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Deputy Executive Director, Operations

Andrew Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Programming and Allocations Committee
December 13, 2006
Minutes

The meeting was called to order at 10:12 a.m. Committee members in attendance were Chair Commissioner Haggerty, Vice Chair Commissioner Anderson, Commissioners Ammiano, Blanchard, Dodd, Kinsey, Sartipi, Tissier, Young, Rubin, McLemore, Giacomini, Halsted, Lempert, and Torliatt.

Consent Calendar

The committee voted unanimously to approve the minutes of November 8, 2006 meeting as submitted.

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

- Allocation of State Transit Assistance (STA) to various operators to support transit capital projects. MTC Resolution No. 3751, Revised.
- Federal Transit Administration (FTA) Non Urbanized Area Formula (Section 5311) Program. MTC Resolution No. 3733, Revised.

The committee also approved the following resolution.

- Revision to FY 2006-07 Transportation Development Act (TDA) Disbursement Conditions for Vallejo Transit. MTC Resolution No. 3750, Revised.

Regional Programming

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

- RM2 Operating Allocation of \$2.5 million to the San Francisco Municipal Railway for the Third Street Light Rail project. MTC Resolution No. 3770, Revised.

Christina Verdin, reported that Muni is requesting \$1.7 million for start up costs (for testing, training, marketing, updating signage and passenger information materials) and \$786,000 in operations funding. Service is anticipated to start in April 2007.

- Lifeline Transportation Proposed Program. MTC Resolution No. 3788.

Therese Knudsen, MTC, reported that back in December 2005, the Commission adopted Resolution No. 3726, which outlines the guidance principles for the Lifeline Program. The primary objective of the Lifeline Program is to improve mobility options for the regions low-income populations. The resolution indicated that counties would take a lead in administrating the program. Seven of the nine counties issued a call for projects in the spring. The seven that issued their call for projects submitted their recommended projects to MTC at the end of July. The other two counties, Marin and Sonoma will be issuing a call for projects within the next few months when their community based transportation plans are completed.

- 2007 Transportation Improvement Program (TIP) Amendment 07-04. MTC Resolution No. 3755, Revised.

Raymond Odunlami, MTC, reported that the 2007 TIP was approved by the Commission in July 26, 2006 and approved by FTA and FHWA on October 2, 2006. Amendment number four to the 2007 TIP is a major amendment that adds several new projects funded through the Lifeline program into the TIP and adds the regional bike pedestrian program. In addition, the amendment also updates funding amounts for the U.S. 101 at State Route 25 Interchange project in Santa Clara County as well as other projects throughout the region.

During the public comment period, changes were made to two AC Transit projects and one Tri Delta project naming MTC as the sponsor at the request of FTA. Approval of the TIP amendment is contingent upon the approval of the proposed Lifeline Program of projects by the Commission and the conclusion of the 30-day public comment period, which ends on December 30th. If any major comments are received during that time, the amendment will be pulled and brought back to the Commission in January 2007.

State Programming

The committee voted unanimously to refer the following resolution to the full Commission for adoption and authorize a call of projects.

- 2006 Regional Transportation Improvement Program (RTIP) Augmentation Policies, Procedures and Project Selection Criteria. MTC Resolution No. 3790.

Alix Bockelman, MTC, reported that the impetus for the augmentation was the enactment of Proposition 1B, which includes \$2 billion for the RTIP. The policies and procedures are the regional element for the STIP. The guidelines follow the rules established by the CTC and are mostly unchanged from the rules that governed the 2006 RTIP that was approved in April 2006. There are only three changes of note. First, as a result of the passage of AB 2538, the allowable funding cap for programming, planning, and monitoring has been increased from 1% to 5%. Second, the guidance encourages the Congestion Management Agencies (CMAs) to consider Corridor Mobility

Improvement Account (CMIA) projects and project corridors in the mix of investment options for the RTIP. Last, the requirements related to extension requests have been strengthened. In terms of the fund estimate included, there is \$190 million in new highway capacity for the region as well as \$107 million in public transportation account funding. MTC is asking for submittals from the county CMAs by February 1, 2007. A proposal will be brought to the Committee in March 2007 and submitted to the California Transportation Commission (CTC) in April and adopted in the statewide program in June 2007.

- Release of the Draft Corridor Mobility Improvement Account (CMIA) Program of Projects.

Ms. Bockelman reported that the CMIA is just one element of Proposition 1B aimed at improving performance on the most congested highway corridors. She reviewed the other programs as well as the timelines associated with decision-making for the other major areas in the bond. She highlighted the CMIA programs as the focus of today's discussion as well as companion fund sources, such as the Interregional Improvement Program and the Trade Corridor programs.

On November 13th MTC issued a call for projects for the CMIA with a December 1, 2006 deadline. Fifty applications were received totaling \$4 billion in request. MTC has been working closely with Caltrans District 4 and the CMAs to develop a list of projects for the Bay Area. MTC's recommended project list totals \$1.9 billion in CMIA funding. As a reminder, the North-South split of the program constrains the maximum amount that Northern California is eligible for to \$1.8 billion. MTC presented their proposed list on December 8, 2006 to the Bay Area Partnership Board.

