

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



DECEMBER 11, 2020

OPERATIONS COMMITTEE

FRIDAY, DECEMBER 11TH, 2020

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DAMON CONNOLLY, V. CHAIR: GOOD MORNING. WE'LL CALL THE MTC OPERATIONS COMMITTEE MEETING TO ORDER FOR FRIDAY DECEMBER 11TH. WELCOME EVERYBODY, AND IF WE COULD ROLL THE COVID-19 TAPE. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR, PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING VIA ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD,



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1 BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN
2 CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO,
3 AND SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM
4 ON THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR
5 ALL ACTION ITEMS. PANELISTS SHOULD NOTE THAT THE CHAT FEATURE
6 IS NOT ACTIVE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM
7 EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

8

9 **DAMON CONNOLLY, V. CHAIR:** MARTHA IF YOU CAN CALL THE ROLL AND
10 CONFIRM A QUORUM.

11

12 **CLERK OF THE BOARD:** COMMISSIONER AHN?

13

14 **EDDIE AHN:** HERE.

15

16 **CLERK OF THE BOARD:** COMMISSIONER CONNOLLY?

17

18 **DAMON CONNOLLY, V. CHAIR:** HERE.

19

20 **CLERK OF THE BOARD:** COMMISSIONER GIOCAPINI, NON-VOTING?

21

22 **DAMON CONNOLLY, V. CHAIR:** HERE.

23

24 **CLERK OF THE BOARD:** COMMISSIONER LICCARDO?

25



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1 **SAM LICCARDO:** PRESENT.

2

3 **CLERK OF THE BOARD:** COMMISSIONER MACKENZIE?

4

5 **JAKE MACKENZIE:** PRESENT.

6

7 **CLERK OF THE BOARD:** COMMISSIONER RABBIT?

8

9 **DAVID RABBIT:** HERE.

10

11 **CLERK OF THE BOARD:** COMMISSIONER SLOCUM? COMMISSIONER SPERING?

12

13 **JAMES P. SPERING:** PRESENT.

14

15 **CLERK OF THE BOARD:** THANK YOU. COMMISSIONER STRACNER, NON-
16 VOTING? WE HAVE A QUORUM.

17

18 **DAMON CONNOLLY, V. CHAIR:** THANKS. AGENDA ITEM TWO, WE'RE GOING
19 TO DO THE PLEDGE OF ALLEGIANCE. [PLEDGE OF ALLEGIANCE] "I
20 PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA,
21 AND TO THE REPUBLIC FOR WHICH IT STANDS, ONE NATION UNDER GOD,
22 INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL."

23

24 **DAMON CONNOLLY, V. CHAIR:** OKAY. MOVING TO AGENDA ITEM THREE,
25 COMPENSATION ANNOUNCEMENT.



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1

2 **CLERK OF THE BOARD:** AS AUTHORIZED BY STATE LAW I AM MAKING THE
3 FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY
4 WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP TO A
5 MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A
6 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
7 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

8

9 **DAMON CONNOLLY, V. CHAIR:** THANKS MARTHA AGENDA ITEM FOUR IS
10 CONSENT. DO I HAVE A MOTION AND SECOND TO APPROVE THE CONSENT
11 CALENDAR?

12

13 **SAM LICCARDO:** SO MOVED. LICCARDO.

14

15 **KATHLEEN KANE:** I'M SORRY TO INTERRUPT BUT JUST TO MAKE SURE WE
16 DIDN'T HAVE ANY MEMBERS OF THE PUBLIC TO PULL ITEMS FROM
17 CONSENT?

18

19 **CLERK OF THE BOARD:** THERE WERE NO MEMBERS OF THE PUBLIC WHO
20 SUBMITTED PUBLIC COMMENT AND NO HANDS RAISED.

21

22 **DAVID CORTESE, CHAIR:** MOTION FROM LICCARDO. DO I HAVE A
23 SECOND?

24

25 **JAKE MACKENZIE:** SECOND. MACKENZIE.



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1

2 **DAVID CORTESE, CHAIR:** ROLL CALL PLEASE.

3

4 **CLERK OF THE BOARD:** [ROLL CALL VOTE] PASSES UNANIMOUSLY WITH
5 ALL MEMBERS PRESENT

6

7 **DAVID CORTESE, CHAIR:** AGENDA ITEM 5A, NEXT GENERATION CLIPPER
8 CT SYSTEM INTEGRATOR, CONTRACT CHANGE ORDER. NEXT GENERATION
9 CLIPPER SYSTEM INTEGRATION BAY AREA RAPID TRANSIT SAN
10 FRANCISCO MUNICIPAL TRANSPORTATION AGENCY WITH EXERCISE OF
11 OPEN PAYMENT OPTION FOR CUBIC TRANSPORTATION SYSTEMS, INC.
12 JASON WEINSTEIN WILL PRESENT THIS ITEM.

13

14 **JASON WEINSTEIN:** GOOD MORNING COMMISSIONERS. JASON WEINSTEIN,
15 STAFF. BEFORE I DIVE INTO THIS ITEM, I WANT TO GIVE YOU SOME
16 GREAT NEWS WITH REGARD TO CLIPPER AND BART. BART IS NOW 100
17 PERCENT CLIPPER ONLY. IF YOU HAVE A PAPER TICKET YOU CAN GET
18 IN OR OUT OF THE STATION, BUT YOU CAN'T BUY A PAPER TICKET
19 ANYMORE AT A BART STATION. YOU CAN GET CLIPPER, AND RELOAD
20 CLIPPER AT ANY APART STATION. WANTED TO SHARE THAT WITH YOU
21 BEFORE I GOT STARTED. FIRST IS APPROVAL FOR CHANGE ORDER
22 CONTRACT WITH CUBIC, AND REALLY WE BELIEVE STRENGTHENS OUR
23 IMPLEMENTING THE NEXT GENERATION. WHEN WE EXECUTED THE NEXT
24 GENERATION SYSTEM INTEGRATOR, OUR PLAN WAS TO LEVERAGE BART
25 AND MUNI CARD READERS FOR THAT INTEGRATION. PROPOSED APPROACH



