METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	OPERATIONS COMMITTEE
2	FRIDAY, JUNE 9^{TH} , 2023, 9:35 AM
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4	
5	CHAIR, DAVID RABBITT: GOOD MORNING, EVERYONE AND WELCOME TO
6	THIS OPERATIONS COMMITTEE ON JUNE 9TH, 2023. IT'S 9:35 WE'LL
7	GET THE MEETING CALLED TO ORDER. THE MEETING IS BEING WEBCAST
8	ON THE MTC WEBSITE AND CONSISTS OF SIMULTANEOUS LOCATIONS AS
9	INDICATED ON THE AGENDA MEMBERS OF THE PUBLIC PARTICIPATING
10	VIA ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE,
11	TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR
12	DIGITS OF THEIR PHONE NUMBER. WILL THE CLERK CONDUCT ROLL CALI
13	AND CONFIRM QUORUM?
14	
15	CLERK OF THE BOARD: WILL DO. AHN?
16	
17	EDDIE AHN: HERE.
18	
19	CLERK OF THE BOARD: DUTRA-VERNACI?
20	
21	CAROL DUTRA-VERNACI: HERE.
22	
23	CLERK OF THE BOARD: GIACOPINI, NON-VOTING. TUNING IN FROM A
24	REMOTE LOCATION. COMMISSIONER MAHAN? IS ABSENT. COMMISSIONER
25	MOULTON PETERS?



1 2 STEPHANIE MOULTON-PETERS: HERE. 3 CLERK OF THE BOARD: NOACK? 4 5 V. CHAIR, SUE NOACK: HERE. 6 7 8 CLERK OF THE BOARD: SPERING? 9 JAMES P. SPERING: HERE. 10 11 CHAIR, DAVID RABBITT: GREAT PLEASE STAND WITH ME TO CONDUCT 12 THE PLEDGE OF ALLEGIANCE. [PLEDGE OF ALLEGIANCE] "I PLEDGE 13 ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA, AND TO 14 15 THE REPUBLIC FOR WHICH IT STANDS, ONE NATION UNDER GOD, 16 INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL." 17 18 CHAIR, DAVID RABBITT: THANK YOU VERY MUCH. AND WILL THE CLERK 19 PLEASE MAKE THE COMPENSATION ANNOUNCEMENT? 20 CLERK OF THE BOARD: AS AUTHORIZED BY STATE LAW I AM MAKING THE 21 22 FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY 23 WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A 24



PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH 1 2 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT. 3 CHAIR, DAVID RABBITT: GREAT. THANK YOU VERY MUCH. WE'LL MOVE 4 5 TO ITEM FOUR WHICH IS THE CONSENT CALENDAR. TODAY THERE ARE FIVE ITEMS ON THE CONSENT CALENDAR. ITEMS 4A THROUGH 4E. THIS 6 IS AN ACTION ITEM. DO ANY MEMBERS WISH TO PULL AN ITEM FROM 7 8 THE CONSENT CALENDAR? SEEING NONE. AND LOOKING ON SCREEN, AND CONFIRMING THAT THERE'S -- NO ONE WANTS TO PULL AN ITEM? IS 9 THERE A MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR? 10 DUTRA-VERNACI DO THE DUTRA-VERNACI MOVES THE CONSENT CALENDAR. 11 12 V. CHAIR, SUE NOACK: NOACK SECONDS. 13 14 CHAIR, DAVID RABBITT: GREAT. ANY DISCUSSION BY MEMBERS ON THIS 15 16 MOTION? SEEING NO ONE RAISE THEIR HAPPENED OR SPEAK. CLERK 17 WERE THERE COMMENTS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM? 18 19 CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH 20 21 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 22 ON THIS ITEM. 23 CHAIR, DAVID RABBITT: GREAT. THANK YOU FOR THAT, HOW ABOUT A 24

ROLL CALL VOTE ON THIS CONSENT CALENDAR ITEM?



1	
2	CLERK OF THE BOARD: OKAY. COMMISSIONER GIACOPINI, I SEE HER IN
3	ZOOM FROM HER REMOTE LOCATION. AHN?
4	
5	EDDIE AHN: YES.
6	
7	CLERK OF THE BOARD: CANEPA?
8	
9	DAVID CANEPA: YES DUTRA-VERNACI?
10	
11	CAROL DUTRA-VERNACI: AYE.
12	
13	CLERK OF THE BOARD: MAHAN IS ABSENT. PETERS?
14	
15	STEPHANIE MOULTON-PETERS: YES.
16	
17	CLERK OF THE BOARD: NOACK.
18	
19	V. CHAIR, SUE NOACK: PRESENT.
20	
21	CLERK OF THE BOARD: SPERING? MOTION PASSES UNANIMOUSLY BY ALL
22	MEMBERS PRESENT.
23	
24	CHAIR, DAVID RABBITT: THANK YOU VERY MUCH MOVING TO AGENDA
25	ITEM 5A BAY BRIDGE FORWARD INTERSTATE I-880 DESIGN ALTERNATIVE