Ms. Bockelman commented that there is general consistency with Caltrans' list of projects and MTC's, however Caltrans' list is smaller, \$1.4 billion, due to the fact that they are trying to include other projects in Northern California.

Commissioner Lempert, requested to have a copy of Caltrans' project list and Commissioner Haggerty asked if the list could be available at the next Commission meeting and added that he would like to see the statewide project list as well.

Ms. Bockelman stated that there will be a regional submittal to CTC for CMIA projects by January 16, 2007. On December 20, 2006 the project list will be released for comment and there will be a special Commission meeting on January 10, 2007 to consider the item.

Albert Yee, MTC, reported on how the guidelines were put together and that the focus of the CMIA projects should be on congestion and safety relief. He then reviewed the list of projects and the screen and performance evaluation with the Committee.

Ms. Bockelman gave an overview of the CMIA funding recommendations, noting the focus on congestion relief, in particular, closing the gaps in the region's carpool network. She also explained the complementary fund sources that were part of the investment package, specifically the Trade Corridor and ITIP funding.

Ms. Bockelman concluded with the next steps and a discussion of how the CMIA program affects CO2 emissions. As background, she noted that Proposition 1B was enacted by the same legislature that approved AB 32 - the climate change legislation. She also noted that Proposition 1B should be viewed in totality since among its programs are also funding for transit and air quality improvements.

Doug Kimsey, MTC, reported MTC's preliminary findings from an analysis of the effects of the proposed CMIA program on CO2 emission. Commissioner Torliatt, ABAG, thanked MTC staff for doing the analysis.

Commissioner McLemore, Santa Clara County, commended MTC staff for their efforts but expressed concern that a U.S.101 freeway segment from the Monterey Interchange to State Route 129 was not on the list. Commissioner McLemore read an email from the Mayor of Gilroy stating their plea to put the U.S.101 freeway segment on MTC's project list. Steve Heminger, MTC, replied that the project is on Caltrans' list so it will go to CTC, but it is not on MTC's list because it does not have severe congestion.

Commissioner Haggerty, Alameda County, stated that Alameda County received a project not requested and asked if the project list was final. Mr. Heminger replied that the list is only a draft, program of projects. Commissioner Haggerty also requested that MTC add the word "proposed" to the Trade Corridors' project list when describing potential match funding.

Commissioner Sartipi, Caltrans, stated that the Caltrans was able to work very closely with the region – both MTC and the CMAs - MTC and CMAs to put their project list together and that it is a draft for consideration, it is not final.

Bruce Kern, Executive Director East Bay EDA, urged the Commission to add the Interchange between I-580 and 680 to the CMIA project list. Mr. Kern stated that the interchange is not just a commuter corridor but a goods movement corridor as well.

Richard Garabedian, Saroni Foods, urged the Committee's support to add the 29th and 23rd corridor to the CMIA project list. Saroni Foods is a trucking company that delivers food ingredients to manufacturers on the basin of 23rd Avenue and there are many other trucking companies located there as well. The safety and operational issues are paramount and should be addressed. Mr. Garabedian added that the Port of Oakland will quadruple in traffic over the next few years and the corridor will get worse.

Scott Peterson, Director of Public Policy with the Oakland Metropolitan Chamber of Commerce, echoed Mr. Garabedian's sentiments of Saroni Foods stating that they also have concerns about the 23rd and 29th Avenue corridors. They are dangerous interchanges and short ramps for commuters as well as the goods movement.

Commissioner Haggerty pointed out that the project is on the Trade Corridor project list, but it does require a 50% match.

Dennis Mulligan, Chief engineer for the Golden Gate Bridge Highway and Transportation District, thanked the Commission for supporting the suicide barrier on the Golden Gate bridge and asked for consideration of a request to install a moveable median barrier on the Golden Gate bridge. The ongoing wind tunnel testing for a suicide barrier includes various lane configurations with a moveable median barrier on the Golden Gate bridge and is ineligible for all the various federal funds that MTC programs. Mr. Mulligan added that the project is a mobility enhancement and safety enhancement project. The barrier will allow drivers to fully utilize all lanes.

Commissioner Rubin, asked how the proposed barriers on the Golden Gate Bridge were going to be moved. Mr. Mulligan stated that there is a barrier transfer machine, a zipper truck to move the barrier. This barrier is narrower and will not deflect as much, which is important for the narrow lanes on the Golden Gate Bridge. Mr. Mulligan added that the accidents on the bridge are lower than they were in the 80s but the barrier would lower the numbers even more.

Commissioner McLemore, asked what would happen to the projects that do not get funded through the CMIA. Mr. Heminger replied that there are several other programs in the Bond to assist.

Several Commissioners supported not growing the list beyond the current \$1.9 billion proposed, noting therefore that any additions would require other projects to be deleted.

Commissioner Kinsey, spoke on behalf of the four North Bay counties stating that because of the size of their counties they have received relatively small amounts of STIP funding. The CMIA program has allowed the four counties to get most of their projects on the list.

California Transportation Commission (CTC) Report

Ms. Bockelman stated that the CTC is meeting on December 13th and 14th in San Francisco and are considering guidelines for the State Local Partnership program and the STIP fund estimate for the 2006 augmentation.

Public Comment

There were no public comments.

Chair Haggerty adjourned the meeting at 11:34 a.m.