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1 OF THE TOTAL COST OF IMPLEMENTATION EXISTING DESIGN HOWEVER
2 WHEN WE BEGAN PLANNING ACCOUNT BASED DESIGN YOU REALIZE THIS
3 EQUIPMENT STRATEGY IMPLEMENTING THE NEW CARD READERS WITH ALL
4 OPERATORS WITH THE EXCEPTION OF BART CREATED LIMITATION ONE
5 WAS THE ABILITY TO OFFER OPEN PAYMENTS, THE ABILITY TO ACCEPT
6 CREDIT AND DEBIT CARDS FOR PAYMENT. WORKING PRIMARILY WITH
7 BART STAFF WE'RE BRINGING A SOLUTION FORWARD TODAY WITH
8 ADVANTAGES INCLUDING THE FOLLOWING. DEVELOPING FUNCTIONALITY
9 WHEN THE ACCOUNT BASED SYSTEM GOES LIVE IN 2022 RATHER THAN A
10 FEW YEARS LATER. SEPARATES BART AND CRITICAL CONTROL FUNCTION
11 SUCH AS TRAIN CONTROL AND OTHER LIFE SAVE THE ISSUES FROM
12 CLIPPER TRANSACTIONS, AND IMPLEMENTING CLIPPER CARD READER IN
13 NEXT GENERATION SYSTEM RATHER THAN A MIX OF LEGACY PLATFORM.
14 THIS IS A RESULT OF MTC CLIPPER STAFF, TRANSIT OPERATOR STAFF
15 AND CUBIC AND THE TRANSIT GENERAL MANAGERS WHO MAKE UP THE
16 CLIPPER EXECUTIVE BOARD WHO UNANIMOUSLY VOTED TO APPROVE IT IN
17 TERMS OF FINANCIAL IMPLICATIONS OUR ORIGINAL COST TO THE OPEN
18 PAYMENTS WAS GOING TO BE AROUND \$13.3 MILLION. OPTION STAFF IS
19 RECOMMENDING TODAY INCLUDES EXERCISING THE OPEN PAYMENT
20 FUNCTION NOW AS COMPANION WORK TO THE WORK WE'RE DOING FOR ALL
21 OF THE REST OF THE NEW SYSTEM FOR A TOTAL COST OF \$13.6
22 MILLION. SO THIS IS GOING TO ALLOW US TO MEET BART'S
23 INTEGRATION NEEDS IMPLEMENT OPEN PAYMENTS FOR ALL
24 PARTICIPATING TRANSIT OPERATORS AS EARLY AS 2022 FOR ONLY
25 \$330,000 MORE THAN WE WOULD HAVE PAID TO EXERCISE THIS OPTION



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1 LATER THAN 2024. IN TERMS OF THE TECHNICAL APPROACH THERE ARE
2 THREE PRIMARY COMPONENTS CUBIC STALLS NEXT GENERATION CARD
3 READERS ON BART CASE AND MUNI PAVING THE WAY FOR OPEN PAYMENT
4 SYSTEM. AND SUPPORTS SOFTWARE FOR OPEN PAYMENTS. BART WILL
5 FUND INTERNAL NETWORK FOR FUNCTIONS WITHIN THEIR SYSTEM. OTHER
6 NETWORK NEEDS CRITICAL TO BART MAINLY TRAIN CONTROL AND OTHER
7 LIFE SAVINGS THINGS ARE DISTANT FROM THE CLIPPER NETWORK
8 STRENGTHENING SECURITY OF BART SYSTEMS. IN TERMS OF FUNDING
9 MTC STAFF HAS IDENTIFIED FUNDING THAT WILL FUND THIS WORK
10 THAT'S DEPENDENT ON FUTURE COMMISSION ACTION OF APPROVING THE
11 TRANSIT CAPITAL PRIORITIES PROGRAM. MTC STAFF IS PLANNING ON
12 PRESENTING THE TRANSIT CAPITAL PRIORITY PROGRAM TO THE
13 COMMISSION IN THE FIRST QUARTER OF 2021 AND WE NOTE THIS
14 COMMITMENT OF THE PROGRAM. MTC STAFF IS PLANNING AND FINALLY
15 STAFF RECOMMENDS APPROVAL OF ONE MORE CONTRACT CHANGE ORDERS,
16 OR AMENDMENTS WITH CUBIC IN THE AMOUNT NOT TO EXCEED \$13.6
17 MILLION TO IMPLEMENT NEW CARD READERS ON BART SFMTA AND TO
18 IMPLEMENT OPEN PAYMENTS FOR ALL PARTICIPATING CLIPPER
19 OPERATORS, THAT IS MY REPORT. AND I'M HAPPY TO ANSWER ANY
20 QUESTIONS.

21

22 **DAMON CONNOLLY, V. CHAIR:** THANK YOU JASON. WE'LL MOVE TO
23 COMMISSIONER COMMENTS. COMMISSIONER LICCARDO?

24



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1 **SAM LICCARDO:** THANK YOU CHAIR. I SAW THAT THERESE ALSO HAD HER
2 HAND UP. I'M HAPPY TO WAIT UNTIL SHE'S HAD AN OPPORTUNITY TO
3 SPEAK.

4

5 **DAMON CONNOLLY, V. CHAIR:** SOUNDS GOOD. THERESE.

6

7 **SAM LICCARDO:** THERESE, I THINK YOU MIGHT BE MUTED.

8

9 **THERESE MCMILLAN:** OH SORRY. YES. I JUST WANTED TO COMMEND
10 STAFF FOR REALLY THINKING CREATIVELY, AND TAKING THE
11 OPPORTUNITY WHEN YOU SEE IT TO ADVANCE A SOLUTION, QUITE
12 FRANKLY, THAT HAS BEEN ON OUR RADAR FOR, I THINK, WELL OVER A
13 YEAR, WHERE IT WAS A PUSH FOR US TO CONSIDER HOW WE COULD
14 ACCELERATE THE TRENDS OF NEW TECHNOLOGY COMING IN, IN THIS
15 SPACE, AND AT THE SAME TIME, WE WERE VERY MINDFUL OF WANTING
16 TO BUILD A VERY SUCCESSFUL SYSTEM THAT HAS BEEN PENETRATING
17 THE PUBLIC THAT WAS THE BASIS FOR, FOR EXAMPLE, CLIPPER START
18 AND A NUMBER OF INNOVATIONS. SO I JUST WANTED TO SAY THAT THE
19 STAFF DESERVES A LOT OF CREDIT, AND WELL WITHIN OUR TRANSIT
20 PARTNERS. YOU KNOW, BART WORKED CLOSELY WITH US ON THE
21 ACCOMMODATION AND THE CLIPPER BOARD WHICH IS ALL OF OUR MAJOR
22 OPERATORS REALLY EMBRACED THAT AS A WAY OF THREADING THAT
23 PROVERBIAL NEEDLE IN TERMS OF TAKING ADVANTAGE OF
24 OPPORTUNITIES WHEN THEY ARISE. SO JUST WANTED TO MAKE THAT
25 COMMENT. THANKS.



