



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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**Programming and Allocations Committee  
November 12, 2014  
Minutes**

Chair Glover called the meeting to order at approximately 10:08 a.m. Committee members present were: Commissioners Bates, 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 Sperring.

**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 October 8, 2014 meeting;
- Revisions to the Third Cycle Lifeline Transportation Program of Projects. MTC Resolution Nos. 4053, Revised and 3925, Revised;
- Allocation of \$5.5 million to SFMTA and Rescissions of \$1.7 million from AC Transit and SamTrans of State Transit Assistance (STA) Revenue-based Funds. MTC Resolution No. 4045, Revised;
- Allocation of \$1.9 million in Regional Measure 2 (RM2) Capital funds for the Downtown San Francisco Ferry Terminal Expansion project; rescission of \$2.1 million in savings from Water Transit Facilities Improvements and Environmental Review sub-projects. MTC Resolution No. 3652, Revised; and
- Allocation of \$8.3 million in Regional Measure 2 (RM2) Capital funds to the Contra Costa Transportation Authority (CCTA) for environmental and final design phases of the I-680 Southbound High-Occupancy Vehicle (HOV) Gap Closure and Express Lane Conversion project. MTC Resolution No. 3721, Revised.

**Regional**

- ***Change to condition on prior allocation of Regional Measure 2 funds to the Transbay Joint Powers Authority for Right of Way acquisition. MTC Resolution No. 3651, Revised.***

Kenneth Folan, Programming and Allocations Section, presented a request to alter the priority position of quit claim deeds that MTC currently holds in an agreement with Transbay Joint Powers Authority (TJPA), for properties located at 75 Natoma and 546 Howard streets in San Francisco. The quit claim deeds were developed in 2009 pursuant to a condition of the allocation of RM2 funds for a \$5 million purchase of the two properties, which are needed to construct the Transbay Terminal Project. TJPA has requested that the deeds instead be available in a first priority position as collateral for a private loan that would provide funds for project construction.

*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

*Jason Baker*  
Cities of Santa Clara County

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*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*  
Napa County and Cities

*Jake Mackenzie*  
Sonoma County and Cities

*Jean Quan*  
Oakland Mayor's Appointee

*Bijan Sartipi*  
California State  
Transportation Agency

*James P. Sperring*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Vacant*  
Association of Bay Area Governments

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Commissioner Bates asked if the Natoma and Howard Street properties are the only two properties that MTC is pledging security for in this loan and Mr. Folan explained that these are the only two properties that MTC funded that would move into a second position.

Commissioner Bates also asked why TJPA is requesting so much in the loan and if the request is contingent upon decisions made in Congress. Mr. Heminger explained that there have been issues with funding the project and a loan through a private bank will assist in bridging the gap in funding.

Commissioner Worth asked if funding including approval of the community facilities district is something that could jeopardize completion of the project. Mr. Heminger explained that, fundamentally, interest in the project is secure.

Commissioner Wiener commented that he is optimistic that the project will be completed and that the uncertainty around the Mello-Roos has more to do with the funding of the downtown extension of Caltrain.

Commissioner Quan commented that connectivity between the Transbay Terminal and BART is critical to the region especially once High Speed Rail is complete. She also commented that as a regional body, MTC should begin discussions regarding Transbay Terminal connectivity and suggested that a small Committee be formed to begin those discussions. Mr. Heminger agreed a connection between the Transbay Terminal and BART is something to consider and that these are discussions that will need to take place as part of Phase II, which already has a funding shortfall.

Commissioner Worth commented that connectivity between High Speed Rail and BART is essential to the East Bay and the Region and that a retrofit later could be more costly than doing the work now.

The Committee, upon the motion of Commissioner Bates and a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution No. 3651, Revised to the Commission for approval and directed staff to ensure discussions regarding connections between the Transbay Terminal and BART are had at upcoming meetings.

- ***Transportation Development Act (TDA) Triennial Audit report and approval of the 2014 Productivity Improvement Program (PIP). MTC Resolution No. 4160.***

Kenneth Folan, Programming and Allocations Section, and George Pierlott, Pierlott and Associates, LLC, presented the results of the performance audits conducted for AC Transit, BART, County Connection, Sonoma County Transit, City of Petaluma, and City of Santa Rosa, and requested approval of the Fiscal Year 2014-15 PIP, including an update on the region's large transit operator's progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP).

Commissioner Spring asked if best practices are provided to the small operators to give them an indication of what they should be doing with regards to service and institutional improvements. Mr. Heminger explained that audit findings are presented to the Board of the respective transit operator; however, based on decisions made under the Transit Sustainability Project the focus is on the large operators.

Commissioner Spring commented that small operators play an important role in the connectivity to large operators and suggested conducting a study to develop best practices and guidelines could be beneficial to small operators. Mr. Heminger commented that staff will discuss ways to proceed with this effort.

Commissioner Mackenzie agreed that a study for the small operators would be beneficial and that he would like to be involved in the study.

Commissioner Quan commented that the focus as a regional body should not only be on transportation but building affordable housing along transportation corridors and examining how that housing impacts the overall costs in the long run.

Commissioner Pirzynski commented that in relationship to operating costs per passenger and operating cost per passenger mile the operators appear to be meeting performance metric targets and asked if the operating cost per passenger is a more heavily weighted evaluative tool than operating cost per passenger mile. Mr. Heminger explained that it is difficult to get down to a single measure but by offering multiple target options the operator is able to determine which targets best applies to that system.

The Committee, upon the motion of Commissioner Wiener and a second by Commissioner Pirzynski, unanimously approved the referral of MTC Resolution No. 4160 to the Commission for approval.

- ***Programming of \$7.8 million in Regional Measure 1 (RM1) funds and allocation of \$5.1 million of those funds to BART for the eBART project. MTC Resolution Nos. 3833, Revised and 4137, Revised.***

Craig Bosman, Programming and Allocations Section, presented requests to program and allocate \$5.1 million to BART for the eBART project for construction of a new Pittsburg Civic Center station and to backfill MTC's STA commitment, and programming of \$2.7 million toward the project reserve.

The Committee, upon the motion of Commissioner Glover and a second by Commissioner Wiener, unanimously approved the referral of MTC Resolution Nos. 3833, Revised and 4137, Revised to the Commission for approval.

- ***Regional Measure 2 (RM2) Capital Program Update.***

Craig Bosman, Programming and Allocations Section, presented the status of the voter-approved RM2 program. As of June 30, 2014 MTC has allocated over \$1.3 billion in RM2 Capital funds.

This item was presented as information only and no action was 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 October 8 in Glendale, CA, including allocations of Proposition 1A funds to BART for the Hayward Maintenance Complex, allocations of STIP funds for the US-101 project through Marin County, and the release of draft STIP guidelines for the next STIP cycle in 2016.

**Public Comment/ Information**

Commissioner Glover adjourned the meeting at approximately 11:24 a.m. and noted that the next meeting will be December 10, 2014 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.