# METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	METROPOLITAN TRANSPORTATION COMMISSION
2	PROGRAMMING AND ALLOCATIONS COMMITTEE
3	WEDNESDAY, MAY 14, 2025 9:45 AM
4 5 6	the public. This meeting is programming and allocations programming and allocations
7 8	<pre>chair, victoria fleming: I would like to call to order the mtc</pre>
9	programming and allocations. This meeting is webcast on the
10	mtc web site commissioners and members of the public
11	participating by zoom wishing to speak should use the raised
12	hand feature or dial star nine and I will call upon them at
13	the appropriate time? MADAM Clerk please call roll and confirm
14	quorum.
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16	board clerk: chair fleming?
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18	chair, victoria fleming: present.
19	
20	board clerk: melgar? Abe-koga?
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22	margaret abe-koga: here.
23	
24	board clerk: non-voting el-tawansy?
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26	dina el-tawansy: here.



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2	board clerk: papan?
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4	gina papan: here.
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6	board clerk: manfree?
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8	amber manfree: here.
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10	board clerk: miley?
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12	<pre>nathan miley: here.</pre>
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14	board clerk: ramos?
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16	chair, belia ramos: here.
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18	board clerk: non-voting schaff?
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20	libby schaaf: here.
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22	board clerk: we have a quorum.
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chair, victoria fleming: thank you item two is consent
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    calendar. Is there anybody on the commission wishing to pull
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    an item from the calendar?
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    qina papan: yes I would like to pull item 2d and then I'll
    move approval of everything by 2d.
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    chair, victoria fleming: okay shall we --
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    qina papan: it's a question. sure. I think we can take this
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    now. So, let me look at my notes here. This relates to our
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    city's view of obag, which part of the funding is this coming
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    from? We have discussed this multiple times. Is this out of
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    the regional chunk? Or the one that goes to the individual
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    cities?
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    theresa rommell: through the chair, theresa rommel director
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    funding programs mtc. The item before you today is a revision
    to the framework that was already approved initially
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    resolution 4619 it's the framework for the senate bill 125
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    emergency funding, including the 300 million in regional
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    contribution. As commissioner papan noted, that includes 100
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   million of 1 bay area grant funding coming from the next cycle
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    obag four. We have not made any decisions and this item also
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    does in the commit that 100 million coming from either
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regional or county program. You all will make that decision
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    when we bring the one bay area grant cycle framework to you
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    for approval.
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    qina papan: thank you. I feel better now. Okay. Thank you
    MADAM Chair. I'll move approval of all concept items.
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    chair, victoria fleming: great. Can I get a second?
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    speaker: second.
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    chair, victoria fleming: we'll give that to melgar because
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    that's who I saw say it. [Laughter] All right. Can we get a
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    roll call vote, please?
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   board clerk: confirming that no public comment -- written
    correspondence received, and no one in the zoom space and no
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18
    one in the boardroom. With that I'll do the roll call. Chair
19
    fleming?
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    chair, victoria fleming: yes melgar.
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   v. Chair, myrna melgar: yes.
24
   board clerk: abe-koga?
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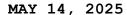
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   margaret abe-koga: ayepapan?
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    gina papan: yes.
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   board clerk: manfree?
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    amber manfree: aye.
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   board clerk: ramos?
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    chair, belia ramos: yes.
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   board clerk: motion passes unanimously by all members present.
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    chair, victoria fleming: thank you very much. Item 3a regional
    mtc resolution number 46145, 46 -- allocation 26.3 million
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    regional measure three rm3 capital funds to water agency
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    transportation authority weta sonoma county recommended
    allocation of net 26.3 million rm3 capital funds we have
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    judith o and seamus m of the executive director of bata will
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22
    present to the commission. Welcome.
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    speaker: good morning commissioners. Do we have slides? There
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    we go. This item presents recommended items through capital
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allocations for this month. Next slide please. Allocations 1 recommended totaling 26.3 million in rm3 capital funds to 2 3 sonoma county transportation authority and bay area --[Indiscernible] Transportation authority. I'll describe the 4 two projects recommended for allocation. Next slide. Thank 5 you. Starting off with the marin sonoma narrows U.S. 101 6 highway occupancy vehicle rm thee presently 20.2 staff 7 8 recommends allocation of 1 million to the sta in dprungdz to complete signage for the entire presently corridor. Allocation 9 will fund 425,000 for work in sonoma county and 475,000 for 10 11 work in marin county. Installation of the U.S. 101 -presently is scheduled to begin in 2025 and this project will 12 fulfill the marin sonoma mar rows commitment to expand and 13 consolidate -- in both candidates support climate goals and 14 ensure consistency with original ho have facilities. In MARCH 15 16 2025 this project had a public hearing to revise scope and project limits and these amendments were approved last APRIL 17 18 20232025 overall rm3 provides 120 million in total rm fund to project which is highway 101 marin narrows project. Next 19 slide. Next we have the mission baylanding project, rm3 20 project 5.1 staff recommendations allocation of 26.3 million 21 for construction of the mission baylanding project costs 22 23 estimated to be 74.4 million, and the project design is completed and the project construction to be implemented by 24 port of san francisco is expected to begin in JULY 2025. And 25