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1

2 **DAMON CONNOLLY, V. CHAIR:** THANK YOU. COMMISSIONER LICCARDO?

3

4 **SAM LICCARDO:** THANK YOU. I APPRECIATE THOSE COMMENTS. NOT TO
5 SOUND LIKE A DEBBIE DOWNER, BUT 13 AND A HALF MILLION IS A
6 LARGE CHANGE ORDER. SO, YOU CAN HELP ME UNDERSTAND BETTER, IS
7 -- CHANGE ORDERS FOR THINGS UNSEEN, IT SEEMS THIS WAS
8 FORESEEABLE. SO QUESTION ONE WOULD BE, WHY WOULDN'T THIS HAVE
9 BEEN PART OF NEGOTIATIONS IN THE ORIGINAL CONTRACT. AND THEN
10 QUESTION TWO WOULD BE, GIVEN THE FACT THAT THERE IS BEST NEW
11 DEMANDS PLACED ON THIS, BY VIRTUE OF BART, ESSENTIALLY FUNDING
12 CREATING A SEPARATE NETWORK, IS BART GOING TO PICK UP ANY OF
13 THIS TAB? MY UNDERSTANDING IS THEY HAVE CREATED AND ADDED AN
14 ELEMENT OF COMPLEXITY TO THIS THAT WE WOULD NOT HAVE OTHERWISE
15 HAD. AND IF THERE ARE SAVINGS A RESULT OF THIS WHICH IS
16 SUGGESTED IN THE STAFF MEMO, THERE ARE ANY QUANTITATIVE
17 SAVINGS. SORRY TO THROW THREE QUESTIONS AT YOU BUT I SUSPECT
18 THEY MAY BE RELATED.

19

20 **JASON WEINSTEIN:** THIS WAS SOMETHING WE ANTICIPATED IN OPTION
21 PRICE IN TERMS OF OPEN PAYMENTS WE ALSO HAD PRICING FOR
22 DEVICES THAT WE'RE ACTUALLY GOING TO PURCHASE TO INSTALL IN
23 SFMTA AND BART GATES. IT'S JUST AT THE TIME WE WERE LOOKING TO
24 SAVE COSTS WHEN WE EXECUTED THE INITIAL CONTRACT BY USING
25 LEGACY DEVICES. WHAT WE WERE ABLE TO DO WHEN TALKING WITH THEM



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1 WAS FIGURE OUT A WAY TO REDUCE WHAT THE ENGINEERING COST MIGHT
2 BE RATHER THAN WAITING UNTIL THE END TO BE ABLE TO KIND OF GET
3 IT SUCH THAT EVEN THOUGH WE WERE GOING TO BE DOING IT NOW, THE
4 COST WOULD ESSENTIALLY BE THE SAME. SO I THINK THAT WAS THE
5 FIRST PART. IN TERMS OF THE BART NETWORK, THEY WERE GOING TO
6 FUNDS THAT ALL ON THEIR OWN. SO, WE ARE -- CLIPPER AND MTC ARE
7 PICKING THAT UP.

8

9 **SAM LICCARDO:** I'M SORRY. I THOUGHT BY VIRTUE OF CREATING A
10 SEPARATE NETWORK THERE WERE ADDITIONAL COSTS IMPOSED ON US AND
11 THE CLIPPER SYSTEM? AM I WRONG ABOUT THAT?

12

13 **JASON WEINSTEIN:** WITHIN A COUPLE HUNDRED DOLLARS. THE ITEMS
14 WERE PRICED FOR THE MOST PART IT'S NOT THAT WE PLAN ON
15 EXECUTING THEM NOW BUT WE'RE THINKING ABOUT ASSESSING HOW THE
16 PROGRAM WENT AND MAYBE DETERMINE IF WE WOULD EXECUTE THE OPEN
17 PAYMENTS OPTION LATER, BUT GIVEN SOME OF THE THINGS THAT WE'RE
18 SEEING IN TERMS OF, YOU KNOW, INCREASED DESIRE TO HAVE
19 CONTACTLESS PAYMENTS AND OTHER WAYS FOR PEOPLE TO PAY, BEING
20 ABLE TO EXERCISE THOSE SOLVE A COUPLE OF PROBLEMS, ONE OUR
21 ABILITY TO BE ABLE TO SEPARATE THINGS AND ALSO BE ABLE TO
22 PRICE AN ADDITIONAL BENEFIT.

23

24 **CAROL KEUSTER:** IF I COULD JUST ADD. THERE ARE SEVERAL MOVING
25 PARTS HERE. ON BALANCE, THE NET NET IS THERE IS A SAVINGS. BUT