1

JUNE 9, 2023

ASSESSMENT BAY BRIDGE FORWARD ALTERNATIVES ASSESSMENT PROGRAM

THIS IS AN INFORMATION ITEM. FIRST A FEW WORDS FROM OUR 2 3 EXECUTIVE DIRECTOR ANDREW FREMIER. FIRST A FEW WORDS. TAKE IT AWAY ANDY. 4 5 ANDREW FREMIER: I'LL PUT ON MY BEST RADIO VOICE. THANK YOU, 6 CHAIR RABBITT, MEMBERS OF THE COMMITTEE. I WANT TO PUT A 7 8 LITTLE BIT OF CONTEXT ON IT. BECAUSE AS YOU KNOW A LOT OF TIMES MTC PRESENTS ITEMS IN SOME WAYS THAT APPEAR TO BE ON THE 9 SAME TRACK HEADING AT EACH OTHER. I REFLECT ON OUR WORK THAT 10 WE DO IN INCENTIVIZING FOLKS TO GET OUT OF THEIR CAR, AND WE 11 ALSO TALKED ABOUT THE NEED OF THE BRIDGES TO HAVE MORE TRAFFIC 12 TO SUPPORT OUR WORK. AND I THINK IN THIS SPACE WE HAVE A 13 LITTLE BIT OF THAT. AFTER THIS, IN THE PLANNING MEETING, 14 15 YOU'RE GOING TO HEAR ABOUT THE NEXGEN FREEWAY. I WANT TO PUT 16 CONTEXT BETWEEN THE WORK STEPHANIE'S TEAM IS DOING ON THE 180 CORRIDOR AND THEN ALSO REMIND THAT YOU WE'LL HEAR SOME WORK 17 FROM PLANNING IN THAT SPACE. AND THE OTHER THING I WOULD LIKE 18 TO MAKE SURE THAT WE THINK ABOUT IS BOTH PROGRAMS ARE, SORT 19 OF, ON THE SAME TIMELINE TO SOME DEGREE WHEN YOU THINK ABOUT 20 21 LONG-TERM. OUR PROJECTS IN DEVELOPMENT TAKE MANY YEARS TO

DELIVER, AND IF IT'S 23 TODAY, THEN A LOT OF THE PROJECTS THAT

STEPHANIE IS TALKING ABOUT MOVING FORWARD DON'T GET DELIVERED

TOWARDS THE END OF THE 20S. AND THEN WORK THAT WE TALK ABOUT

PLANNING WHICH APPEARS TO BE LONG-TERM IS LOOKING AT 2030, OR

22

23

24



1	SOMETHING. THERE IS WORK BY THE COMMISSION TO TRY TO NAVIGATE
2	THAT SPACE. I THINK WHAT WE'RE DOING IS RIGHT IN BOTH CASES,
3	BUT I DO THINK IT'S AN OVERLAY THAT IS PART OF OUR THINKING
4	THAT WE NEED TO MANAGE. AND AGAIN, JUST AS A REMINDER, BEFORE
5	WE PANDEMIC, WE WERE HAVING HOURS OF DELAY ON THE CORRIDOR,
6	OVER 35,000 HOURS A DAY ON A DAILY BASIS IN BOTH DIRECTIONS.
7	WE WERE ALSO GETTING QUITE A BIT OF PRESSURE TO TAKE A LOOK AT
8	PUTTING A BUS LANE ON THE BAY BRIDGE, AND OUR REACTION TO IT
9	IN PARTNERSHIP WITH CONTRA COSTA AND ALAMEDA WAS TO DO A
10	DEFINITIVE STUDY ON THE 80 CORRIDOR BECAUSE OUR ANALYSIS WAS
11	POINTING TO THE FACT THAT THE BRIDGE WAS NOT THE PROBLEM, IT
12	WAS THE BRIDGE ON BOTH SIDES THERE IS TALK ABOUT SOLUTIONS
13	THAT ARE DESIGNED TO KEEP 80 MOVING WELL, THE LANDSCAPE HIS
14	CHANGED WE DON'T HAVE THE SAME NUMBER OF EXPRESS BUSES COMING
15	THROUGH THE CORRIDOR WE ARE MAKING SURE BART STAYS IN PLACE,
16	WHICH MAKES YOU WONDER SOMETIMES WHY YOU'RE INVESTING IN THE
17	80 CORRIDOR WE THINK IT'S IMPORTANT TO TAKE A LOOK AT THESE
18	ITEMS WE THINK THERE ARE THINGS WE OUGHT TO BE THINKING ABOUT
19	ADVANCING BECAUSE AS WE KNOW THE CONGESTION IN THE CORRIDOR IS
20	PRETTY SIGNIFICANT AND HAVING THE OPPORTUNITY TO THINK ABOUT
21	HOW TO MOVE TRANSIT THROUGH, I THINK IS REALLY OUTGROW OF THE
22	TRANSFORMATION ACTION PLAN. WHAT ARE THE BUS PRIORITY PROJECTS
23	THAT ARE NEXT. AND SO YOU WILL SEE THAT. AS YOU MOVE INTO THE
24	NEXT GENERATION FREEWAY STUDY, YOU KNOW, THAT IS REALLY PART
25	OF THE IMPLEMENTATION INITIATIVE OF PLANNED BAY AREA 2050 AND



