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*Andrew B. Fremier*  
Deputy Executive Director, Operations

Policy Advisory Council  
March 13, 2013  
**Draft Minutes**

Vice-Chair Egon Terplan called the meeting to order at 1:35 p.m. Members in attendance were Naomi Armenta, Cathleen Baker, Jim Blacksten, Richard Burnett, Carlos Castellanos, Bena Chang, Elizabeth Clary, Wilbert Din, Dolores Jaquez, Randi Kinman, Federico Lopez, Marshall Loring, Tanya Narath, Tina King Neuhausel, Kendal Oku, Lori Reese-Brown and Gerald Rico. **Excused:** Sandi Galvez, Linda Jeffery Sailors and Dolly Sandoval. **Absent:** Joanne Busenbark, Richard Hedges, Yokia Mason, Frank Robertson, and Alan Talansky.

**Approval of January and February 2013 Meeting Minutes**

The minutes of the January 9, 2013 meeting were unanimously approved after a motion by Mr. Din and a second by Mr. Loring. Ms. Jaquez abstained from the vote.

The minutes of the February 13, 2013 meeting were unanimously approved after a motion by Mr. Burnett and a second by Mr. Lopez. Ms. Neuhausel abstained from the vote.

**Public Comment**

There was no public comment.

**Subcommittee Reports**

Ms. Armenta reported that the Equity & Access Subcommittee did not meet this month and the Equity Working Group meeting has been postponed until Thursday, March 28<sup>th</sup> at 11:00 a.m.

**Express Lane Network**

MTC Deputy Executive Director of Operations Andrew Fremier and Principal Planner Lisa Klein gave an overview of the environmental justice considerations for the Regional Express Lane Network. They also updated the Council on MTC and BATA committee actions relative to the Bay Area Infrastructure Finance Authority (BAIFA) and its responsibility in creating policies specific to the network.

Following the report, Vice Chair Terplan called for public comment, and Jeff Hobson of TransForm commented that Express lanes can be a powerful tool only if they are leveraged to create more transportation options. It is good that MTC is focusing on converting existing HOV lanes to Express lanes. However, the current proposal fails to harness the potential of Express lanes, and TransForm is advocating for a smarter plan that prioritizes innovation, choice and equity.

### **Express Lane Network (continued)**

Mr. Hobson pointed out that millions of dollars would be spent on converting existing carpool lanes and constructing new Express lanes, while no money is being spent on optimizing existing mix-flow lanes, expanding transit and low-income mitigations. This seems unbalanced and focuses too much on moving more vehicles instead of moving more people. There needs to be more commitment to dedicating revenues to provide more public transit and as a downpayment on other ways to influence demand. MTC also needs to analyze whether the benefits of the system are being distributed equitably. Vice Chair Terplan asked Mr. Hobson to submit his comments to the Council in writing.

The Council went on to ask clarifying questions and make the following comments:

- Council members reiterated a previous concern that there is no current plan to use Express lane revenues to fund transit service. There needs to at least be a goal to work towards providing funds for transit with future Express lane revenues.
- Council members agreed with MTC's plan to convert existing lanes instead of expanding the freeway system.
- MTC should explore the possibility of all-lane pricing.
- BAIFA membership should include representatives from other counties, and not just those that have planned express lanes.
- In presenting Express lanes as a current congestion solution, MTC should focus on its past successes in forwarding public transportation.
- MTC should provide a report of money spent over the years on HOV lanes and gap closures versus innovative ways to get people off of freeways, highway expansions and/or improvements.
- Rather than presenting anecdotal comments from surveyed individuals who support a certain position, staff should provide the entire focus group survey/report.
- The proposed lanes are not an equitable solution for everyone, especially low-income populations. In addition, there is no value to the minority population, specifically in central Contra Costa County.
- Concern was expressed regarding toll enforcement and collection.
- MTC needs to consider a cash payment option to remove barriers for the unbanked.
- The equity analysis needs to show how the benefits are distributed equitably, as well as take into consideration the trend of foreclosed homes over the last 20 years (i.e., the Express lane map appears to mirror the region's foreclosed areas).
- MTC needs to focus on fixing current issues — such as buses and paratransit being prohibited from traversing through the Caldecott Tunnel and creating a true express bus system — before attempting to build an express lane network.
- Concern was expressed over MTC collaborating on the region's Express lane network in areas of the network that it has no jurisdiction over.
- The costs and benefits of the Freeway Performance Initiative will continue to change in future RTP's.

### **Express Lane Network (continued)**

Ms. Baker moved and Ms. Kinman seconded a motion to ask MTC to further analyze conversion of existing mix-flow lanes to Express/HOT lanes. Ms. Reese-Brown and Mr. Castellanos amended the motion to include analyzing use of funds for other innovative approaches for public transportation. The motion, as amended, passed unanimously.

Ms. Kinman moved and Mr. Blacksten seconded a motion for MTC staff to conduct and complete an analysis for a system of collection of revenues. The motion passed unanimously.

### **Priority Development Area (PDA) Feasibility and Readiness Assessment**

MTC planner Therese Trivedi and Darin Smith of Economic and Planning Systems (EPS) presented the conclusions and results of the Priority Development Area (PDA) development readiness and feasibility assessment conducted by EPS. Ms. Trivedi noted that the final report will be completed later this month.

The Council asked clarifying questions and then made the following comments:

- Concern was expressed over how the list of constraints were weighted and prioritized.
- County parking ratios and policies should be added as appendices to the report.
- Council members expressed their appreciation to MTC for conducting this assessment.
- MTC staff should remind elected officials and local leaders of their adopted PDAs.
- Concern was expressed that the level of community support may not be accurately reflected in each county.

Mr. Castellanos moved and Mr. Blacksten seconded a motion for MTC and ABAG staff to consider making eligibility for OneBayArea Grant (OBAG) funds reflective of the diversity of the kind of needs in the PDAs, and flexible in considering different types of proposed projects. Ms. Baker clarified that the Council is also looking for information on the Growth and Investment Strategy to be presented to the Council earlier than originally planned in 2014. Ms. Trivedi clarified that OBAG funds are transportation dollars, and have parameters and criteria based on the guidelines for the funding. The motion passed unanimously.

Vice Chair Terplan had to leave and asked Ms. Kinman to chair the remainder of the meeting.

### **Staff Liaison Report**

Staff liaison Pam Grove presented her report to the Council, highlighting the Plan Bay Area and EIR public hearing schedule.

### **Council Member Reports**

Ms. Baker reminded Council members that Bike to Work Day is scheduled for May 8<sup>th</sup>.

Ms. Neuhausel announced the 2<sup>nd</sup> Annual East Bay Sustainability Challenge hosted by Sustainable Contra Costa is scheduled for May 18-19, 2013.

**New Business**

There was no new business.

**Adjournment/Next Meeting**

The meeting was adjourned at 3:50 p.m. The next Policy Advisory Council meeting is scheduled for April 10, 2013 in the Auditorium, Joseph P. Bort MetroCenter, Oakland, California.

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