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1 LET ME BREAK IT DOWN. THE INTERNAL NETWORK THAT BART REQUIRES,
2 BART WILL FIND AND DELIVER. THEY ARE COMMITTED TO THAT. THE
3 NEXT GENERATION DEVICES FOR BART AND MUNI, THAT JASON RIGHTLY
4 SAYS THAT WE HAD PREVIOUSLY PRICED, BUT WE HAD, BECAUSE WE
5 WERE -- WE HAD IT IN THE COURSE OF THE BAFO AND RFP IN COST OF
6 EFFECTIVENESS, AND CUBIC BROUGHT US A PROPOSAL THAT SAID WE
7 CAN REUSE THE DEVICES IN THE STATIONS FOR BART AND MUNI
8 WITHOUT UPGRADING THEM. WE THOUGHT ON BALANCE THAT WAS FINE,
9 AND THAT WAS A GOOD COST SAVINGS MEASURE. BUT THEY DID HAVE
10 LIMITATIONS OF NOT BEING ABLE TO SUPPORT CONTACTLESS PAYMENT
11 AND CREDIT AND DEBIT PAYMENT AND INTRODUCED TWO DIFFERENT
12 TYPES OF READERS THAT HAVE TO BE MAINTAINED AND OPERATED. AT
13 THE TIME WE THOUGHT THAT WAS A COMPROMISE WORTH MAKING. BUT
14 THE TWO THINGS THAT HAVE GOTTEN US HERE TODAY IS THE INTENSE
15 WORK WITH BART TO MAKE SURE THAT WE CAME UP WITH THE DESIGN
16 THAT WAS MUTUALLY AGREEABLE TO THE CLIPPER PROGRAM AND TO BART
17 IN TERMS OF NETWORK SECURITY. AND THERE IS REALLY NOTHING MORE
18 SECURE THAN HAVING A WHOLLY PHYSICALLY DISTINCT NETWORK WHICH
19 IS THE SOLUTION WE'RE ADVOCATING FOR TODAY. AND THE SECOND BIG
20 TREND WAS THAT THE PUSH FROM SOME OF -- SOME COMMISSIONERS,
21 AND CERTAINLY OTHERS, FOR THE CLIPPER PROGRAM TO BE ABLE TO
22 ACCEPT CONTACTLESS CREDIT AND DEBIT CARDS AT THE FARE GATE,
23 SOONER RATHER THAN LATER. SO THE UPGRADE OF THIS, SO THE
24 UPGRADE OF THE NEW READERS WHICH IS REALLY THE COST DRIVER
25 HERE, ANY TIME WE'RE BUYING MULTIPLE -- A LARGE QUANTITY OF



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1 EQUIPMENT, THERE IS A PRICE TAG SO WE'RE GOING FROM REUSING
2 OLDER READERS TO BRINGING MUNI AND BART'S GATED SYSTEMS UP TO
3 THE SAME STANDARD PIECE, YOU KNOW, SAME READER THAT WILL BE
4 DEPLOYED THROUGHOUT THE REGION. AND IT JUST HAS MULTIPLE
5 BENEFITS.

6

7 **SAM LICCARDO:** THANK YOU.

8

9 **DAMON CONNOLLY, V. CHAIR:** ANY OTHER COMMISSIONER QUESTIONS OR
10 COMMENTS? SEEING NONE, MARTHA, DO WE HAVE ANY PUBLIC COMMENT?

11

12 **CLERK OF THE BOARD:** THERE WAS NO PUBLIC COMMENT SUBMITTED ON
13 THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR
14 HANDS RAISED.

15

16 **DAMON CONNOLLY, V. CHAIR:** OKAY. I'LL LOOK TO A MOTION FOR THIS
17 ITEM, AND A SECOND?

18

19 **JAMES P. SPERING:** SPERING WILL MOVE T.

20

21 **SAM LICCARDO:** SECOND, LICCARDO.

22

23 **DAVID CORTESE, CHAIR:** OKAY. GREAT. ROLL CALL, PLEASE.

24



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1 **CLERK OF THE BOARD:** [ROLL CALL VOTE] THANK YOU. IT PASSES
2 UNANIMOUSLY WITH ALL MEMBERS PRESENT.

3

4 **DAMON CONNOLLY, V. CHAIR:** THANK YOU. WE'RE GOING MOVE TO ITEM
5 6A BAY AREA EXPRESS LANES STRATEGIC PLAN, STRATEGIC INVESTMENT
6 PRINCIPLES. JIM MACCRAE WILL BE PRESENTING.

7

8 **JIM MACCRAE:** GOOD MORNING EVERY. JIM MACCRAE WITH THE EXPRESS
9 LANES TEAM. I'M VERY HAPPY TO BE HERE TODAY. I'M PRESENTING. I
10 AM PRESENTING THE SECOND OF THREE WHITE PAPERS TO BE PRESENTED
11 TO THIS COMMITTEE AS PART OF THE EXPRESS STRATEGIC PLAN. I
12 PRESENTED IDEAS ON WHITE PAPER THAT HELPS EXPRESS LANES
13 PROJECTS MEET REDUCTION GOALS RELATED TO GREENHOUSE GAS
14 EMISSIONS AND VEHICLE MILES TRAVELED TODAY'S PRESENTATION IS
15 ON STRATEGIC INVESTMENTS AND PRINCIPLES AND IN FEBRUARY I'LL
16 BE COMING BACK WITH THE WHITE PAPER ON CONSISTENT OPERATING
17 POLICIES. COULD WE PUT UP THE SLIDES PLEASE? THERE WE GO.
18 THANK YOU. NEXT SLIDE PLEASE. SO, THE GOAL OF TODAY'S
19 PRESENTATION IS TO PROPOSE TO YOU A FRAMEWORK OF INVESTMENT
20 PRINCIPLES THAT REFLECT THE GOALS FROM BOTH THE EXPRESS LANES
21 STRATEGIC PLAN EFFORT AS WELL AS PLANNED BAY AREA 2050. THE
22 IDEA IS, WE WOULD USE THESE PRINCIPLES AS AN OVERLAY ON THE
23 CRITERIA OF SPECIFIC FUNDING SOURCES WHEN LOOKING AT FUNDING
24 OPPORTUNITIES FOR EXPRESS LANES PROJECTS. SO AS A FRAMEWORK,
25 WE FEEL IT GIVES US THE FLEXIBILITY TO STRESS CERTAIN



