



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Policy Advisory Council Equity & Access Subcommittee

Veda Florez, Chair

Anne Olivia Eldred, Vice Chair

Members

*Richard Burnett, Rick Coates, Christina Gotuaco,
Richard Hedges, Michelle Hernandez, Michael Lopez,
Rahmon Momoh, and Daisy Ozim*

Alternates

Jim Blacksten, Randi Kinman, and Terry Scott

Monday, June 22, 2020

9:05 AM

Yerba Buena - 1st Floor (REMOTE)

The Policy Advisory Council Equity and Access Subcommittee will meet on Monday, June 22, 2020 at 9:05 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Equity and Access Subcommittee members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to Equity and Access Subcommittee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Equity and Access Subcommittee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/95537248248>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 955 3724 8248

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

1. Welcome

Veda Florez, Equity & Access Subcommittee Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (6).

3. Blue Ribbon Transit Recovery Task Force Update

Randi Kinman, Policy Advisory Council Chair

4. [20-0929](#) MTC Express Lanes Equity Update

Update on staff's plan to address equity in express lanes.

Action: Information

Presenter: Pierce Gould

Attachments: [4 Express Lanes and Equity.pdf](#)

5. New Business

Members of the subcommittee may bring up new business for discussion or addition to a future agenda.

6. Public Comments / Other Business

Note: The subcommittee will not take action on items not listed on today's agenda.

*Equity and Access Subcommittee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9.*

7. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council Equity and Access Subcommittee will be held Thursday, July 30, 2020 at 1:05 p.m. remotely and by webcast.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0929	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	6/2/2020	In control:		Policy Advisory Council Equity & Access Subcommittee	
On agenda:	6/22/2020	Final action:			
Title:	MTC Express Lanes Equity Update				

Update on staff's plan to address equity in express lanes.

Sponsors:

Indexes:

Code sections:

Attachments: [4 Express Lanes and Equity.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Express Lanes Equity Update

Update on staff's plan to address equity in express lanes.

Presenter:

Pierce Gould

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission
Policy Advisory Council Equity & Access Subcommittee

June 22, 2020

Agenda Item 4

MTC Express Lanes Equity Update

Subject: Update on staff's plan to address equity in express lanes.

Background: Express lane operator staff are completing a strategic planning process to inform the scope of the Regional Express Lanes Network in Plan Bay Area 2050 (PBA 2050) and explore issues and policies for the Network. As part of the project performance evaluation phase of PBA 2050, express lanes were evaluated and given a 'challenge' rating relative to equity, meaning that project benefits skew towards higher income individuals. Separately, staff received significant public comment that affordability of express lanes is a concern prior to the Bay Area Infrastructure Financing Authority (BAIFA) adopting tolling rules for the I-880 Express Lanes. As a result, staff has been working internally and with other express lanes operators on how to make express lanes more equitable for low-income individuals.

In March 2020, MTC staff updated this subcommittee on the creation of the Express Lanes Strategic Plan and its work to explore strategies to further equity. At the time, staff planned to research and prepare a series of white papers, including one on equity. The subcommittee was clearly interested in making express lanes more accessible to low-income individuals through near-term action. This was underscored at the May 2020 meeting of the Policy Advisory Council. Staff listened to the criticism and is proposing a means-based toll pilot as a near-term action. At the June Operations Committee meeting, MTC staff committed to pilot a means-based toll on its express lanes (those operated BAIFA). MTC staff will repurpose the white paper effort on activities to implement the pilot. Staff will seek input from the low-income community during pilot design to address needs and the evaluation for 'lessons learned'. In addition to the pilot, MTC is seeking a commitment from other express lanes operators to support means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity for all Bay Area express lanes.

Staff will present the sketch concept for a means-based toll discount pilot and 'next steps' for discussion and feedback at the June 22 meeting.

Attachments: PowerPoint



Equity: Plan Bay Area 2050 & Express Lanes

Policy Advisory Council's Equity & Access Subcommittee

June 22, 2020

Approach to Equity Has Evolved Over Time

Before:

