



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
WEB www.mtc.ca.gov

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

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

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

MTC PLANNING COMMITTEE
September 9, 2011
MINUTES

ATTENDANCE

Chair Spering called the MTC Planning Committee meeting to order at 9:31 a.m. Planning Committee members in attendance were: Vice Chair Halsted, Commissioners Giacopini, Green, Liccardo, Mackenzie, and Mullin. Commission Chair Tissier and Commission Vice Chair Worth were present in their ex-officio voting member capacity. Other Commissioners present as ad hoc members of the Committee were Bates, Cortese, Dodd, Sartipi, and Wiener.

CONSENT CALENDAR: Minutes of July 8, 2011

Commissioner Mackenzie moved approval of the Consent Calendar, Commissioner Halsted seconded. Motion passed unanimously.

EXPRESS LANE NETWORK AUTHORITY

Mr. Andrew Fremier, Deputy Executive Director, MTC presented details on the Regional Express Lanes Application to the California Transportation Commission (CTC). He noted that staff was seeking Commission approval to forward the application to the CTC. He presented some background information, summarized the application, and the financial analysis.

He noted that in order to protect MTC and regional transportation funds in the event of any financial shortfalls associated with the Express Lanes Network, staff recommends that the Bay Area Infrastructure Financing Authority (BAIFA) submit the CTC application to develop and operate the Network. BAIFA is an existing Joint Powers Authority between MTC and BATA that was originally established to finance the state contribution to the toll bridge seismic retrofit program and other potential transportation improvement projects in the region.

He noted that the Policy Advisory Council submitted a letter rejecting a motion to support the recommendation to submit an application to the CTC for the following reasons: 1) lack of excess revenues for transit; 2) impact on low-income commuters; 3) project performance assessment results not yet available for review; 4) potential to induce more auto use, and 5) San Mateo-101 corridor not in network.

In conclusion, Mr. Fremier stated that a presentation for information only will be made to the CTC at its September 15th meeting. The CTC will consider the application, for action at its meeting on October 26-27, 2011. CTC's authority to approve Express Lane projects expires on December 31, 2011.

Mr. Fremier requested that the Planning Committee recommend that the Commission adopt MTC Resolution No. 4030, which authorizes the BAIFA to submit an application to the CTC for authority to develop and implement an express lane facility on portions of I-80, I-880, I-680 and the Dumbarton and San Mateo-Hayward bridge approaches.

Public Comment:

- Mr. Marshall Loring, member of the Policy Advisory Council noted that he was unable to attend the Council meeting. He expressed his support in moving forward with the application to the CTC and disagreed with the position stated in the Policy Advisory Council letter.
- Mr. Rich Hedges reiterated the action taken at the Policy Advisory Council meeting.
- Mahasin Abdul-Salaam, Genesis, expressed her support of the Policy Advisory Council's concerns and expressed concerns that the Express Lane project does not support sustainable communities' goals.
- Parisa Fatehi-Weeks, Public Advocates, stated that this project has not been given the benefit of public input. She also agreed with the Policy Advisory Council's concerns.
- Daryl Halls, Solano Transportation Authority, encouraged the committee to support the CTC application.
- Art Dao, Alameda County Transportation Commission, encouraged the committee to support the CTC application.
- Azibuike Akaba, Regional Asthma Management and Prevention, was concerned with potential public health impacts of Express Lanes. He also expressed his support of the Policy Advisory Council's concerns.
- Wendy Alfsen, SF Bay WALKS, expressed her support of the Policy Advisory Council, and asked the committee to hold off on submitting the application.
- John Knox White, TransForm, submitted TransForm's proposed changes to the CTC application and MTC Resolution No. 4030. He stated the biggest change is that the I-80 extension between Vacaville and Yolo County be removed from the application.
- Jeff Hobson, TransForm, also discussed their proposed changes, which does not preclude tolling on I-880 from I-80 to Hegenberger in the application. He proposed application text changes regarding I-880, which removes "The application does not assume tolling on this segment, which has no existing HOV lane and no ready, affordable express lane solution" on Page 11; and, removes "Tolling is not proposed on this segment as part of this application" on Table 2, Page 12. He also requested if the application does go forward, that the resolution states that the express lane project is intended to meet the overall SCS targets.

Committee Comments:

- Commissioner Green expressed his support of the application. He was against Mr. Hobson's proposal regarding I-880 to Hegenberger because it would mean taking an existing mixed flow lane and making it a toll lane, which would affect lower-income people who live in that area. He also stated that he would be in favor of getting an Express Lane on U.S. 101 from Highway 92 up to the San Francisco Airport.
- Commissioner Liccardo expressed his support of the application and asked if there was a sensitivity analysis with respect to interest rates. Mr. Dave Peterson, Consultant, stated that rates prior to the financial turmoil in July 2011 were used, which are now considered to be conservative. Commissioner Liccardo also asked if there is going to be a level

playing field between the CMAs and the MTC in terms of which projects get prioritized for regional funding based on the objective criteria, or is MTC going to be getting priority and access to those funds? Mr. Steve Heminger stated that as of today that is difficult to say. He stated that in either the Base Case or the Conservative Case, which will need supplemental public funding/grant funding on the order of \$400-\$800 million; the region will need to develop priorities on how that public funding is assembled.

- Commissioner Mackenzie commented on the target analysis and noted that it does not show any great advantages that would be accrued by the implementation of the Network relative to the goals and Plan Bay Area. He stated that it is very important that staff demonstrates implementing this plan will result in an overall benefit.
- Commissioner Halsted expressed support of the application, but did indicate her disappointment that staff was not able to secure the Policy Advisory Council's support.
- Commissioner Bates expressed his support for Express Lanes, but also indicated that the outer region extensions should be the last implementation priority. Staff should have a strategy to implement HOV to Express Lane conversions first. He also expressed his concern with VMT, which seems that this project creates more of. He asked how this will improve sustainability within the region. Mr. Heminger stated two things: 1) system performance largely depends where you put land uses and what price people pay to travel; and 2) the proposal would bring a new source of revenue from voluntary contributions that will provide enormous benefit to carpoolers and bus users at no cost to them.
- Commissioner Mullin asked if we end up with net revenue someday and they get distributed, will they be distributed to the areas where toll lanes exist or is there going to be an equitable distribution around the Bay Area of those net revenues. Mr. Heminger stated that Santa Clara VTA expressed a preference that they manage any net revenue generated by the lanes in their jurisdictions, and would be the body making the decision in that piece of geography. In terms of the rest, today the Alameda lanes are separately authorized under the law and being managed by the agency in the jurisdiction. He noted that under this authority, staff would be able to reach a voluntary agreement with them to incorporate those lanes into our network, which would include the terms of the net revenue expenditures when they become available.
- Commissioner Spring commented that the I-80 extension helps Solano County since it is heavily impacted by recreational traffic, which paralyzes the county on weekends and holidays. He noted that Express Lanes create both mobility and a potential revenue source.

Commissioner Green moved approval to move forward with the application. Commissioner Liccardo seconded. Motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:55 a.m. The Committee's next meeting is scheduled for Friday, October 14, 2011 at 10:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.