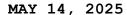


end in MARCH 2027. As far as -- service, confirming 1 2 responsibility for operating cost of bay service in addition 3 to rm3 provides with reserve account to tap into for any operating capital needs, requesting allocation, extension for 4 5 first allocation of 700,000 that was used for preliminary engineering of terminal electrification overall 300 million 6 funds for project five, enhancement program. Next slide. For 7 8 further details on all projects and recommended allocations, found in attachment b and the allocating resolution. Staff 9 recommendation is to reserve to mtc resolution number 4614 10 revised and 4640 revised to the commission for approval. Today 11 we have executive director seamus murphy who will provide an 12 overview of weta's operating and capital programs in addition 13 to more information on the baylanding project. Following this 14 presentation, I and other rm3 program staff are available to 15 16 answer any questions that you MAY have. Thank you. 17 chair, victoria fleming: thank you. 18 19 seamus murphy... Good morning commissioners thank you for the 20 opportunity to talk about the san francisco bay ferry some of 21 22 the progress that we have been making that fits into the mission bay ferry landing project. There's a set of slide if 23 we can bring those up please. Thank you. I'm seamus murphy 24 executive director for san francisco bay ferry. Next slide. A 25





1 bit of background on our agency we were formed by the state legislature pretty new transit agency as it goes in the bay 2 area we have a five member board of directors appointed by the 3 state, three by governor other two by legislature we operate 4 5 ferry service in the region we're also responsible for implementing any emergency response that might be needed if 6 the bridges are down, if bart is unable to operate in the case 7 8 of an emergency, we'll be dependent on our ferry system to extract residents get them to where they need to go bring 9 10 first responders we were fastest growing transit agency before the pandemic in the bay area we have been faster to recover 11 ridership during pandemic recovery we have today seven routes 12 eight terminals should be 19 vessels we just welcomed the karl 13 fleet it's cleanest diesel ferry in the world named karl after 14 15 the iconic fog here in the bay area we have six vessels in 16 construction remaining diesel vessel it will be the last 17 diesel vessel that we add to our fleet everything after this will be zero-emissions and we have five of those 0 emissions 18 vessels under construction now. Next slide. We're proud of our 19 pandemic recovery program we made an estimate to bring service 20 21 back quickly when covid relief funding was made available we made the decision to bring our full service back. We were the 22 first system to bring full service back during the pandemic 23 recovery. And we did it a little bit different than our pre-24 25 pandemic service if you go to the next slide you can see that

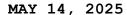




we changed our fare structure. This is really an early 1 2 implementation of some of the region's fare integration recommendations. We have aligned our fares with other transit 3 modes operating in the same corridor, riders on our ferry 4 5 system used to pay a premium to ride the ferry you could take an express bus or ride bart for a lower fair and we wanted to 6 make sure we took cost out of the equation so riders could 7 8 choose the system that works best for them without difference in fare that has yielded great results as far as enhancing 9 10 equity in our system we have doubled low-income ridership in our system compared to pre-pandemic levels. Next slide. We 11 have also changed our service pattern. Next slide please. 12 We'll show you that we have expanded service in the midday, 13 and operating later evening service, who MAY be having trouble 14 15 getting to the next slide it looks like -- but we are -- we 16 made a concerted effort to make our service more accessible to 17 folks that might not be working pre-pandemic regular commute hours. We recognize that shift workers MAY need better access 18 to our service during midday, and heat at night so we changed 19 our service a few years ago during pandemic recovery to 20 reflect that. If you go to the next slide, you can see the 21 returns in ridership that we have experienced. We were down 22 just as much as anybody else. We had ridership, a demographic 23 that was largely commuter focused so we were 90% down during 24 25 the pandemic when we restored service you can see that big