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1 PRINCIPLES OVER OTHERS TO MEET SPECIFIC FUNDING CRITERIA AND
2 THEREFORE THE PROJECTS WE THINK CAN COMPETE MORE EFFECTIVELY
3 WHILE ALSO STILL ADDRESSING OUR REGIONAL STRATEGIC GOALS. THE
4 ESSENTIAL QUESTION WE'RE TRYING TO ANSWER WITH THIS WHITE
5 PAPER, IS AS FUTURE FUNDS BECOME AVAILABLE HOW BEST CAN MTC
6 INCENTIVE EXPRESS LANE PROJECTS TO ALIGN WITH OUR REGIONAL
7 GOALS. NEXT SLIDE PLEASE THIS SLIDE SHOWS THE EVOLUTION OF HOW
8 WE GOT HERE. THERE IS THREE SECTIONS. THE LIGHT BLUE ARROW
9 SHOWS THE STRATEGIC GOALS WE HAVE DEVELOPED WITH OUR EXPRESS
10 LANE PARTNERS AND THE DOTS, THE FOUR CIRCLES ARE THE GOALS
11 THAT WE CAME UP WITH THEM. THE MIDDLE ARROW ILLUSTRATES HOW WE
12 USE THE GOALS TO MAKE PROJECT RECOMMENDATIONS FOR BOTH SB1
13 PROGRAMS, AND ALSO INITIAL USES OF REGIONAL MEASURE THREE
14 FUNDS. AND THEN THE DARK BLUE ARROW SHOWS OUR EFFORTS TODAY,
15 WHICH IS BASED ON INITIATIVES COMING OUT OF PLANNED BAY AREA
16 2050 AND HOW WE HAVE ADAPTED TO INCLUDE GHG REDUCTION GOALS
17 AND EQUITY INTO OUR STRATEGIC PLAN GOALS AND THUS HAVE
18 INFORMED THESE INVESTMENT PRINCIPLES I'M PRESENTING TODAY.
19 NEXT SLIDE PLEASE. AS A REMINDER, THIS IS A MAP OF THE
20 REGIONAL EXPRESS LANE NETWORK THAT REFLECTS THE PROJECT LIST
21 THAT WENT INTO PLANNED BAY AREA 2050. SO IT RESULT IN A VERY
22 CONNECTED REGIONAL EXPRESS LANE NETWORK THAT PROVIDES SEAMLESS
23 TRAVEL FOR EXPRESS BUS AND CARPOOLS. THIS IS NOT THE FULL
24 NETWORK VISION. IT'S JUST A PORTION OF THE NETWORK THAT WE'RE
25 ABLE TO PUT IT INTO PLANNED BAY AREA, GIVEN VARIOUS



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1 CONSTRAINTS. WE KNOW IT DOES NOT FILL IN SOME OF THE INTER-
2 REGIONAL GAPS AS DISCUSSED BACK IN MAY. SO THESE GAPS ARE
3 STILL PART OF THE PUZZLE THAT NEEDS TO BE SOLVED AND THAT'S
4 PROBABLY LIKELY TO BE ADDRESSED IN THE NEXT PLAN. WE PROPOSE
5 USING THE PRINCIPLES IN THIS WHITE PAPER TO ACTUALLY DIRECT
6 THE INVESTMENTS FOR THIS \$3.7 BILLION NETWORK THAT'S
7 ILLUSTRATED HERE. NEXT SLIDE, PLEASE. SO, THIS SLIDE
8 EXEMPLIFIES HOW WE HAVE USED THIS OVERLAY CONCEPT IN THE
9 RECENT PAST. IN THE CASE OF SB1 SOLUTIONS FOR CONGESTED
10 CORRIDORS, THE EXPRESS LANE PARTNERS USE THE CRITERIA IN THE
11 FOUR CIRCLES ON THE LEFT, AND THAT WAS DEVELOPED IN OUR EARLY
12 STRATEGIC PLAN WORK, AND SO WE USED THOSE TO IDENTIFY EXPRESS
13 LANE PROJECTS THAT THE COMMISSION LATER CONSIDERED NOMINATING,
14 BASED ON THE ADOPTED SB1 PROGRAMMING PRINCIPLES THAT ARE SHOWN
15 IN THE UPPER RIGHT BOX. SO THESE PROGRAMMING PRINCIPLES
16 REFLECTED THE CALIFORNIA TRANSPORTATION COMMISSION SB1 PROGRAM
17 CRITERIA AS WELL AS REGIONAL GOALS EMPHASIZING THINGS LIKE
18 MOBILITY, GREENHOUSE GAS EMISSIONS REDUCTION, TIMELINESS AND
19 REGIONAL SUPPORT. WE ALSO USED A SIMILAR PROCESS WITH THE RM3
20 PROGRAMMING, FOR THE EXPRESS LANE PROJECTS, AND THE PROGRAM
21 GOALS OVERLAID WITH SIMILAR RM3 PRINCIPLES SHOWN IN THE LOWER
22 RIGHT BOX. NEXT SLIDE PLEASE. THIS SHOWS THE POTENTIAL FUNDING
23 PROGRAMS WHERE MTC COULD HAVE THE OPPORTUNITY TO USE THESE
24 STRATEGIC INVESTMENT PRINCIPLES, AND THESE PRINCIPLES WILL
25 OVERLAY THE SPECIFIC COMMISSION POLICY. WE BELIEVE THAT THE



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1 MAJOR OF THE FUTURE FUNDS ARE GOING TO COME FROM THE SB WITHIN
2 PROGRAM AND SUPPLEMENTED BY POTENTIAL FEDERAL STIMULUS FUNDS
3 OR REAUTHORIZATION WHICH IS SUBJECT TO FEDERAL LEGISLATION.
4 NEXT SLIDE PLEASE. HERE WE RECOMMEND THE INVESTMENT PRINCIPLES
5 ORGANIZED INTO TWO TIERS. FIRST TIER IS ADDRESSING PROJECT
6 MERIT, BASICALLY DESCRIBES WHAT THE PROJECT DOES IN MEETING
7 KEY REGIONAL GOALS AND HOW WELL THE PROJECTS ACHIEVE THOSE
8 GOALS. WE'RE PROPOSING THREE PRINCIPLES TO ADDRESS MERIT,
9 CONNECTED MOBILITY, BENEFITS AND COST, AND EQUITY. AND I'LL GO
10 INTO MORE ON LATER SLIDES FOR EACH OF THOSE. THE SECOND TIER
11 IS REALLY ABOUT PROJECT READINESS. AND WE VERY MUCH RECOGNIZE
12 THE VALUE OF DELIVERING BENEFITS SOONER RATHER THAN LATER. AND
13 BECAUSE MANY FUNDING PROGRAMS STRESS READINESS, WE REALLY
14 THINK IT'S IMPORTANT TO INCLUDE IT AS AN INVESTMENT PRINCIPLE.
15 WE PROPOSE IT AS A SECOND TIER PRINCIPLE IN THE FRAMEWORK,
16 BECAUSE WE THINK IT MAKES SENSE TO HAVE THE FLEXIBILITY TO
17 ADVANCE CERTAIN PROJECTS THAT MAY BE LESS READY IF THEY SHOW
18 PROMISE IN MEETING SOME OF THE OTHER PRINCIPLES. NEXT SLIDE
19 PLEASE. SO THIS IS THE FIRST OF THE PRINCIPLES, UNDER MERIT,
20 THIS IS CONNECTED MOBILITY. AND THE MAIN IDEA HERE IS THE
21 PROJECT HELPS TO COMPLETE A SEAMLESS EXPRESS LANE NETWORK SO
22 THAT BUS SERVICE AND CARPOOLS CAN INCREASE PERSON THROUGHPUT
23 BY TAKING ADVANTAGE OF THE CONNECTED NETWORK. THE PRINCIPLE
24 ALSO EMPHASIZES REGIONAL SUPPORT TO ENSURE PROJECT BY ABILITY.
25 AND EXAMPLES OF PROJECTS MEETING THE PRINCIPLE INCLUDE



