



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov

Jon Rubin, Chair
San Francisco Mayor's Appointee

John McLemore, Vice Chair
Cities of Santa Clara County

Tom Ammiano
City and County of San Francisco

Irma L. Anderson
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

James T. Beall Jr.
Santa Clara County

Bob Blanchard
Sonoma County and Cities

Mark DeSaubnier
Contra Costa County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Pamela Torliatt
Association of Bay Area Governments

Shelia Young
Cities of Alameda County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Programming and Allocations Committee
September 13, 2006
Minutes

The meeting was called to order at 10:22 a.m. Committee members in attendance were Chair Haggerty, Commissioners Ammiano, Blanchard, Dodd, Kinsey, Sartipi, Tissier, Young, Rubin, McLemore, Giacopini, Lempert, Torliatt, and Halsted.

Consent Calendar

The committee voted unanimously to approve the minutes of July 12, 2006 meeting as submitted.

The committee voted unanimously to refer the following resolutions and actions to the full Commission for adoption.

- Revision of FY 2006-07 State Transit Assistance (STA) Regional Discretionary Program. MTC Resolution No. 3761, Revised.
- Allocation of FY 2006-07 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to various claimants in the region and approval of an Unmet Transit Needs Finding for Solano County. MTC Resolution Nos. 3750, Revised and 3751, Revised.
- Request to hold Unmet Transit Needs Public Hearing for Solano County.

Regional Programming

The committee voted unanimously to refer the following resolution to the full Commission for adoption.

- Regional Measure 2 (RM2) Proposed Operating Allocations. MTC Resolution Nos. 3747, Revised and 3770, Revised.*

Vince Petrites, MTC, reported on the three RM2 marketing allocations for the month of September. The first allocation was for AC Transit's Transbay service, primarily for enhancements to existing services as well as new routes. In addition to the operating support, MTC staff requested funding for marketing and a Transbay ridership study.

The second project was AC Transit's Rapid Bus in the Berkeley/Oakland/San Leandro corridor. This allocation is for operating funding for the second phase of improvement and provides enhanced operating speeds, real-time transit information, and other amenities for the corridor.

The third project is the RM2 Marketing Program. Under the RM2 legislation, revenues are available to market the RM2 projects. Staff is recommending an allocation of \$2.5 million in operating funds that are currently not assigned to operating projects because not all projects have been initiated. The RM2 marketing program will help launch new services and assist the projects in meeting the program's adopted performance measures. Of the \$2.5 million, \$1 million is proposed for the roll-out of TransLink® on AC Transit and Golden Gate in fall 2006, and \$1.5 million is proposed to launch other services.

Jerry Grace, *an Oakland resident*, asked about the progress of the transbay terminal project. Chair Haggerty suggested that Jerry speak with Commissioner Ammiano after the Committee meeting for further information.

- Exception to RM2 Policies and Procedures for advance right-of-way purchase.

Kenny Kao, MTC, reported on an exception to the RM2 Policies and Procedures for Alameda County Congestion Management Agency (ACCMA) and AC Transit's Ardenwood Park and Ride lot right-of-way purchase. Because the project does not currently have an approved supplemental environmental document, MTC is not able to consider an allocation for the acquisition of right-of-way at this time. In addition, MTC's RM2 policies prohibit expenditures of funds in advance of an RM2 allocation. However, given that AC Transit is in a unique position to acquire additional right-of-way for their park and ride lot project, is willing to proceed at-risk with acquisition, and approached MTC in advance, staff recommends granting an exception to the RM2 policy to allow reimbursement of the Ardenwood right-of-way acquisition prior to an allocation should the Commission approve a subsequent allocation.

- Regional Measure 2 (RM2) Program: Monitoring Update.

Melanie Choy, MTC, presented the RM2 Program Capital update. The RM2 Capital Program has allocated \$354 million to-date, with 52 percent of allocations to the construction phase. In 2005, MTC awarded a contract to TY Lin to monitor the progress of both the RM2 Capital and Operating programs. During the last RM2 Capital update in March 2006, MTC staff indicated that the low number of reimbursement requests was due to slow start up modes of some projects and delivery issues of other projects trying to find full funding.

Melanie stated that reimbursement requests from sponsors remain low for a number of reasons. One reason is that project sponsors continue to request allocations in advance of being ready to proceed with work. In response, MTC staff will scrutinize allocation requests more carefully. Another reason for low reimbursement requests are other external influences, which cause the projects to be delayed such as scope changes during project development. Construction cost escalation is another risk area for the RM2 program given that the toll funding does not escalate.

Melanie provided a list of the top 5 projects for slow reimbursement, focusing on projects that have allocations over \$1 million for more than 10 months. *Steve Heminger, MTC*, noted that the importance of reporting this information to the Commission is to draw their attention to projects

that are slow to deliver so the Commission can work with sponsors in their areas to speed up delivery/ request for reimbursements.