1 jump and we're a seasonal service summer time is our peak if 2 the end of the chart kept going a few more months you will see it get to APRIL where we achieved 98% of pre pandemic 3 ridership levels. Recreational ridership way up, increase to 4 5 140% of pre-pandemic levels. And that just shows that folks are doing what they used to do on the weekend. They're doing 6 what they used to do during the midday. They're not quite back 7 8 to doing what they used to do during the week as far as commute service is concerned but we're seeing it come back 9 10 steadily. And if you go to the next slide you can see how our ridership return compares to some of the other modes that 11 serves similar demographics in the bay area. We're provide of 12 the results of our pandemic recovery program and we have made 13 adjustments along the way to focus on customer experience. And 14 the next slide shows, I believe, some of the epihimonts in the 15 16 results that we have seen from that. We have the nation's 17 highest rated, as far as customer satisfaction, transit service, we have a 98% satisfaction rating among our riders. 18 We're proud of that. I'm even more proud of the number of 19 riders that say they're very satisfied with the service. 20 21 That's 76%. It was 35% before the pandemic. I think it shows that we can do things on transit in the bay area to make the 22 experience better and encourage riders to use our systems and 23 that will work. We should be making our systems better than 24 25 they were before to bring riders back. Next slide please. Part





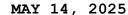
of our customer satisfaction ratings that we're keeping in 1 2 mind is our zero-emissions transition. We don't want to see these ratings suffer when we transform our system to zero-3 emissions. Sometimes adapting these new technologies can 4 5 affect service and we have waited until this technology has evolved to the point where we can be confident that we can 6 operate the same frequencies, achieve the same travel times 7 8 all of those things that we know on you riders really appreciate we either want to improve or maintain. Next slide 9 10 please. So, this rapid electric emission free ferry program is what we're pursuing. It starts with the procurement of new 11 vessels. It starts with the procurement of electric changing 12 floats that you can see in this graphic. And the next slide, 13 please, we'll show that we are already the cleanest system in 14 15 the U.S. But we need to be cleaner. We have diesel particulate 16 filters that are required by our air quality regulations in california some of our vessels can't fit those filters 17 currently. Global progress is showing that the maritime 18 industry in particular is falling way behind the rest of the 19 world in the U.S. We just aren't focusing cleaning up our 20 21 maritime industry as much as other countries are. We have seen that technology evolve, as I said, to the point where we can 22 adopt it and operate it on a system like ours. We have always 23 regulations as recent as 2022, first operator in the state to 24 25 receive a plan approved by carb for making our system



compliant with those air quality regulations and we have seen 1 funding for the first time that's available to make these 2 technology -- adapt these technology supervisor make it work 3 for our system. So that was our cue, really, to move forward 4 5 with this. Also we recognize the competition for scarce resources and funding at the state level and regional level 6 requireses to do the best we can. We don't want to be the most 7 8 polluting transit mode in the bay area. Buses are going zeroemissions, trains are zero-emissions, cars are 0-emission, our 9 ferries should also be zero-emissions. But half of our 10 terminals are in disadvantaged communities. I think all of our 11 terminals serve disadvantaged communities. So that's an 12 environmental justice concern that we also use as 13 justification for moving in this direction. Next slide please. 14 15 What it requires is new vessels, that are 0-emission and 16 conversion of some of the existing vessels to zero-emissions 17 technology. We have two large 400 passenger vessels that are under construction now. The five new small vessels three are 18 under construction now. First will be delivered in 2027. We'll 19 have one large vessel delivered in 2027. The first small 20 vessel delivered in early 2027 and we're on the cusp of 21 warding a contract for the changing floats that are required 22 to make these vessels work. The way that system will work is 23 there will be a battery energy storage system on the float. It 24 25 will charge overnight from the grid when electricity is more



affordable. And that battery storage system will be ready to 1 2 charge -- to rapid change the vessels throughout the service day. During dwell time they only need to charge for about 5 to 3 10 minutes as passengers are loading and unload supporting 4 5 they will be able to achieve the same travel times and frequencies that they do today. Next slide please. We have 6 raised a significant amount of funds. The bridge toll funding 7 8 that is available for our agency, we put it to good use to leverage state and federal sources, 252 million and counting, 9 about 75 million of this is for the grid connections and the 10 charging infrastructure. That's one-time investment that will 11 enable us to operate this expanded fleet of electric vessels, 12 and the rest is for the vessels themselves. Next slide please. 13 The mission bay project is an important component. We have two 14 15 areas that are a part of our first phase of electric water 16 transit that are the fastest growing neighborhoods in the bay 17 area, treasure island and mission bay. These are areas where eight in treasure island case, 8,000 new housing units in the 18 case of mission bay, we have some of the world's faster 19 growing companies that are expanding rapidly there and they're 20 21 asking us all the time, what needs to happen to get ferry service to mission bay. These are not easily accessible areas 22 by transit today they're not easily accessible areas at all. 23 We can do a trip from the ferry building for example, to 24 25 mission bay in seven minute it is takes significant he longer





