



METROPOLITAN
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COMMISSION

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Programming and Allocations Committee

March 11, 2015

Minutes

Dave Cortese, 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. Giacomini
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

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Vice Chair Campos called the meeting to order at approximately 10:33 a.m. Committee members present were: Commissioners Baker, Bates, Luce, Tissier, and Wiener. Commission Chair Cortese was present as an ex-officio voting member of the Committee. Other Commissioners present as ad hoc non-voting members of the Committee were: Haggerty, Halsted, Pierce, Spering, and Worth.

Consent Calendar

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

- Minutes of the February 11, 2015 meeting;
- Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program to revise the Freeway Performance Initiative, Pavement Management, Planning and County Congestion Management Agency (CMA) programs. MTC Resolution No. 4035, Revised;
- Cycle 4 Lifeline Transportation Program – Partial Proposition 1B Program of Projects. MTC Resolution Nos. 3880, Revised, and 4179;
- Revisions to agreement with the Contra Costa Transportation Authority (CCTA) to exchange Regional Transportation Improvement Program (RTIP) funds for county Measure funds. MTC Resolution No. 4124, Revised; and
- Cap and Trade – Low Carbon Transit Operations Program: FY2014-15 Population-Based Allocation Request. MTC Resolution No. 4170, Revised.

Regional

- ***Allocation of \$46.1 million in Regional Measure 2 (RM2) Capital funds to AC Transit for major construction activities for the East Bay Bus Rapid Transit project, and rescission of approximately \$4.3 million in previous RM2 allocations to the same project. MTC Resolution No. 3655, Revised.***

Craig Bosman, Programming and Allocations Section, presented a request from AC Transit for an allocation of \$46.1 million for their remaining RM2 funds on the East Bay Bus Rapid Transit project to be used for major construction activities.

The Committee, upon the motion of Commissioner Bates and a second by Commissioner Luce, unanimously approved the referral of MTC Resolution No. 3655, Revised to the Commission for approval.

State

- ***Cap and Trade: Regional Principles for Reviewing Projects in the Affordable Housing and Sustainable Communities (AHSC) Program.***

Matt Maloney, Programming and Allocations Section, presented an update on the AHSC Cap and Trade program including final guidelines by the Strategic Growth Council (SGC). SGC allows for an advisory role for MPOs to review applications. Mr. Maloney also presented a set of regional principles to guide the review process in the initial round of funding.

Commissioner Wiener asked for further clarity on the use of Area Median Income (AMI) for the selection of projects. Mr. Maloney explained that affordable housing units that restrict to 30% AMI would be preferred over ones that are 50-60% AMI, all other factors being equal, and noted that this is just one criteria of many, when looking at the top three criteria the main focus is on the reduction of greenhouse gas emissions.

Commissioner Wiener also asked if the AMI criteria goes county by county and Mr. Maloney confirmed yes. Mr. Heminger explained that the Strategic Growth Council (SGC) will do numerical scoring of projects to decide which projects win funding. MTC will not do that but will generally group projects together that are believed to be worth supporting and forwarding those to the SGC.

Commissioner Worth asked if the reduction of greenhouse gas emissions and the job to housing balance will be included in the discussions. Mr. Maloney explained that this will be included and that many of the project applications that have been received are providing a good number of affordable units adjacent to transit.

Commissioner Luce commented on the success of Napa's work proximity housing program and suggested based on the criteria for the Cap and Trade funding this type of approach should be considered. Mr. Maloney explained that SGC does include criteria regarding rental and owner occupied housing and stated he would look closer at Napa's program to ensure that those ideas are being captured.

The Committee, upon the motion of Commissioner Bates and a second by Commissioner Baker, unanimously approved the referral of the Regional Principles for Reviewing Projects to the Commission for approval.

- ***Cap and Trade: Regional Priorities for the FY2014-15 and FY2015-16 Transit and Intercity Rail Capital Program.***

Matt Maloney, Programming and Allocations Section, presented an update on the Transit and Intercity Rail Capital Program; and proposed regional priorities to be used for project endorsement for the initial round of funding.

Commissioner Worth commented that only 55% of the transportation budget has been assigned for funding and asked what happened to the other 45%. She also asked for clarification on the Governor's underestimated budget and how the Bay Area will compete with other parts of the state for the transit capital investments that are planned. Mr. Heminger explained that legislation

earmarked 60% of funds for transportation and housing activities, which includes five percent for the transit operating program, and those funds are continuously appropriated. The other 40% is unspecified and will be decided upon annually through the State budget. He also explained that the Governor's May budget revisions are expected to include higher numbers and while it is believed that the estimates for the Cap and Trade framework may be too modest it is better than being too aggressive, which will give the Commission an opportunity to revisit the set of commitments.

Commissioner Worth commented that it is particularly important that the Bay Area have a set of programs and projects that strategically compete with Southern California. Mr. Heminger explained that will be the next milestone but the first priority is to maximize our take on the first pots of money. Mr. Heminger also clarified the difference between the State's Cap and Trade programs and the Core Capacity Challenge Grant Program, which seems to have caused some confusion.

Commissioner Wiener commented that the rehabilitation work being done to the core system would increase ridership and reduce auto trips.

The Committee, upon the motion of Commissioner Wiener and a second by Commissioner Baker, unanimously approved directing staff to prioritize Core Capacity Challenge Grant Cap and Trade projects for projects requesting \$3 million or greater for the initial cycle of the Transit and Intercity Rail Capital Program.

Federal

- ***Programming approach for the \$10.5 million of FTA funds currently reserved for Caltrain's new railcars and a status report on the schedule and funding plan for Caltrain's Electrification program. MTC Resolution No. 4162, Revised.***

Shruti Hari, Programming and Allocations Section, proposed programming the \$10.5 million of FTA funds currently reserved for Caltrain's new railcars to VTA for preventive maintenance, subject to conditions; and provided a status report on the schedule and funding plan for the overall Electrification project.

Public Comments:

Jim Lawson, Director of Government Affairs for VTA, spoke in support of staff's recommendation.

Ken Bukowski informed the Committee that TransDef has filed a lawsuit against the Environmental Impact Report to the High Speed Rail program and Caltrain Electrification program and that further information is available at www.transdef.org.

Commissioner Baker expressed appreciation for the clarity staff has provided on the schedule and funding plan for Caltrain's Electrification program.

The Committee, upon the motion of Commissioner Baker and a second by Commissioner Bates, unanimously approved the referral of MTC Resolution No. 4162, Revised to the Commission for approval.

Public Comment

Roland Lebron commented that he and others will work to ensure that Caltrain is brought to the Transbay Terminal whether it is electrified or not. He also commented on the importance of addressing accidents at railroad crossings and the level of priority the impacts should have with regards to SMART, Capital Corridor and ACE.

Adjournment

Vice Chair Campos adjourned the meeting at approximately 11:18 a.m. and noted that the next meeting will be April 8, 2015 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.