- 1 IT'S FOCUSED ON MEDIUM TO LONG-TERM SOLUTIONS. AND IT'S
- 2 LOOKING AT PRICING THE ENTIRE CORRIDOR, WHICH IS VERY
- 3 DIFFERENT THAN, SAY, AN EXPRESS LANE IN A CORRIDOR WHICH ARE
- 4 SOME OF THE SOLUTIONS WE'RE ALSO CONTINUING TO LOOK AT. AND
- 5 WHILE THAT COULD BE A LONG TIME FROM NOW, IT ALSO IS GOING TO
- 6 START TO MERGE. IS WE WANTED TO MAKE SURE THAT AS YOU LISTEN
- 7 TO BOTH PRESENTATIONS WE'RE THINKING ABOUT IT IN CONTEXT OF
- 8 HOW THEY WORK TOGETHER. WE ARE CONFIDENT THEY WORK TOGETHER
- 9 BUT A LOT OF TIMES WHEN WE BRING THINGS FORWARD THEY CAN
- 10 APPEAR TO BE CONFUSING FROM A POLICY LEVEL. JUST A LITTLE BIT
- 11 OF OVERLAY TO BE PREPARED FOR YOUR MORNING. WITH THAT I'LL
- 12 TURN IT OVER TO STEPHANIE.
- 14 SPEAKER: THANK YOU ANDY. PRESENTATION. I'M STEPHANIE HAHN
- 15 ASSISTANT DIRECTOR WITH THE DESIGN PROJECT DELIVER SECTION
- 16 GIVING AN UPDATE ON THE 180 DESIGN ALTERNATE ASSESSMENT WHAT
- 17 WE REFER TO AS DAA INCLUDING PROJECT RECOMMENDATIONS AND NEXT
- 18 STEPS. NEXT SLIDE. THE PROJECT LOOKED AT AREA BETWEEN THE BAY
- 19 BRIDGE AND CAROUINEZ BRIDGE BETWEEN ALAMEDA AND CONTRA COSTA
- 20 COUNTY. WE WORKED CLOSELY AS A PARTNERSHIP WITH ALAMEDA
- 21 TRANSPORTATION COMMISSION AND THE CONTRA COSTA COUNTY
- 22 TRANSPORTATION AUTHORITY. WE ALSO MET REGULARLY WITH THE TAC
- 23 WHICH INCLUDE LOCAL JURISDICTIONS TRANSIT AGENCIES AND OTHER
- 24 PARTNERS FOR INPUT. WE STARTED THIS PROJECT IN THE FALL OF
- 25 2020 AND ARE NOW AT THE FINISH LINE AND EXPECTED TO RELEASE



- 1 THE FINAL REPORT BY NEXT MONTH. ALTHOUGH WE STARTED THIS
- 2 PROJECT IN THE MIDDLE OF COVID WHEN THE IMPACTS TO
- 3 TRANSPORTATION WERE KNOWN THE FINDINGS HAVE PROVEN RELEVANT
- 4 GIVEN THE CONGESTION ON THE CORRIDOR HAS RETURN. NEXT SLIDE.
- 5 THE PURPOSE OF THE DAA WAS TO IDENTIFY A RANGE OF OPERATIONAL
- 6 STRATEGIES THAT COULD BE IMPLEMENTED IN THE NEAR-TERM TO
- 7 REDUCE DELAYS ENCOURAGE MODE SHIFT INTO TRANSIT AND CARPOOLS,
- 8 IMPROVE PERSON THROUGHPUT AND IMPROVE TRAVEL TIME RELIABILITY.
- 9 WE PRIMARILY LOOKED AT CORRIDOR WIDE STRATEGIES BUT WE ALSO
- 10 LOOKED AT LOCALIZED TRANSIT AND CARPOOL IMPROVEMENTS AT THE ON
- 11 AND OFF-RAMPS THAT WOULD HELP SUPPORT OPERATIONS ON TO THE
- 12 MAIN LINE. NEXT SLIDE. THE CORRIDOR WIDE STRATEGIES THAT WERE
- 13 CONSIDERED INCLUDE HOV LANE POLICIES OCCUPANCY REQUIREMENTS,
- 14 HOV LANE ACCESS RESTRICTIONS, DUAL HOV LANES, EXPRESS LANES
- 15 SCENARIOS AND REVERSIBLE CONTRA FLOW LANE THE FULL RANGE OF
- 16 STRATEGIES WERE ASSESSED THROUGH THE HIGH-LEVEL EVALUATION
- 17 RESULTING IN A SHORT LIST OF STRATEGIES THE LIST OF STRATEGIES
- 18 WENT THROUGH ANALYSIS TO UNDERSTAND IMPACTS TO TRAFFIC
- 19 OPERATIONS. STRATEGIES CIRCLED HERE ARE THE ONES THAT
- 20 PERFORMED BEST AND ARE RECOMMENDED TO MOVE FORWARD INTO THE
- 21 NEXT STAGE OF PROJECT DEVELOPMENT INCLUDES MORE REFINEMENT AND
- 22 ANALYSIS. I WOULD LIKE TO NOTE BUS ON SHOULDER ASSESSMENT IS
- 23 INCLUDED AS PART OF ONE OF OUR OVERALL RECOMMENDATIONS AND
- 24 THIS IS BASED ON A SEPARATE MTC LEAD REGIONAL BUS ON SHOULDER
- 25 STUDY. MORE INFORMATION ON THIS STUDY WILL BE PROVIDED AT A