to make that trip use anything other mode and a lot of these 1 2 companies are realizing that today, their employees are realizing that it's a challenge today. This project will 3 provide that service it will give us a place to land our 4 5 electric vessels it will connect these three terminals with the world's first high speed ferry network that is 0-emission. 6 I would say world second we're in a bit of a race with 7 8 autistic land to see whose first but we'll see how that pans out. Construction for the project is 74 million, 132 million 9 number includes vessels that will be used to serve this 10 terminal there is a contract that's been awarded by the port 11 for waterworks to prepare the site for construction and we're 12 using some of the funding in this rm3 allocation to make that 13 contract -- to fulfill the terms of that contract. Next slide. 14 15 Next slide, please. We will complete this presently in mid-16 2027. The port is the lead we'll work collaboratively with 17 them to make sure that the charging equipment and the vessels will work for this terminal. These are the 150 passenger 18 vessels that will operate. Those are funded with a variety of 19 sources like every major project these days. And the network 20 21 will be capable of charging these vessels. We do anticipate some transbay service also operating to this terminal in the 22 future. We have a special event service that we operate to 23 peer 48 and and a half today that would transition to this 24 25 terminal right across from the chase center and we think there



is going to be direct service to this neighborhood from other 1 2 parts of the bay but at any rate anywhere you are in our service network you're going to be able to get to the ferry 3 building and then have a pretty easy transfer to a smaller 4 5 vesicles total get to mission bay these jobs in all the mission bay area are all of a sudden going to be accessible to 6 more folks around the region. we think that's really important 7 8 to focus on. And appreciate your help in making this happen with this allocation and happy to answer any questions. 9 10 >>chair, victoria fleming: commissioner papan. 11 12 qina papan: thank you. So looking at this, will the other 13 ports, or future ports, also transition to the electric? 14 15 16 seamus murphy: yeah the way it works the technology is right now for the shorter distance and medium distance routes so we 17 have this first phase we have our sea plane terminal alameda 18 oakland terminal harbor bay terminal alameda second phase 19 richmond south san francisco are third phase those can be 20 accomplished with the existing technology fourth phase not 21 quite there yet vallejo and future terminal in redwood city 22 are a little longer travel time the batteries are still too 23 heavy and not enough energy dense enough to be able to allow 24 25 our vessels to operate at the speeds they need to serve those



routes but we think we'll get there eventually there is a lot 1 2 of new exciting innovations happening. 3 gina papan: so the solar aspects. 4 5 speaker: we're only putting enough energy on our floats to be 6 able to support the system because the projects are expensive, 7 8 the components including batteries are pretty expensive solar really is only good for powering the hotel needs of a vessel, 9 lighting and internal systems but it's not robust enough to 10 power the propulsion needs of a vessel today. 11 12 qina papan: so will that be a part of future vessels? Again, I 13 understand for the movement of the vessel, but as you said, 14 for the inside the -- just the minor things? 15 16 speaker: we're not looking at that right now. The investment 17 18 it's a significant amount of additional investment in the vessel construction to make solar available and the return on 19 that is not quite what we -- not quite worth it. We have a 20 21 grid that's supported by renewable sources and the parts of 22 our grid that are not supported by renewable sources are 23 making a lot of progress in that direction so we think that solves, largely, the problem of making sure that the grid is 24 sustainable from an environmental standpoint. 25



1 qina papan: great final question, water resource that we have 2 3 here and many of us know bart failed miserably last week, for four hours, were you called to assist or uber made a lot of 4 5 money. 6 7 speaker: we weren't called we changed our service operated 8 more service to some of the impacted areas. We put our largest vessels on some of those routes. We saw about a 60 to 70% 9 10 increase in ridership in the am commute. We're happy to help out when issues like that happen. We understand that they do 11 happen. I think it's a good wake up call for the bay area and 12 transit. The needs of transit in general, we can't accommodate 13 the ridership from abusing bart. Nobody can. It's just a much 14 15 larger system than what we can support so it's critical that 16 we make sure that bart continues to be able to operate. 17 **gina papan:** who are you advertising for here? 18 19 speaker: my bad. 20 21 22 gina papan: the reason I ask is because when bart went down we 23 heard about it going down we didn't hear the alternative, you know, you can catch the for of. 24 25



speaker: we were interviewed by a number of media outlet's as 1 we were covering that situation and they included us as one of 2 the other transit modes that folks could use to -- when bart 3 is down, us, and ac transit, caltrain was included there, and 4 5 so we -- I think there was -- we were satisfied that we were -6 - word got out as us as alternative. 7 8 gina papan: that didn't quite get out -- and we have the alert that's it's down but I don't know if they incorporate the 9 alternatives, if you can reach out to. I think that would be a 10 good point if we could share information that way. 11 12 13 speaker: will do. 14 qina papan: that would be great. Thank you very much. 15 16 sue noack: just to address that, county connection, ac transit 17 18 had gotten bus bridges ready to go if the outage had stayed longer. So, you know, because they have to bring in extra 19 drivers and all this stuff, but the time they were recording 20 and all that, the system was back up, but I know the buses 21 22 were working on bus bridges to the extent they were needed that day. 23

