not included in the long list under transit operating and efficiency program, he anticipates that once the project is operating SMART would be included amongst the numbers for the region. He further expressed concern for disadvantaged communities being represented in the program stating that the prosperity of a particular community is not always shared by large segments of the population of that community.

Commissioner Pirzynski agreed with comments made by Commissioner Dodd and asked what the Commission's role would be to ensure the region's success. Mr. Heminger explained that the Commissioners' first role is what is being done today in discussing the plan and confirming or correcting the course that was set in December. Once the program guidelines and definitions have been established (including the definition of disadvantaged communities) Commissioners would be significantly involved in either the evaluation of submitted projects or in assembling programs, being mindful of comments made to and by the Legislature. Mr. Heminger further stated that it will be a very competitive environment.

Commissioner Bates commented that disadvantaged communities is an area that we have to focus on and agreed with previous comments made in support of adjustments to Cap and Trade formulas to ensure they are more reflective of realities faced in those communities. He also stated his passion for moving Caltrain's electrification project into the first rounds and asked for clarification on when Cap and Trade funds would be disbursed and who would make decisions regarding the roll-out. Mr. Maloney explained that there is already an appropriation for FY2014-15 which will require some action soon. Mr. Heminger explained that decisions regarding the roll-out would be made by each of the responsible state agencies and at different paces.

Commissioner Mackenzie cautioned the Committee on the possibility of funding levels changing when state agencies are involved in the disbursement of funds.

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

- ***Regional Measure 2 (RM2) Operating Program: Annual Program Update for FY2013-14.***

Christina Hohorst, Programming and Allocations Section, presented an update on RM2 operating projects and information on projects that did not meet the RM2 performance standards.

Commissioner Haggerty commented that LAVTA has recently hired a new General Manager who will work with their staff in attempting to meet the required performance standards by spring 2015.

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

**Public Comment/ Information**

Commissioner Glover adjourned the meeting at approximately 11:33 a.m. and noted that the next meeting will be November 12, 2014 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.