- 1 LATER SLIDE. NEXT SLIDE. TO GET CONTEXT ON WHAT'S RECOMMENDED
- 2 I'LL PROVIDE A HIGH-LEVEL DESCRIPTION OF WHAT WE EVALUATED.
- 3 FOR THE HOV LANE POLICY CHANGES WE LOOKED AT INCREASING HOV
- 4 LANE HOURS FROM PEAK PERIOD TO ALL THE DAY. WE LOOKED AT
- 5 RESTRICTING CAVS AND TWO-SEATERS FROM USING THE LANE. FROM THE
- 6 HOV ACCESS RESTRICTIONS REPRESENTING DOUBLE SOLID WHITE LINE
- 7 BETWEEN HOV AND GENERAL PURPOSE LANES AT SPECIFIC LOCATION
- 8 WHICH IS EXPECTED TO REDUCE WAVING AND IMPROVE TRAFFIC FLOW
- 9 SHOULDER ASSESSMENT WILL IDENTIFY LOCATIONS ALONG CORRIDOR
- 10 WHERE IT MIGHT FEASIBLE FOR BUSES TO TRAVEL ON THE SHOULDER TO
- 11 BYPASS CONGESTION. NEXT SLIDE. WE LOOKED AT 3 EXPRESS LANE
- 12 SCENARIOS SINGLE EXPRESS LANE IN BOTH DIRECTIONS ALONG THE
- 13 CORRIDOR, COMBINATION OF A DUAL AND SINGLE EXPRESS LANES WHERE
- 14 THE DUAL EXPRESS LANES WOULD START AND END AT THE BRIDGE AT
- 15 580 SPLIT AND DUAL EXPRESS LANES IN BOTH DIRECTIONS ALONG THE
- 16 CORRIDOR THESE WOULD BE CONVERSIONS OF THE HOV GENERAL PURPOSE
- 17 LANES AND NOT EXPANSION. NEXT SLIDE. THIS TABLE SHOWS AT A
- 18 VERY HIGH-LEVEL HOW RECOMMENDED STRATEGIES PERFORMED BASED ON
- 19 GOALS OF THE DAA. GENERALLY, ALL STRATEGIES WOULD ENCOURAGE
- 20 MODE SHIFT IMPROVE TRAVEL TIME IN THE MANAGED LANE AND REDUCE
- 21 VMT. RESTRICTING CAVS AND TWO SEATERS IN THE HOV LANE HAVE
- 22 GREATEST POTENTIAL TO ENCOURAGE MODE SHIFT WITH MINIMAL
- 23 IMPACTS ON THE GENERAL PURPOSE LANES. EXPRESS LANES WOULD HAVE
- 24 GREATEST IMPROVEMENTS TO TRAVEL TIME IN THE MANAGED LANES. BUT
- 25 WOULD HAVE IMPACTS ON THE GENERAL PURPOSES LANES AND MINIMAL



- 1 IMPACTS TO MODE SHIFT EXCEPT FOR THE DUAL EXPRESSWAY SCENARIO
- 2 STRATEGIES WERE EVALUATED USING 2019 DATA BUT GIVEN CONGESTION
- 3 HAS COME BACK ON THE CORRIDOR WE'RE CONFIDENT STRATEGIES WILL
- 4 PROVIDE POSITIVE IMPROVEMENTS BUT WE WILL DO UPDATED DATA
- 5 COLLECTION AND THAT WILL BE TAKEN INTO CONSIDERATION WITH THE
- 6 REFINED ANALYSIS IN THE NEXT PHASES. NEXT SLIDE. WE ALSO
- 7 EVALUATED GROUPINGS OF LOCALIZED TRANSIT AND CARPOOL
- 8 IMPROVEMENTS AT THE ON AND OFTEN RAMPS TO THE MAIN LINE
- 9 IMPROVEMENTS INCLUDED ACCESS IMPROVEMENTS TRANSIT PRIORITY AND
- 10 ITS IMPROVEMENTS SUCH AS CMSS. EVALUATION PROVIDED INSIGHT
- 11 INTO WHAT STRATEGIES COULD PROVIDE POTENTIAL BENEFITS, BUT WE
- 12 WILL BE EVALUATING FURTHER TO IDENTIFY WHICH STRATEGIES WE
- 13 SHOULD PRIORITIZE. NEXT SLIDE. EXPRESS BUS ASSESSMENT WAS
- 14 CONDUCTED TO ASSESS EXPRESS BUS SERVICE GAPS AND POTENTIAL FOR
- 15 NEW MODIFIED SERVICE ON THE CORRIDOR. HOWEVER GIVEN EXPRESS
- 16 BUS HAS ONLY BEEN PARTIALLY RESTORED AND FUTURE SERVICE IS
- 17 UNCLEAR NO IMMEDIATE ACTIONS RELATED TO EXPRESS BUS SERVICE ON
- 18 THE CORRIDOR IS RECOMMENDED AT THIS TIME. WE'LL CONTINUE TO
- 19 MONITOR RIDERSHIP AND TRANSIT RECOVERY EFFORTS THAT HAPPEN IN
- 20 THE MEANTIME. NEXT SLIDE. BUS ON SHOULDER ASSESSMENT
- 21 RECOMMENDED BASED ON FINDINGS FROM A SEPARATE REGIONAL
- 22 ASSESSMENT CONDUCTED BY MTC. REGIONAL ASSESSMENT WAS A HIGH-
- 23 LEVEL SCREENING WHICH CORRIDORS COULD POTENTIALLY BE FEASIBLE
- 24 FOR BUS ON SHOULDER BASED ON SHOULDER CONDITIONS AND
- 25 DISCUSSIONS WITH TRANSIT OPERATORS ULTIMATELY LED TO THE