Melanie also provided project highlights for projects that have had some significant work or milestones since the last report. She concluded with both a project outlook for the next 6-months as well as a programmatic look-ahead.

Vince Petrites presented the RM2 Operating Program annual report. Since it was the first report on the operating program, he provided background on the projects included in RM2, as well as the performance measure that were adopted for these projects to adhere to. He then reviewed the services that were given operating allocations in FY2004-05, and highlighted their performance.

Commissioner Lempert stated that she thought WTA had their own source of funding and would like further explanation on the WTA operating allocation. *Alix Bockelman, MTC*, stated that WTA received money from the State Budget Act a few years ago and used the money for several years for their planning activities, but is currently relying primarily on RM2 funds for these activities.

Commissioner Dodd expressed concern in Vallejo's inability to report on their performance. Vince stated that MTC was not able to report Vallejo's progress because Vallejo's ferry enhancements and Express Bus projects are not able to isolate performance data on the increment of service, as compared to the overall route, which is a requirement of the RM2 performance measures. Vallejo is working to develop a better allocation model, which is critical given that FY2006-07 is the third year of service and performance must be achieved per the policy.

Commissioner McLemore requested a recap of what changed in the Regional Rail Plan Governance provisions with bridge toll clean-up bill. Steve Heminger asked if MTC staff could get back to him at a later date on the specifics of the revisions.

Federal Programming

The committee voted unanimously to refer the following resolution to the full Commission for adoption.

- Recommended Transportation for Livable Communities (TLC) Capital Program. MTC Resolution No. 3723, Revised.

Doug Johnson, MTC, presented the third cycle of the Regional TLC Capital Call for projects, the final programming for the TLC program through the end of SAFETEA, or FY 2009. Applications for the program were due in June 2006. MTC received 60 applications totaling \$115 million. There was a scoring group of 18 people with extensive representation from around the region. The eleven projects that were selected, totaling \$16.7 million, clearly reflect the priorities of the scoring committees as well as the TLC program goals. The projects selected were the highest ranking Committee projects with one exception, which was the Ashby BART Ed Roberts Campus project.

The project ranked slightly lower in its group, but was elevated by MTC staff and placed on the recommended list based on the large commitment in Transportation 2030 as well as the unique nature of this transit oriented development project that is focused on the provision of high quality services for the disabled community.

Commissioner Lempert asked if the non-selected projects receive feedback as to why they were not selected. Doug stated that MTC staff has already begun the feedback process. There are four program goals that each project needs to meet. Many of the projects struggled to meet the connection between land use and transit; the goal is to activate new development.

Commissioner Torliatt suggested that MTC staff provide the Commissioners with information on how the projects scored to help them better understand the process and also requested that they are given a list of the total dollar amount of each project. In addition, Commissioner Torliatt stated that the City of Petaluma has received a TLC grant in the past and it has been highly successful.

Commissioner McLemore stated that Santa Clara County did not do well and understands how difficult the scoring process is, especially when it comes to giving every County their fair share. Steve Heminger added that the TLC program tries to provide that fair share by having one third of TLC funding dispersed to each County based on population. The other two thirds is competitive. Mr. Heminger observed that in the beginning of the TLC programming, MTC did not receive competitive projects from Santa Clara County especially from the city of San Jose. Currently, projects are getting increasingly better from each county and the expectations are higher. Mr. Heminger assured the Committee that the TLC program does review all projects with fairness, and its ultimately up to the Commissioners to decided what is the right balance between level of assurance that each county gets their share versus some level of competition.

Commissioner Haggerty stated that at the last TLC Programming cycle he was not pleased that some Alameda County projects he favored were not accepted. Because his staff and city staff sought advice from MTC staff on how to improve the project applications between the last round and this round, Alameda County has done better during the third cycle of TLC programming. Commissioner Haggerty suggested that counties that did not score well should meet with MTC staff and their communities to find out why their projects were not accepted.

California Transportation Commission (CTC) Report

Alix Bockelman reported that CTC met in Santa Barbara in early September and approved \$35 million in new STIP programming in the region. The money that was programmed went to five projects in the region: 1) AC Transit Bus Purchase; 2) Marin County Transit Facility in Novato; 3) Caltrain Grade Separation, 4) Fairfield Intercity Rail Station, and 5) Vallejo Ferry Terminal.

In October CTC will consider draft guidelines for the State Infrastructure Bond's Corridor Mobility Improvement Program, which is a \$4.5 billion competitive program.

Commissioner Torliatt asked if MTC staff had submitted recommendations on the guidelines that they would like to see implemented. Alix replied that MTC, as well as the CMAs, have been active

in the statewide working groups which have looked at various parts of the guidelines including performance measures, eligible corridors, and project delivery. CTC staff took the comments under advisement and will come out with a draft recommendation in October.

Therese McMillan, MTC, added that there would be one month between the draft version and the final when CTC will expect to receive formal comments before they are adopted.

Public Comment

There were no public comments.

Chair Haggerty adjourned the meeting at 11:15 a.m.