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andrew fremier: andrew fremier executive director I also think 1 we should plug 511 you know the operators do have a good 2 3 system for getting together and talking about these kind of events, using 511 as an avenue to get the information out, the 4 information presented through all the operators work and 511 5 was effective and we did report friday again at the regional 6 network management committee on how that use changed over that 7 8 period. 9 chair, victoria fleming: commissioner moulton-peters. 10 11 stephanie moulton-peters: thank you for the presentation 12 seamus it's the first time I have heard about your full system 13 it's impressive I want to noted how you managed to keep your 14 15 fares so low you MAY individuals it and I missed it but that 16 was truly impressive compared to other ferry fares I'm familiar with. 17 18 19 speaker: they're low because of the subsidy that's available to us we wouldn't be able to maintain low fares if it weren't 20 21 for adequate subsidy we had one of the highest farebox 22 recovery ratios in the region we were on par with bart ask caltrain hitting that 70 to 80% number before the pandemic and 23 I remember talking to senator wiener about this before the 24 pandemic when I was with caltrain actually bragging about our 25



1	farebox recovery and it was the first time I heard from a
2	policy makers who said I would like to see your farebox
3	recovery lower and he was making a point that we had expavans
4	systems that riders were paying a lot to ride and there were
5	alternative systems that were cheaper, I think we took that to
6	heart, lowered our fares I think we should have some equity as
7	far as cost across the fare system, we were a benefit a
8	unicorn before the pandemic in the bay area nobody else had
9	that and now we need to subsidize our systems like the rest of
10	the country, the rest of the world does so we're making a
11	decision to do that now and I know a lot of work is being done
12	to make sure we answer the resources to do that to do that as
13	I region moving forward.
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15	stephanie moulton-peters: the source of your subsidy is
16	locally generated?
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18	speaker: we have rm3 operating revenue that we received.
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20	stephanie moulton-peters: I see. Thank you very much.
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22	chair, victoria fleming: commissioner manfree?.
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24	amber manfree: so, we have run through diesel, electric, and
25	solar for ancillary operations. I'm just going to ask, is



there any talk about hydrogen, where are you at with hydrogen 1 options? 2 3 speaker: yeah, we focused on it quite a bit. Hydrogen is a 4 5 little slower in terms of adoption in the maritime world but we operated for a demonstration purposes, the first passenger 6 only hid jennifery it was built in seattle, we leased it from 7 8 the owner, wanted to get some experience for our crews with that technology to understand how it would work. Because those 9 long distance routes it's a potential solution for those 10 11 routes if battery electric technology doesn't evolve fast enough. The hydrogen sulfide propulsion has a ways to go in 12 terms of reliability but the real issues are supply chain 13 related and it's not new for anybody who depends on hydrogen 14 15 whether it's bus operators or anybody who drives a hydrogen 16 car. It's hard to find. It's almost impossible to find green hydrogen. It takes a lot of electricity to produce hydrogen. 17 18 And arguably, you could put that electricity directly into a sxrelsz skip the hydrogen middle man and you would require 19 less electric power to operate the same service. So, supply 20 chain has quite a bit of work to do on that. The arches 21 program if we can implement that would be the solution to a 22 23 lot of those issues and we're certainly going to keep it in mind for the longer stance routes. 24

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1 speaker: thank you. 2 3 chair, victoria fleming: any additional questions from the commission? Comments? All right. Do we have any members --4 5 well, thank you very much for your presentation. 6 7 speaker: thank you. 8 9 chair, victoria fleming: do we have any public members for 10 public comment. 11 board clerk: how many time would you like to give. 12 13 chair, victoria fleming: two minutes. 14 15 16 board clerk: aleta dupree your time begins now. 17 18 speaker: thank you chair fleming. The did I get that right? 19 Aleta dupree for the record. She and her with team folds. Very important work we're doing. Thank you for bringing in the 20 presentation by seamus murphy. I have been to a weta meeting 21 22 and have been fortunate to have met seamus on several 23 occasions. I am a user of weta here and there, usually midday. And often in conjunction with capital corridor on the oakland 24 side. And this does give the global perspective of what we're 25