- 1 RECOMMENDATION OF 180 CORRIDORS NEXT STEP FOR REFINEMENT
- 2 ASSESSMENT IDENTIFYING LOCATIONS WHERE BUSES WOULD BE USED
- 3 DURING PEAK PERIODS WHEN SPEEDS ARE TYPICALLY BELOW 35 MILES
- 4 PER HOUR BUT WILL ALSO EXPLORE STANCES WHERE BUSES MAY BE ABLE
- 5 TO USE SHOULDER WHEN THERE IS CONGESTION DURING THE DAY. WE'LL
- 6 MOVE FORWARD WITH THE PROJECT DEVELOPMENT PROCESS FOR HOV
- 7 HOURS OF OPERATION HOV THREE PLUS ACCESS RESTRICTIONS
- 8 LOCALIZED TRANSIT PRIORITY STRATEGIES AND BUS ON SHOULDER
- 9 ASSESSMENT THIS INCLUDES ADDITIONAL REFINEMENT AND ANALYSIS TO
- 10 OBTAIN CALTRANS APPROVALS BUT GOAL OF BEING OPERATIONAL WITHIN
- 11 NEAR-TERM ABOUT THREE YEARS. STRATEGIES EXCEPT FOR BUS AND
- 12 SHOULDER ARE PART OF THE TRANSIT TRANSFORMATION ACTION PLAN
- 13 AND CURRENTLY HAVE FUNDING TO MOVE FORWARD. HOV POLICY
- 14 RESTRICTIONS AND EXPRESS LANE SCENARIOS ARE MORE MID-TERM
- 15 STRATEGIES THAT WE'LL BE DOING A LOT MORE PLANNING WORK BEFORE
- 16 MOVING INTO PROJECT DEVELOPMENT INCLUDES INCORPORATING
- 17 FINDINGS FROM THE NEXT GENERATION FREEWAY STUDY WHICH YOU WILL
- 18 BE HEARING MORE ABOUT AT THE PLANNING COMMITTEE. WITH THAT I'M
- 19 HAPPY TO TAKE QUESTIONS AND COMMENTS. THANK YOU.
- 21 CHAIR, DAVID RABBITT: GREAT. THANK YOU VERY MUCH STEPHANIE.
- 22 APPRECIATE THAT. I'M LOOKING TO MY COLLEAGUES TO SEE IF THERE
- 23 IS ANY QUESTIONS. COMMISSIONER SPERING?

24



JAMES P. SPERING: WAS THERE ANY CONSIDERATION INSTEAD OF 1 HAVING A DEDICATED BUS LINE GOING ACROSS THE BRIDGE THAT YOU 2 3 JUST METER THE TRAFFIC GOING ON TO THE BRIDGE? SO WHEN IT'S CONGESTED YOU JUST SLOW IT DOWN GOING ON SO THAT BUSES IS CAN 4 5 FREE FLOW? 6 ANDREW FREMIER: THAT HAPPENED TODAY AND JUST AS A REMINDER MTC 7 8 AND CALTRANS INVESTED IN A NEW TRAFFIC OPERATION SYSTEM FOR THE BRIDGE ITSELF AND IT'S BEEN METERED IN A REALTIME WAY 9 TODAY THAN IT WAS IN THE PAST AND THE APPROACHES TO THE 10 BRIDGES THE BUSES HAVE QUITE A BIT OF HOV ACCESS FROM ALL 11 DIRECTIONS SO GETTING INTO THE PLAZA REALLY ISN'T A PROBLEM 12 FOR THE BRIDGES AS MUCH AS IT'S GETTING DOWN THE CORRIDOR, 13 WHICH IS WHAT WE'RE TRYING TO ADDRESS WITH SOME OF THESE 14 15 IMPROVEMENTS. 16 JAMES P. SPERING: OKAY. YEAH. THERE SEEMS TO BE A LOT OF PUSH 17 BACK TO DEDICATE A LANE ON THE BRIDGE AND I THINK THAT SHOULD 18 ALMOST BE OUR LAST STEP. 19 20 21 ANDREW FREMIER: YEAH. 22 23 JAMES P. SPERING: GETTING TO THE BRIDGE AND CORRIDOR. DO YOU

HAVE ANY IDEA WHAT THE VIOLATORS ARE IN THE HOV LANES? I MEAN



- 1 ONE PASSENGER, TWO? IN CARS? MY OBSERVATION, IT'S A HIGH
- 2 NUMBER.

3

- 4 SPEAKER: IT IS PRETTY HIGH, AND I DON'T HAVE THE NUMBERS WITH
- 5 ME RIGHT NOW OFF THE TOP OF MY HEAD. BUT I DID MENTION AS PART
- 6 OF THE NEXT STEPS WE WILL BE LOOKING AT ENFORCEMENT
- 7 STRATEGIES. YOU CAN'T REALLY DO ANY OF THESE STRATEGIES
- 8 WITHOUT ACKNOWLEDGING ENFORCEMENT. AND SO, BUT WHAT THOSE
- 9 STRATEGIES ARE, I THINK WE HAVE TO TAKE A DEEPER LOOK INTO
- 10 THAT AND WHAT WE CAN DO. BUT ENFORCEMENT DEFINITELY PLAYS A
- 11 ROLE. AND I THINK ESPECIALLY FOR THE HOV POLICIES, SOMETIMES
- 12 IF YOU JUST SOLVE THAT ENFORCEMENT ISSUE, I THINK WE HAVE TO
- 13 LOOK AT, WELL, MAYBE SOME OF THESE STRATEGIES, SUCH AS, YOU
- 14 KNOW, ELIMINATING CAVS OR TWO SEATERS MAY NOT BE AS RELEVANT
- 15 IF WE CAN SOLVE THE ENFORCEMENT ISSUE FIRST. BUT THAT'S
- 16 SOMETHING WE'LL TAKE A LOOK AT IN THE NEXT STEP.

- 18 JAMES P. SPERING: I DON'T SUPPORT THE TWO PASSENGER. IN OUR
- 19 COUNTY WE'RE ENCOURAGING CONSTRUCTION WORKERS TO GET TWO
- 20 PEOPLE IN THAT PICK UP, AND YOU KNOW, I JUST THINK WE WOULD BE
- 21 PENALIZING THE WRONG PEOPLE WITH THAT. THE ENFORCEMENT -- AND
- 22 THANK YOU FOR ANSWERING THAT. THAT'S WHERE I WAS GOING WITH
- 23 THAT OUESTION. THANK YOU FOR THAT ANSWER. THE ENFORCEMENT
- 24 PIECE I HOPE WE ARE INVESTING MONEY AND HOW WE CAN SOLVE THAT
- 25 PROBLEM. THAT'S MAJOR PROBLEM.