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1 PROVIDING GREATER CONNECTIVITY BY CLOSING GAPS NOT ONLY IN THE
2 CURRENT NETWORK BUT REGIONALLY. SUPPORTING EFFORTS INTEGRATING
3 MULTI-MODAL STRATEGIES TO INCREASE PERSON THROUGHPUT
4 SUPPORTING CONSISTENT REGIONAL OPERATION STRATEGIES AND ALSO
5 PARTICIPATING IN REGIONAL PROGRAMS THAT SUPPORT STRATEGIC
6 GOALS SUCH AS EQUITY AND GREENHOUSE GAS REDUCTION. NEXT SLIDE
7 PLEASE. THE SECOND PRINCIPLE, COST AND BENEFIT, OR BENEFITS
8 AND COST, WE WANT TO EMPHASIZE THAT PROJECTS SHOULD HAVE
9 STRONG BENEFIT-COST RATIOS TO DEMONSTRATE GOOD USE OF PUBLIC
10 FUNDS. WE THINK WE SHOULD EXPAND THIS PRINCIPLE TO INCLUDE
11 POSITIVE AND NEGATIVE PROJECT EXTERNALITY SO WE HAVE A TRUE
12 PICTURE OF THE PROJECT IMPACTS. BENEFITS INCLUDE EQUITY
13 PROGRAM CONGESTION REDUCTION, TRANSIT COST NEED TO INCLUDE
14 NEGATIVE EXTERNALITIES LIKE INCREASING GHG EMISSIONS SAFETY
15 ISSUES OR ADVERSE COMMUNITY IMPACTS. NEXT SLIDE PLEASE.
16 EQUITY, WE KNOW EQUITY IS A REGIONAL PRIORITY. SO WE WANT TO
17 INCLUDE IT AS AN INVESTMENT PRINCIPLE. THIS PRINCIPLE WILL
18 LOOK AT HOW PROJECTS ARE IMPROVING TRANSPORTATION ACCESS AND
19 AFFORDABILITY. SOME EXAMPLES OF THIS WOULD BE THAT A PROJECT
20 DEMONSTRATES EQUITY BENEFITS AND DOES NOT ADVERSELY IMPACT
21 COMMUNITIES OF CONCERN, THAT INCREASES ACCESSIBILITY BY
22 INCREASING CONNECTIVITY TO MULTIPLE MODES, LIKE CARPOOLING,
23 TRANSIT, MOBILITY HUBS. PROJECTS COULD PERHAPS SHOW
24 COMMITMENTS TO USE NET REVENUE FOR EQUITY PROGRAMS AND ALSO
25 DEMONSTRATING A COMMITMENT TO ADDRESS NEEDS, EQUITY NEEDS THAT



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1 COME OUT OF PUBLIC OUTREACH EFFORTS. NEXT SLIDE PLEASE.
2 PROJECT READINESS, THE MAIN IDEA HERE IS THAT MANY FUNDING
3 OPPORTUNITIES STRESS PROJECT READINESS, SO WE DEFINITELY
4 WANTED TO INCLUDE IT AS A PRINCIPLE. SOME EXAMPLES HERE,
5 DELIVERING PROJECTS, WOULD A PROJECT BE READY TO DELIVER IN
6 THE NEXT FEW YEARS, IS ENVIRONMENTAL DONE, ENVIRONMENTAL
7 DESIGN, HAS THE STATE APPROVED THE PROJECT. IS THE PROJECT
8 FULLY FINISHED ONCE CURRENT FUNDING REQUEST IS INCLUDED. AND
9 AS MENTIONED EARLIER, THE POINT THAT THE PROPOSED FRAMEWORK
10 GIVES US THE FLEXIBILITY TO PROPOSE PROJECTS THAT MAY BE LESS
11 READY IF THEY ARE HEAVILY CONTRIBUTING TO OUR OTHER INVESTMENT
12 PRINCIPLES THIS COULD CONTRIBUTING DIRECTING FUNDS TO
13 ENVIRONMENTAL DESIGN PHASES TO GET THEM CONSTRUCTION READY.
14 NEXT SLIDE PLEASE. THIS IS OUR RECAP SLIDE, BASICALLY THE FOUR
15 PRINCIPLES, THE FIRST THREE ARE PART OF THE FIRST TIER, AND
16 ADDRESS PROJECT MERIT, IS THE PROJECT SUPPORTING THIS REGIONAL
17 VISION OF SEAMLESS TRAVEL, DOES THE PROJECT DEMONSTRATE FISCAL
18 RESPONSIBILITY? AND DOES THE PROJECT ADVANCE EQUITY? AND THEN
19 ON THE RIDE WE HAVE OUR SECOND TIER OF PROJECT READINESS. SO
20 AGAIN THE GOAL OF THE FRAMEWORK IS TO INCENTIVIZE PROJECTS TO
21 MEET REGIONAL GOALS WHILE PROVIDING MTC THE FLEXIBILITY TO
22 PROVIDE THESE PRINCIPLES DIFFERENTLY DEPENDING ON THE SPECIFIC
23 FUNDING CRITERIA THAT WE SEE IN UPCOMING FUNDING
24 OPPORTUNITIES. SO WE THINK THIS FRAMEWORK COULD REALLY HELP
25 THE EXPRESS LANE PROGRAM, HELP THE PROJECTS BE MORE



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1 COMPETITIVE AND PERHAPS COULD ALSO BE USED FOR OTHER REGIONAL
2 PROGRAMS AS WELL. WITH THAT, I CAN TAKE ANY QUESTIONS.