Express lanes are a choice

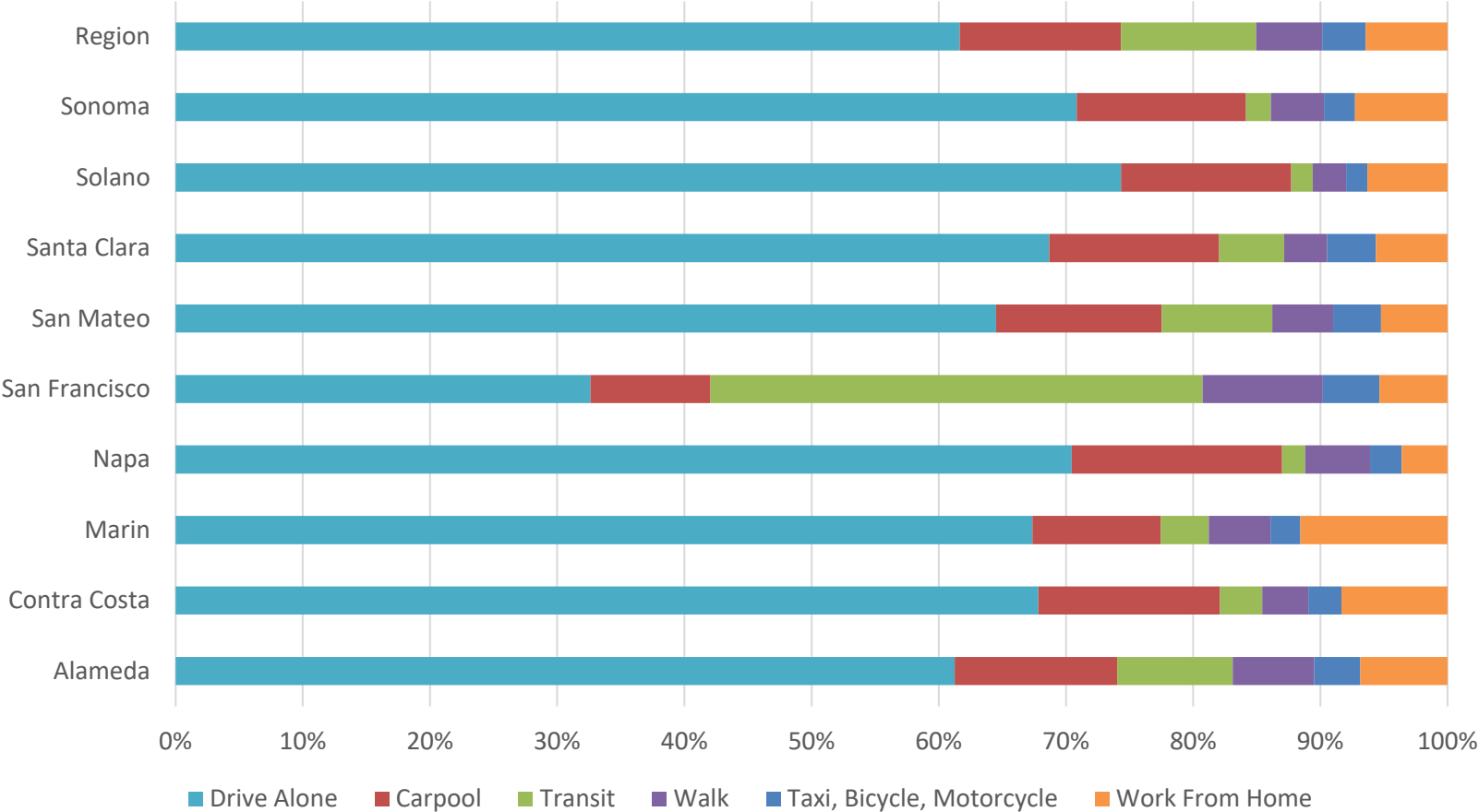
Now:

**Choice is limited without
the means to pay**



Photo - Sharon McCutcheon, unsplash.com

A majority of low-income workers are drivers



62% of workers making less than \$35,000 per year drive alone to work, region-wide

Source: U.S. Census American Community Survey, 2018, 5-Year Average
Note: Individuals with less than \$35,000 have been categorized as low-income.

Plan Bay Area 2050 and Equity

- Examines projects through a social equity lens
- All persons should have fair & equal access to opportunity
- Express lanes: Equity Challenges
 - Benefits skew to higher income



MTC's commitment to equity for express lanes

- Issue: low-income adults cannot afford to use express lanes and transit may not be an equally good option
- Opportunity to expand customer base
- MTC seeks commitment to means-based discount in Plan Bay Area 2050
- Near-term pilot on BAIFA's express lanes
 - Leverage tools and rules of Clipper START pilot
 - Engage low-income drivers in pilot design
 - Operations & toll discount paid for by express lanes tolls

Pilot: BAIFA express lanes

D

I-680 Contra Costa

G

E

I-880



Potential pilot goals

IMPLEMENTATION

AWARENESS



Customers aware of program

POSITIVE EXPERIENCE



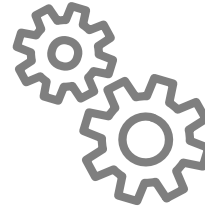
Easily accessible

FINANCIAL VIABILITY



Feasible for operators and region

ADMINISTRATIVE FEASIBILITY



Management feasible

IMPACT

AFFORDABILITY



Participants less burdened

INCREASED ACCESS



Access to opportunities

Synergies with Clipper START pilot

Clipper START

Pilot Locations

- 4 transit agencies (BART, Caltrain, Golden Gate Transit, SF Muni)