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#### MAY 14, 2025

doing here and how important the ferry service is. I grew up

in new york and I used the staten island ferry in my younger

years. I use these ferries quite a bit more on my trips to the

bay area. And I appreciate the depth of the presentation. The

5 knowledge of the deeper things of electricity. And routing and buying clean electricity and clean electricity is out on the 6 grid, where and when to find it there is lots of it out there. 7 8 But weta is very important sometimes it's recreational for me and sometimes it is a matter of me getting across the bay. It 9 is a necessary use for me at times. And people use it. The 10 proof is in the pudding that ridership is close to around 100% 11 level it's going to keep growing because I see the future in 12 wet a I think these items are very important to be approved. 13 14 Thank you. 15 16 board clerk: next roland lebrun. If you can please unmute yourself. Your time begins now. 17 18 19 speaker: thank you. Hello, through the chair, before I move to the item itself, I would like to briefly touch on what 20 happened to bart last week and hydrogen. What happened to bart 21 22 last week is the very reason why we should have never ever considered bart for link 21. Because if we had, we would have 23 two -- bart instead of one. Moving to hydrogen, I would like 24 everybody in this room to ask chat gpt when natural hydrogen 25



will be commercially available in the united states. Sometimes 1 -- white hydrogen or -- hydrogen, just natural hydrogen, and 2 3 then, and you will understand why when you get the answer from chat qpt. In closing what I would like to did is thank my old 4 5 friend seamus murphy for app absolutely compelling presentation highlighting achievements. We can only dream of 6 where caltrain could have been today if it had been to --7 8 [Indiscernible] As well. The presentation -- that included caltrain, quite frankly rubs salt into the wound. In closing, 9 I hob that you consider what is in front of you and approve 10 this rm3 application. Thank you. 11 12 13 chair, victoria fleming: heart. Was that it? 14 15 board clerk: no further public comment online. No one in the 16 boardroom and no written correspondence received. 17 18 chair, victoria fleming: thank you. And thank you, again, to weta for the presentation. Do I have a motion and second to 19 approve referral to the mtc resolution 4614 revised and foe 20 4604 revised. 21 22 23 qina papan: papan moves approval. 24

v. Chair, myrna melgar: second. Melgar.

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    chair, victoria fleming: thank you.
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    board clerk: fleming?
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    chair, victoria fleming: yes.
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    board clerk: melgar.
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    v. Chair, myrna melgar: yes.
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    board clerk: abe-koga?
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    margaret abe-koga: aye.
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    board clerk: papan?
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    gina papan: yes.
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    board clerk: manfree?
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    amber manfree: yes.
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    board clerk: miley?
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1 nathan miley: aye. 2 3 board clerk: ramos? 4 5 chair, belia ramos: 6 board clerk: motion passes unanimously by all members present. 7 8 9 chair, victoria fleming: moving to agenda item 3b regional mtc resolution 4606 fiscal year 2025, 2026 regional measure thee 10 operating. 11 12 13 raleigh mccoy: thank you good morning commissioners and thank you commissioner moulton-peters for teeing up this update on 14 15 the rnm three program. My name is ramie m with mtc policy and 16 programs staff here to present update on the fiscal year 2026 regional measure three operating program next slide. Recap rm3 17 18 was approved by bay area voters in JUNE 2018 the measure approved a \$3 million toll increase phase across increments. 19 Rm specifies that maximum of 16% of annual rnm three revenue 20 be dedicated to funding existing or expanded operations 21 through the operating program. The 16% 58% of allocated to 22 23 weta and that is specified in the statute that weta is the sponsor for expanded ferry service. 8% distributed to the 24 transbay joint powers authority for operations of the transbay 25



terminal and 34% made available to express bus operators for 1 2 express bus service. And unlike the expanded ferry service or 3 transbay terminal components statute does not specify or identify sponsors or corresponding funding amounts for express 4 5 bus operations leaving that discretion to mtc and that will be the focus of the remainder of today's presentation. Next slide 6 please. This slide summarizes the role that rm3 operating 7 8 program fund are currently playing in helping the region's 9 operators to address their fiscal cliffs. As a refresher in NOVEMBER of 2024 the commission adopted through resolution 10 11 4619 the \$300 million regional funding framework summarized on the slide which committed \$300 million in regional funds for 12 operating assistance as complement to state sb125 funds. This 13 framework includes 49 million call out you see on your slide 14 15 in rm3 operating program funds which accounts for funds from 16 fiscal year 2024, 2025, and 2026 with rnm operating program as well as revenues that were earned prior to fiscal year 2024 17 18 but not yet distributed due to legal challenges rnm was under in early years of the program again these are program funds 19 the focus of today's presentation. Staff estimating roughly 18 20 21 million in rnm three operating program funds will be available 22 for express bus component this year includes boost to funding 23 due to increase which was implemented on JANUARY 502025. Programming levels from fiscal year 2026 reflect unmet 24 commitment of rm3 operating program fund went \$300 million 25