3

4 **DAMON CONNOLLY, V. CHAIR:** THANK YOU, JIM, AND I'LL NOTE THIS
5 IS AN INFORMATION ONLY ITEM. AND WE'LL LOOK FOR ANY
6 COMMISSIONER QUESTIONS OR COMMENTS. COMMISSIONER SPERING --
7 CHAIR HAGGERTY, DID YOU HAVE A QUESTION? I THOUGHT I SAW YOU
8 FLASH UP AT SOME POINT.

9

10 **DIR. SCOTT HAGGERTY:** I DID. BUT I THINK THE PRESENTATION
11 ANSWERED THE QUESTION. SO --

12

13 **DAMON CONNOLLY, V. CHAIR:** OKAY. GREAT. COMMISSIONER SPERING?

14

15 **JAMES P. SPERING:** THANK YOU. THIS IS A GREAT APPROACH.
16 ESPECIALLY THE BENEFITS AND COSTS. THAT'S AN AREA THAT YOU
17 KIND OF STRUGGLE WITH, AND THOSE BENEFITS AREN'T ALWAYS
18 OBVIOUS.

19

20 **JIM MACCRAE:** RIGHT.

21

22 **JAMES P. SPERING:** THE QUESTION S ARE YOU LOOKING AT THE
23 REGIONAL CONNECTION, THE SACOG AREA, THEY'RE DEVELOPING
24 EXPRESS LANES AND LOOKING AT IMPLEMENTING FROM DAVIS TO THE



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1 SACRAMENTO REGION. DO WE LOOK AT THAT CONNECTION THERE, WHERE
2 SOLANO COUNTY WOULD BE CONNECTING TO YOLO OR THE SACOG REGION?
3

4 **JIM MACCRAE:** YES WE HAVE HEARD QUITE A BIT FROM DARYL HALL
5 FROM STA. HE CONSISTENTLY TELLS US ABOUT THE PROJECT IN
6 SACRAMENTO COUNTY, AND HOW IMPORTANT IT IS TO HAVE A
7 DOMESTICATION THAT. SO, YES, IT IS DEFINITELY ON OUR RADAR
8 SCREEN. IT DID NOT GET INTO THE CURRENT PLAN, THE PROJECT LIST
9 THAT WENT INTO THE CURRENT PLAN BECAUSE OF MONEY CONSTRAINTS.
10 BUT I THINK IT IS SOMETHING THAT WE DEFINITELY SEE A NEED, AND
11 WOULD BE CONSIDERED FOR FUTURE, A FUTURE PLAN.

12

13 **JAMES P. SPERING:** YEAH. I THINK IT'S IMPORTANT THAT WE MONITOR
14 WHAT'S HAPPENING IN THESE OTHER REGIONS AND HOW THEY CONNECT
15 TO THE BAY AREA.

16

17 **JIM MACCRAE:** RIGHT.

18

19 **JAMES P. SPERING:** AND THE LAST QUESTION I HAVE, COULD STAFF,
20 MAYBE EARLY NEXT YEAR SOMETIME BRING US A REPORT ON THE
21 PROJECTS OF THE EXISTING SYSTEM? SOME OF THE CHALLENGES WE'RE
22 FACING WHERE THE CHOKE POINTS ARE, WHERE WE SHOULD PUT
23 EMPHASIS IT WOULD BE GOOD TO GET THE PERFORMANCE OF THE
24 EXISTING SYSTEM.

25



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1 **JIM MACCRAE:** I BELIEVE IT'S PLANNED FOR JANUARY, IF I'M NOT
2 MISTAKEN, FOR THE BAIFA MEETING.

3

4 **JAMES P. SPERING:** THANK YOU.

5

6 **DAMON CONNOLLY, V. CHAIR:** COMMISSIONER WORTH?

7

8 **AMY R. WORTH:** THANK YOU CHAIR. FIRST I WANT TO THANK STAFF FOR
9 THE APPROACH THIS REPORT TIES TOGETHER ALL OF THE ELEMENTS
10 WE'RE ADDRESSING AND IT DOES IT WITH A REALLY SOLID STRUCTURE
11 IN TERMS OF A VALID PLANNING, EVALUATION, PLANNING,
12 PERFORMANCE, AND EVALUATION. ONE OF THE THINGS I WANTED TO
13 HIGHLIGHT, AND FIRST I CONCUR WITH COMMISSIONER SPERINGS
14 SUGGESTIONS FOR THE NEXT THINGS TO BRING IT BACK TO THE
15 COMMISSION, WE'RE DEALING WITH RESTORING TRANSIT USE, IT IS SO
16 VITAL THAT WE HAVE THESE EXPRESS CORRIDORS WORKING. AND THAT
17 IS ONE OF THE BIGGEST, I THINK, IMPEDIMENTS, IS THE GAPS THAT
18 WE HAVE, AND THAT WE NEED TO FINISH THESE CORRIDORS BECAUSE
19 ULTIMATELY IF WE'RE LOOKING AT EXPANDING OUR TRANSIT NETWORK
20 GETTING PEOPLE BACK TO TRANSIT, THE INITIATIVES LIKE BRIDGE
21 FORWARD PROJECTS THAT FOCUS ON GETTING TRANSIT MOVING QUICKLY,
22 QUICKER, AND MORE EFFICIENTLY THROUGH THE BRIDGES AS WELL AS
23 THROUGH THE EXPRESS LANE CORRIDORS ARE REALLY IMPORTANT AND
24 ALSO ENCOURAGING CARPOOLING, YOU KNOW, THE BENEFITS TO PEOPLE,
25 BEING ABLE TO USE THESE CORRIDORS ESPECIALLY IN THE AREAS



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1 WHERE YOU DON'T HAVE ROBUST TRANSIT. THEY WILL -- AND YOU KNOW
2 PEOPLE FROM THE EAST BAY, THAT, FOR 30 YEARS, HAVE BEEN
3 CARPOOLING, TOGETHER, ACROSS THE BRIDGE, THE BAY BRIDGE,
4 BECAUSE IT IS FASTER, IT IS MORE EFFICIENT. AND THAT'S THE
5 BENEFIT, IT'S THE TIME. SO I, AGAIN, REALLY WANT TO COMMEND
6 STAFF ON THIS, AND LOOK FORWARD TO CONTINUING TO WORK
7 TOGETHER. BUT I THINK IT DOES SHOW HOW THIS IS ALL LINKED
8 TOGETHER THAT OUR COMMISSION AND AUTHORITY IS DOING. SO THANK
9 YOU.