Eligibility

- Adults earning 200% or less of federal poverty level (~\$52,000 for family of four)

Implementation

- Offered through Clipper
- Duration: 18 months
- Centrally administered: Customer services systems and eligibility contractor
- Outreach: Social service agencies, community-based organizations & advertising

BAIFA Pilot

Pilot Location(s)

- BAIFA express lanes (I-680 Contra Costa and/or I-880)

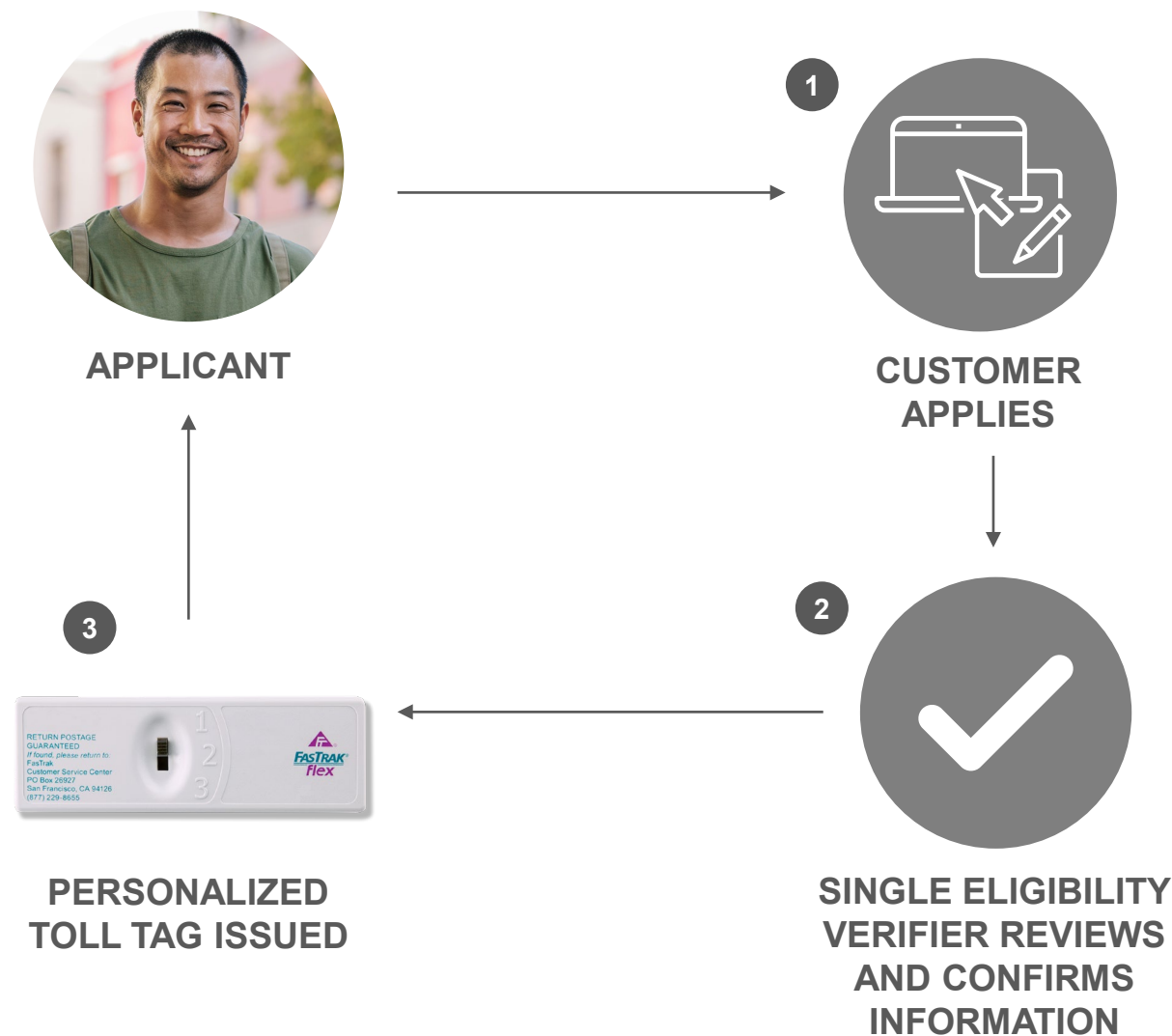
Eligibility

- Adults earning 200% or less of federal poverty level (~\$52,000 for family of four)