1	
2	ANDREW FREMIER: JUST AS A REMINDER WE'RE PUTTING A LOT OF
3	ENERGY INTO TECHNOLOGY IMPROVEMENTS FOR VIOLATION, AND IT'S
4	JUST A STRUGGLE, RIGHT? WE'RE MAKING PROGRESS, BUT IT'S STILL
5	JUST ANOTHER WAY TO SELF-DECLARE. I DO THINK THIS QUESTION OF
6	TWO SEATERS OR EVEN TWO PLUS CARPOOLS IS ANOTHER ONE WE'RE
7	TRYING TO ADDRESS. AND AT THE BATA MEETING LAST MONTH WE DID
8	TALK ABOUT SOME OF THE BUS PRIORITY LANES ALLOWING TWO PLUS
9	VEHICLES IN THOSE LANES FOR CAPACITY REASONS BUT THEN CHARGING
10	USING THE SWITCHABLE TAG, THE FULL FARE ON THE TOLL. SO YOU
11	GET THE TIME BENEFIT, BUT MAYBE NOT THE HOV PRICE RELIEF. SO,
12	WE ARE, SORT OF, EXPERIMENTING IN THAT FACE. AND I DID SOME
13	HIGH-LEVEL NOTES AROUND TO SOME OF YOU, AND WE SEE EMPIRICALLY
14	VERY QUICKLY ABOUT 1% OF THE VEHICLES ARE TWO SEATER SPORTS
15	CARTS 12% IN THOSE LANES ARE PICKUP TRUCKS. SO THERE IS
16	DEFINITELY A COMPONENT OF THE TRAFFIC IN THOSE LANES THAT'S IN
17	THAT SPACE, BUT AGAIN IF WE'RE THINKING ABOUT THE OVERALL
18	OPERATIONS WE PROBABLY GOT TO CONTINUE TO THINK ABOUT
19	DIFFERENT WAYS TO HANDLE IT AND MAYBE PROVIDING THE TIME
20	BENEFIT IS GOOD ENOUGH. BUT WE'LL CONTINUE TO COME BACK WITH
21	THAT.
22	
23	CHAIR, DAVID RABBITT: COMMISSIONER NOACK?



- 1 V. CHAIR, SUE NOACK: WHAT I WAS GLAD TO SEE THE EXPRESS BUS,
- 2 SORT OF, PUT OFF FOR THE TIME BEING WAS -- I HAD A
- 3 CONVERSATION WITH GENERAL MANAGER FROM CONT-- COUNTY
- 4 CONNECTION, YESTERDAY, AND HE WAS SAYING THAT THE EXPRESS BUS
- 5 SERVICE FROM WALNUT CREEK BART TO BISHOP RANCH IS 30 TO 40%
- 6 RECOVERY FROM PRECOVID LEVELS BUT THE BUS FROM WALNUT CREEK TO
- 7 BART IS 84% SO THE DIFFERENCE IN RIDERSHIP HAS CHANGED QUITE A
- 8 BIT FROM THOSE EXPRESS BUSES. I BECAUSE WHEN I LOOK AT THE BUS
- 9 ON SHOULDER, I WAS THINKING MOSTLY OF EXPRESS BUSES GOING FROM
- 10 WALNUT CREEK TO BART FOR EXAMPLE, DOWN TO BISHOP RANCH SO HOW
- 11 DOES IT DELAY EXPRESS BUSES IMPACT BUS ON SHOULDER?

- 13 ANDREW FREMIER: THE BUS ON SHOULDER QUESTION IS INTERESTING
- 14 ONE PART IS OPPORTUNISTIC ALAMEDA COUNTY TRANSPORTATION
- 15 COMMISSION RIGHT NOW IS LOOKING AT RECONFIGURING ASHBY
- 16 UNIVERSITY THAT'S ONE CHANGE, IT'S A SURPRISE THERE IS THAT
- 17 MUCH BUS ON SHOULDER OPPORTUNITIES IN THAT CORRIDOR I DON'T
- 18 THINK WE THOUGHT ABOUT THAT OUITE SO MUCH. IN THE NORTHERN
- 19 CORRIDOR YOU HAVE A LOT OF BUS THAT IS TRYING TO HOP ON THE
- 20 FREEWAY FOR A SHORTER AMOUNT OF TIME TO GET TO RICHMOND
- 21 TRANSIT OTHER AND PLACES. AND THERE IS ALL KINDS OF
- 22 COMPLICATIONS BECAUSE YOU HAVE INTERIOR ACCESS IN THAT
- 23 LOCATION. BUT I THINK THE POINT THERE IS, TO YOUR POINT, SOME
- 24 OF THE SHORTER ROUTE BUSES THAT ARE DELIVERING PEOPLE TO BART
- 25 AND OTHER PLACES MAYBE NOT COMING ACROSS THE BAY BRIDGE MAY



- 1 BENEFIT FROM SECTIONS OF BUS ON SHOULDER. SO THERE MAY BE
- 2 TIMES FOR THEM TO POP IN AND POP OUT WHERE IT MAKES SENSE. YOU
- 3 DO HAVE A LOT OF BUS TRAFFIC COMING THROUGH HOV LANES AND
- 4 GETTING ACCESS TO THE BRIDGE IS DIFFERENTLY. SO IT'S AN
- 5 INTERESTING COMPLEX BUT WE'RE TRYING TO BALANCE WHAT YOU ARE
- 6 POINTING OUT WITH SOME OF THESE STUDIES.