10

11 **DAMON CONNOLLY, V. CHAIR:** THANK YOU. OTHER COMMISSIONER
12 COMMENTS OR QUESTIONS? SEEING NONE. WE'LL MOVE TO MEMBERS OF
13 THE PUBLIC. MARTHA, IT LOOKS LIKE WE HAVE AT LEAST ONE

14

15 **CLERK OF THE BOARD:** HOW MUCH TIME WOULD YOU LIKE TO GIVE THEM?

16

17 **DAMON CONNOLLY, V. CHAIR:** A COUPLE OF MINUTES.

18

19 **CLERK OF THE BOARD:** TWO?

20

21 **DAMON CONNOLLY, V. CHAIR:** YEAH.

22

23 **CLERK OF THE BOARD:** OKAY. ROLL ANDES, YOU'RE FIRST UP, GO
24 AHEAD AND UNMUTE YOURSELF.

25



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1 **SPEAKER:** YEAH, GOOD MORNING COMMISSIONERS. THIS IS ROLAND
2 LEBRUN, SAN JOSE. I APPRECIATE THE PRESENTATION, AND THE
3 MULTIPLE REFERENCES TO EXPRESS LANES, YOU KNOW, REDUCING GHGS
4 BY BASICALLY REDUCING CONGESTION. AND I 100 PERCENT DEGREE
5 WITH THIS. MY CONCERN IS THAT LATER ON WE'RE GOING TO BE ASKED
6 TO APPROVE PLANNED BAY AREA 2050 WHICH HAS ANOTHER PROPOSAL TO
7 REDUCE GHGS BY REDUCING FREEWAY SPEEDS FROM 65 TO 55 MILES AN
8 HOUR. SO I DON'T KNOW WHETHER THIS IS THE RIGHT TIME TO ASK
9 THE QUESTION OR LATER, BUT THE QUESTION IS, HAS ANYBODY DONE A
10 COST BENEFIT ANALYSIS OF THE IMPACT OF REDUCING EXPRESS LANES,
11 SPEEDS, DOWN TO 55 MILES AN HOUR. AT THIS POINT, IF THERE IS
12 STILL ANY POINT OF BUILDING EXPRESS LANES IN THE FIRST PLACE?
13 THAT'S MY QUESTION TO THE CHAIR. THANK YOU.

14

15 **DAMON CONNOLLY, V. CHAIR:** THANK YOU. FURTHER PUBLIC COMMENT?

16

17 **CLERK OF THE BOARD:** NO OTHER MEMBERS OF THE PUBLIC WITH THEIR
18 HANDS RAISED.

19

20 **DAMON CONNOLLY, V. CHAIR:** GREAT WOULD STAFF LIKE TO ADDRESS
21 MR. LE BRUN'S COMMENT?

22

23 **JIM MACCRAE:** THAT IS AN AREA OUTSIDE OF MY PARTICULAR AREA. IT
24 MIGHT, MAYBE IT COULD BE REFERRED TO THE NEXT COMMITTEE
25 MEETING. BECAUSE I THINK DAVE VAUTIN WILL BE PRESENTING THERE.



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1 I THINK HE IS MORE -- KNOWS MORE ABOUT THE SUGGESTED -- OR THE
2 STRATEGY TO REDUCE THE SPEED LIMIT TO 55. I APOLOGIZE.

3

4 **DAMON CONNOLLY, V. CHAIR:** YEAH, THAT'S FINE. AND DAVE, I KNOW
5 YOU'RE ON THE CALL, AS WELL. WE CAN TAKE THAT UP AT THE NEXT
6 MEETING. SOUNDS LIKE A GOOD PLAN. OKAY, WELL THANK YOU FOR THE
7 DISCUSSION ON THAT ITEM. AT THIS TIME, WE'RE GOING TO MOVE TO
8 AGENDA ITEM SEVEN, WHICH IS PUBLIC COMMENT. ANY MEMBERS OF THE
9 PUBLIC WISHING TO SPEAK ON AN ITEM NOT ON TODAY AGENDA, NOW
10 WOULD BE THE TIME. AND PLEASE RAISE YOUR HAND, OR DIAL STAR
11 NINE, AND WE'LL CALL ON YOU TO SPEAK. MARTHA DID WE RECEIVE
12 ANY OTHER PUBLIC COMMENT, ADDITIONALLY?

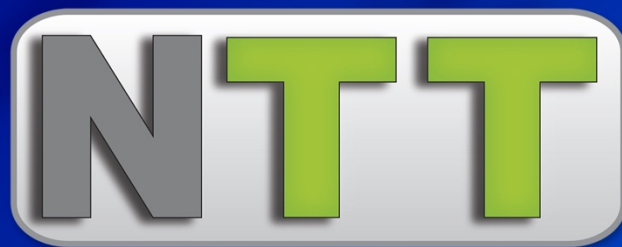
13

14 **CLERK OF THE BOARD:** THERE IS NO PUBLIC COMMENT SUBMITTED ON
15 THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR
16 HANDS RAISED.

17

18 **DAMON CONNOLLY, V. CHAIR:** OKAY GREAT. WE WILL THEN MOVE ON OUR
19 NEXT ITEM WHICH IS ADJOURNMENT OF THIS MEETING. THE NEXT
20 MEETING OF THE OPERATIONS COMMITTEE WILL BE ON FRIDAY, JANUARY
21 8TH, 2021, AT 9:35 A.M. REMOTELY, AND BY WEBCAST AS
22 APPROPRIATE, DEPENDING ON THE STATUS OF ANY SHELTER-IN-PLACE
23 ORDERS. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO
24 THE PUBLIC. WITH THAT, AGAIN, THANKS. AND THIS MEETING IS
25 ADJOURNED. [ADJOURNED]





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