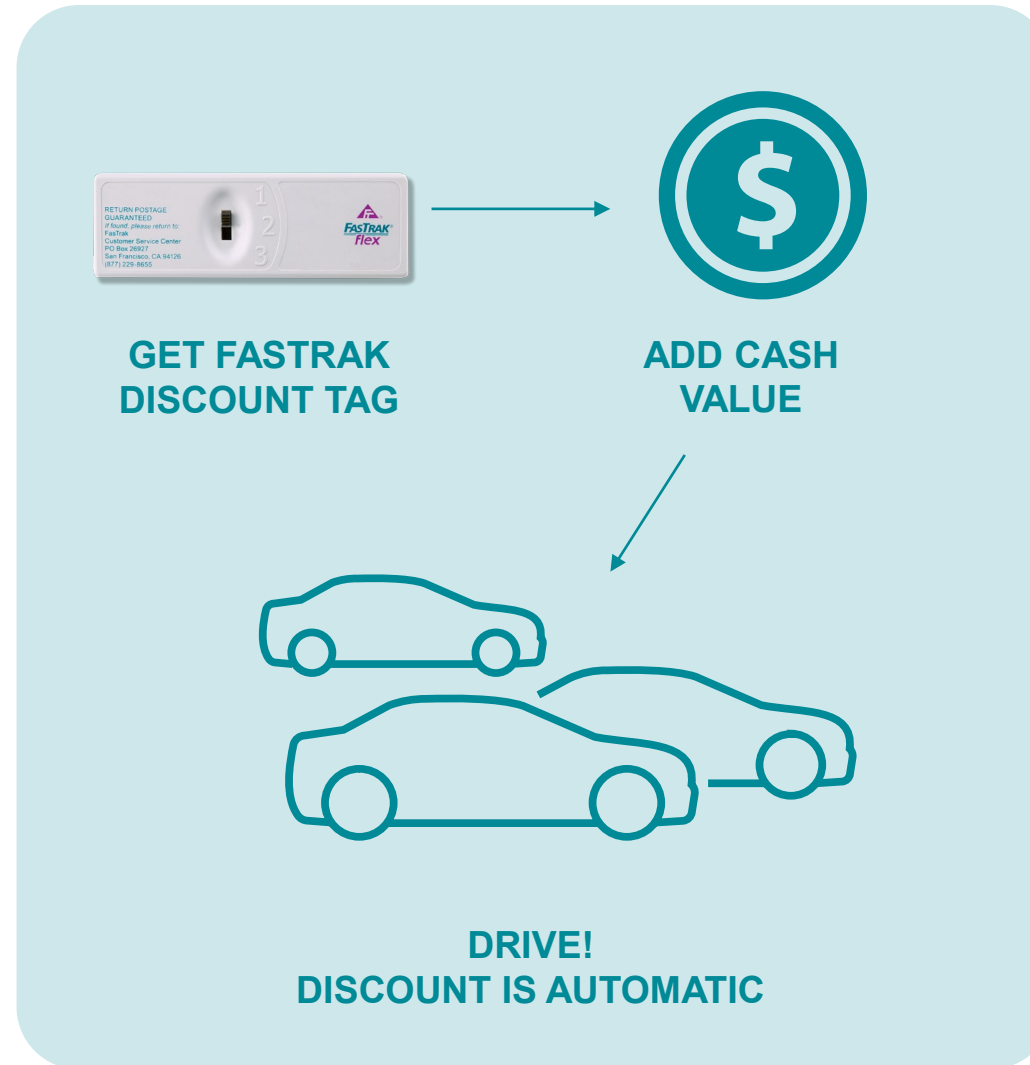
Implementation

- Offered through FasTrak[®]
- Duration: to be determined
- Centrally administered: Customer service systems and eligibility contractor
- Outreach: Social service agencies, community-based organizations & advertising

Simple application process like Clipper START



Pay less in the express lane as a solo driver



Pilot next steps

- Scan peer agencies and projects (underway)
- Create work plan (1-2 months)
 - Scope & schedule
 - Use & operations
 - Cost & funding
 - Public/community involvement & outreach
 - Evaluation & coordination
- Align resources as needed (funds, staff, contractors)
- Implement work plan

Discussion ‘food for thought’

- Does this group support the pilot concept?
- If BAIFA has to prioritize one pilot corridor, should it be I-680 Contra Costa or I-880? Why?
- How can BAIFA make sure that the perspective of low-income individuals is factored into the pilot?
- How should this group be involved in the pilot?