7

- 8 V. CHAIR, SUE NOACK: THANKS. AND THE SECOND THING, I
- 9 UNDERSTAND THE CAV ELIMINATION, SINCE WE HAVE MORE AND MORE
- 10 CARS BEING CAV, THAT WOULD GET PRETTY CLOGGED UP. BUT THE MODE
- 11 SHIFT FROM ASSUMING THAT SO MANY THE TWO SEATERS AND CAVS ARE
- 12 NOW GOING TO PUSH INTO THE GENERAL LANES, THAT YOU'RE GOING TO
- 13 GET MODE SHIFT. IS THAT THE ASSUMPTION IN THAT ANALYSIS?

14

- 15 SPEAKER: YEAH, SO BY FREEING UP OR REMOVING THE CAVS IT FREES
- 16 UP A LOT MORE SPACE AND CAPACITY IN THE HOV LANE WHICH WOULD
- 17 HOPEFULLY ENCOURAGE MODE SHIFT SINCE YOU GET MORE TRAVEL TIME
- 18 SAVINGS IN THE HOV LANE NOW.

19

- 20 V. CHAIR, SUE NOACK: I WAS SURPRISED TO SEE SO MANY OF THOSE
- 21 ITEMS REALLY MAKE THE GENERAL LANE TRAFFIC LONGER. AND I'M NOT
- 22 SURE THAT'S A GREAT GOAL TO HAVE JUST THE HOV LANES, THE
- 23 MANAGED LANES, IMPROVE ON TIME, BUT ALL THE REST OF THE
- 24 TRAFFIC NOT. I MEAN, IS THAT REALITY CORRECT GOAL TO HAVE?



ANDREW FREMIER: WHAT WE SEE WHEN WE DO THESE ANALYSIS IS A 1 SMALL AMOUNT OF MODE SHIFT ACTUALLY MOVES A LOT MORE PEOPLE 2 3 THROUGH THE CORRIDOR SO FRANKLY IT DOES HELP TO DELAY SOME OF THE TRAFFIC IN SINGLE OCCUPANCY VEHICLES IN THE MAIN LINE TO 4 5 PROVIDE THE REAL RELIABILITY IN THE ON. HOV LANE. 6 7 V. CHAIR, SUE NOACK: SO THROUGHPUT NOT NECESSARILY SAVING 8 TIME. 9 ANDREW FREMIER: SAVING TIME FOR A LOT MORE PEOPLE IS THE IDEA, 10 JUST NOT AS MANY CARS. 11 12 V. CHAIR, SUE NOACK: OH, I SEE. MORE PER PERSON VERSUS PER 13 14 CAR. 15 16 ANDREW FREMIER: CORRECT. THROUGHPUT. 17 V. CHAIR, SUE NOACK: THAT WAS THE PIECE I WAS MISSING. 18 19 ANDREW FREMIER: THAT'S EXACTLY THE ANALYSIS WE'RE TRYING --20 21 22 V. CHAIR, SUE NOACK: I GET IT. I SEE. OKAY. THANK YOU. 23 CHAIR, DAVID RABBITT: AND YOU'RE SAVING TIME ON THAT 24

PARTICULAR SEGMENT BUT NOT NECESSARILY FOR THAT PARTICULAR



PERSON'S TRIP. AND I THINK THAT'S THE -- TO ME, THAT'S THE KEY 1 BECAUSE IT GOES TO THIS WHOLE IDEA IF YOU ARE REALLY GOING TO 2 3 ENCOURAGE THE MODE SHIFT, IT'S THE OVERALL LENGTH OF TIME IN THAT TRIP AS OPPOSED TO THE LENGTH OF TIME ON THE 180 4 5 CORRIDOR. CORRECT? 6 ANDREW FREMIER: YEAH. YOU KNOW, YOU'RE KIND OF RUNNING INTO 7 8 THE NEXT PROBLEM WE'LL BRING TO YOU, WHICH IS THE WORK WE'RE DOING ON THE RICHMOND SAN RAFAEL BRIDGE. BECAUSE OUR ARGUMENT 9 IS OPENING UP THE THIRD LANE TO TRAFFIC WHICH THERE IS A LOT 10 OF PRESSURE TO TRY TO DO THAT YOU DO NOT MAKE THE TRIP FASTER, 11 YOU SLOW IT DOWN FOR MOST PEOPLE. AND THIS IS FOR THE DELICATE 12 BALANCE THAT I WAS REFERRING TO, WHERE YOUR CLIMATE GOALS AND 13 WHAT WE'RE TRYING TO ACHIEVE THERE DO AFFECT THE SINGLE 14 15 OCCUPANCY VEHICLE OUITE A BIT. AND WE HAVE TALKED ABOUT IT 16 SEVERAL TIMES. THESE BUS PRIORITY LANES THAT WE'RE TALKING ABOUT DOING IN THE BRIDGE CORRIDOR WILL AFFECT THE GENERAL 17 PURPOSE LANES. BUT THE IDEA IS THAT YOU ARE GIVEN DIRECT 18 ACCESS TO BUSES AND HIGH-OCCUPANCY VEHICLES THAT MAKE IT 19 WORTHWHILE. BUT THAT'S THE COUNTER BALANCE AND THAT'S WHAT 20 WE'RE CONCERNED B WE DON'T HAVE ENOUGH BUSES AND IN THOSE 21 PRIORITY LANES, WE WILL HAVE SOME STRESS AROUND HOW PEOPLE 22

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23

PERCEIVE THEIR COMMUTES.