regional funding framework ever accounting for funds that were 1 available already in 2024, 2025 in addition to the 17.6 2 3 million in funding from the annual program 9 million in prior year's funds will be used in line with the regional funding 4 5 framework to fully meet the rm3 commitment outlined in that funding framework. Additionally aside from programming funds 6 for fiscal cliff support this year \$100,000 is also programmed 7 8 to county connection to help support local connections to bart. Next slide please. This slide breaks down how this 9 year's rnm three operating program funding is used in tandem 10 11 with past years rnm three funds as well as senate bill 125 or other regional funds to fully address the standardized 12 shortfalls through fiscal year 2026 for rnm three eligible 13 operators of the 49 million rnm three operating contribution 14 to fiscal cliff 22.8 million programmed across fiscal years 15 16 2024 and 2025 proposed programming for fiscal year 2026 would authorize final 26.7 million in rnm three funding that's been 17 18 committed funds complement sb125 or other regional funds to 19 fully address the standardized shortfalls for those rm3 eligible operators. Next slide highlights consideration for 20 you further detail. Fiscal year 2026 programming levels are 21 22 tied to standardized shortfalls that were identified by mtc 23 and our transit agency partners through sb125 funding framework process staff have communicated to our transit 24 agency partners that future rm3 funding levels beginning in 25



fiscal yee 27 are likely to vary in response to the changing 1 transit funding operations climate. And a new methodology for 2 3 distributing these funds MAY be implemented beginning in fiscal year 27. Moving to our second consideration as 4 5 mentioned previously around 24 million in rm3 revenues for express bus service were generated prior to fiscal year 23 6 when rnm three was under legal challenge but have not yet been 7 8 sdpursed. This time we have our colleagues from weta staff here to acknowledge fund available to rnm statute identified 9 fixed funding levels. Rnm three covid related reductions in 10 11 revenues express bus service by agreeing to receive that 58% that weta was supposed to receive beginning in year six in 12 year one we were able to make fund available for the other 13 express bus and tjpa sponsors. And so just to reiterate this 14 year 9 million of prior year funds will be used by programmed 15 to ac transit to offset their fiscal cliff in line with the 16 regional funding framework and staff will return with 17 18 recommendations on the use of remaining funds following 19 further analysis and coordination. Next slide please. So this concludes my presentation and again this staff recommendation 20 is referral of mtc resolution 46 where are six to the 21 commission for approval happy to take any questions. 22 23 chair, victoria fleming: thank you. Do we have any questions 24 from the commission? Chair noack? 25



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2	sue noack: just, you mentioned relooking at this in 2027. I
3	assume that's dependent on a measure passing in 2026? Is that
4	the reason for that?
5	
6	theresa rommell: yes in a sense. Mine, the statute, itself,
7	has requirements for express bus funding. But I believe if
8	there was no measure and fund were needed to address near-term
9	shortfalls, we would take a look at that as well.
10	
11	sue noack: thanks.
12	
13	chair, victoria fleming: commissioner?
14	
15	nathan miley: yes. Thank you. Maybe I should ask have asked
16	this question on the last item. On weta, are all the ferries
17	under weta's jurisdiction that operate on the bay.
18	
19	raleigh mccoy: there is also service provided guy beauing
20	bridge highway transportation district that operates service
21	on the bay.
22	
23	nathan miley: do they get any of these funds.
24	



raleigh mccoy: fund for ferry service are meant to be used by 1 2 weta however golden gate transit does receive rnm through 3 operating program funding for their express bus service across the richmond san rafael bridge corridor. 4 5 nathan miley: thank you. 6 7 8 chair, victoria fleming: all right seeing no more questions 9 from the commission. Public comment please. 10 board clerk: two members of the public in the zoom space 11 wishing to speak. How much time would you like to provide? 12 13 chair, victoria fleming: two minutes. 14 15 16 board clerk: roland lebrun if you could please unmute yourself. Your time begins now. 17 18 speaker: thank you. So, obviously I'm not exactly on record as 19 being a strong advocate, but in this case, moving forward, I 20 would like vta to be considered for this kind of appropriation 21 and I'm going to explain to you why. If you use the google 22 maps or whatever your favorite routing app is, and set your 23 origin at the caltrain diridon station in san jose, and the 24 destination to your location right now, which is 375 beale 25



street, and select transit, you're going to sort of something 1 2 quite extraordinary. That neither google nor none of the other apps are telling to you get on caltrain, what you need to do 3 is hop on the vta 522 express bus to the bay area station even 4 5 after electrification it is so much faster. So that's my two cents, so, for future consideration. Thank you. 6 7 8 board clerk: next we have aleta dupree. If you can please unmute yourself. Your time begins now. 9 10 11 speaker: thank you, chair fleming. Aleta dupree for the record, she and her with team folds. Our rm3 is clearly 12 important. I remember the long legal proceedings we meant 13 through to get that. And I guess I use what are called express 14 buses. I would think that the f-bus on the ac transit over the 15 16 bay bridge qualifies as that. It's a route that I use fairly 17 often, and the summary sheet shows that ac transit is getting \$11.7 million in funding. So, this is paying into a service 18 that I actually use. And just as with the last item, weta is 19 essential to get us around the bay and I have used various 20 21 routes on golden gate transit that operate between san francisco and in the north bay, marin county, et cetera, and I 22 have also used golden gate buses to within san francisco to go 23 up to just before you cross the bridge, there is that 24 visitor's center. And their offices where I have gone to their 25



meetings, the bus stop is right there. So we want to get this 1 money out on the street so it can get used. So, I'm looking 2 3 forward to us getting this passed so we can keep these basic services that I use going. Thank you. 4 5 clerk of the board: is no further public comment online, no 6 one in the boardroom wishing to speak and no written 7 8 correspond received. 9 chair, victoria fleming: all right. Thank you very much. Do I 10 11 have a motion and second to approve referral of mtc resolution number 4706? 12 13 speaker: I'll second. 14 15 16 chair, victoria fleming: all right. Can we have the vote? 17 board clerk: can we please repeat who the first was? 18 19 chair, victoria fleming: melgar. 20 21 22 board clerk: thank you melgar. 23 chair, victoria fleming: and manfree. 24 25

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    board clerk: chair fleming?
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3
    chair, victoria fleming: yes.
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    board clerk: vice chair melgar?
5
6
    v. Chair, myrna melgar: aye.
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8
9
    board clerk: commissioner abe-koga?
10
11
    margaret abe-koga: aye.
12
13
    board clerk: papan?
14
15
    gina papan: yes.
16
    board clerk: manfree?
17
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19
    amber manfree: aye.
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    board clerk: miley?
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23
    nathan miley: yes.
24
    board clerk: ramos?
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1 2 chair, belia ramos: yes. 3 board clerk: motion passes unanimously by all members present. 4 5 chair, victoria fleming: thank you. We'll give a moment for 6 staff to get up here for item 4a. California transportation 7 8 commission and state funding program update with kenneth kao. 9 kenneth kao: good morning commissioners. We have morning for 10 11 another seven minutes. I'll be presenting the ctc update and I'll make it brief. The item in your agenda packet is an 12 update from the last meeting which was in MARCH. But I did 13 want to highlight the MAY meeting which is coming up tomorrow 14 15 and friday, and we'll be meeting right here on the dais where 16 you're sitting right now. I want to highlight two additional events for your consideration. You should have received an 17 18 invite for this tomorrow morning there will be a caltrain electrification tour meeting here at 8:30 then in the 19 afternoon at 430 there will be reallocateded a reception held 20 21 by wts for ctc you should have received an invite for that and if you are planning to attend, and can't find that in your e-22 mail please let us know we'll be happy to forward that to you. 23 We look forward to welcoming to ctc tomorrow and friday here 24 at the metro center happy to answer any questions. 25



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    chair, victoria fleming: thank you. Anybody have any
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    questions?
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5
    kenneth kao: I'm sorry?
6
7
    chair, victoria fleming: use your mic.
8
9
    gina papan: where are people meeting?
10
11
    kenneth kao: for caltrain.
12
    gina papan: will it be here.
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14
15
    kenneth kao: here in the lobby at 8:30.
16
    chair, victoria fleming: thank you. Good stuff. Do we happen
17
    to have anybody online with any questions.
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19
   board clerk: no public comment no written dprpdz received and
20
21
    no one in the room space and no one in the boardroom wishing
22
    to speak.
23
    chair, victoria fleming: all right thank you very much that
24
    item was informational and it was informative, and we still
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1	have five more minutes of morning time. So well done. All
2	right we'll move to item five public comment on other
3	business.
4	
5	board clerk: no written correspond received and no one in the
6	zoom space and no one in the boardroom wishing to speak.
7	
8	chair, victoria fleming: item six adjournment the next meeting
9	of the programming and allocations will be held
10	





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