CHAIR, DAVID RABBITT: I APPRECIATE THAT. PLEASE GO AHEAD I 1 DON'T WANT TO INTERRUPT. 2 3 V. CHAIR, SUE NOACK: ONE FOLLOW UP, NO, NO, JUST -- I USED TO 4 5 COMMUTE IN THE CITY AND IT WAS GREAT I JUMPED ON BART ON THE CARPOOL AND YOU CAN'T DO THAT ANY LONGER AND THE IMPORTANT 6 PIECE COULD YOU GET THE HOV INCREASE NUMBER OF CARS WITH PLUS 7 8 THREE IS GOING TO NECESSITATE THOSE PARKING AREAS ALONG 80 TO GATHER. YOU KNOW, I THINK THAT'S PROBABLY THE BIGGEST 9 10 CHALLENGE, RIGHT? IS THAT PART OF THE PROCESS. 11 ANDREW FREMIER: THE CHALLENGE WE'RE FACING IS WE'RE NOT SEEING 12 CARPOOL GENERATION REBOUND ANY FASTER THAN TRANSIT IN FACT 13 IT'S A LOT WORSE. AND SO, WE NEED TO TRY TO FIGURE OUT HOW TO 14 15 CRACK THAT. WE THINK THIS MIGHT BE BETTER LOOKING AT SOME OF 16 THE COUNTIES SUPPORT LEVELS NOT THAT WE DO NOT WANT TO SUPPORT IT BUT MAYBE IT'S NOT A REGIONAL THING WE CAN HELP WITH. WE 17 HAVE TRIED COMMUTER BENEFITS WITH EMPLOYERS WE HAVE PARK AND 18 RIDE MOBILITY LOTS THAT WE HAVE BUILT THAT HAVE BEEN VACATED 19 JUST LIKE THE BART LOTS THAT ARE AVAILABLE BUT WE STILL ARE 20 STRUGGLING IN FINDING INCENTIVES TO CREATE CARPOOLS. IT'S A 21 22 REAL CHALLENGE. 23 CHAIR, DAVID RABBITT: COMMISSIONER DUTRA-VERNACI? 24



CAROL DUTRA-VERNACI: SLIDE FOUR WHERE YOU TALKED ABOUT 1 2 CORRIDOR WIDE STRATEGIES EVALUATED, I MISSED WHAT YOU SAID, IF 3 ANYTHING, AS FAR AS THE FRONTAGE ROADS CONVERSIONS. I REALIZE OF COURSE OUR GOAL IS COMPLETE MODE SHIFT GETTING PEOPLE ON 4 5 TRANSIT. EXCUSE ME. FOR THOSE THAT DON'T -- DID YOU SAY 6 SOMETHING ABOUT ROAD CONVERSION AND I MISSED IT? 7 8 SPEAKER: WE LOOKED AT FRONTAGE ROAD ALONG THE 80 CORRIDOR CONVERTING INTO A TRANSIT AND HOV LANE. THAT WAS ONE OF THE 9 10 STRATEGIES WE LOOKED AT BUT IT DIDN'T MOVE FORWARD INTO OUR SHORT LIST OF STRATEGIES MOSTLY BECAUSE THERE IS A LOT OF 11 TRAFFIC THAT CURRENTLY USES IT, AND SO IT WOULD BE A LOT THAT 12 WOULD BE PUSHED BACK ON TO 80, AND THERE WOULD BE A LOT OF 13 UNUSED CAPACITY ON FRONTAGE ROAD, AS WELL AS ACCESS ISSUES, 14 BECAUSE THERE IS ACCESS TO THE BAY TRAIL. AND IF YOU RESTRICT 15 16 IT, THEN IT WOULD MAKE IT A LOT MORE DIFFICULT TO ACCESS THE BAY TRAIL. SO, FOR THAT REASON, IT DIDN'T MAKE IT THROUGH INTO 17 OUR SHORT LIST. 18 19 CAROL DUTRA-VERNACI: OKAY. SOUNDS GOOD. THANK YOU. 20 21 22 CHAIR, DAVID RABBITT: ANYONE ELSE HAVE ANYTHING? COMMISSIONER? 23 NICK JOSEFOWITZ: THANK YOU. I'M SORRY I MISSED SOME OF THE 24

PRESENTATION. ANDY WE HAD SPOKEN ABOUT THIS A LITTLE BIT



- BEFORE. I THINK THAT -- AND NO ONE'S GOING TO BE SURPRISED TO 1 HEAR ME SAY THIS, THE KEY TO HOV LANES IS OCCUPANCY DETECTION. 2 3 THAT, RIGHT NOW, I THINK THE BIGGEST THREAT IS NOT A BUNCH OF PEOPLE IN, LIKE, THE CARS, WHO ARE DOING THE RIGHT THING, ALSO 4 5 GETTING THE BENEFIT OF ACCESSING THE HOV LANES, IT'S ALSO THE PEOPLE WHO ARE IN GAS CARS WHO ARE STEALING THAT LANE CAPACITY 6 WHO HAVE ONE PERSON, THEY'RE EITHER FLICKING THEIR TOLL TAG OR 7 8 THEY'RE JUST COMPLETELY IGNORING IT AND THE EVIDENCE SHOWS THAT ON THE SEGMENTS IN THE BAY AREA BETWEEN THE THIRD AND 50% 9 OF THE CARS IN THE HOV LANES ARE NOT ELIGIBLE TO BE IN THOSE 10 HOV LANES. I KNOW THIS IS SOMETHING WE HAVE SPOKEN ABOUT A LOT 11 ON THE DAIS, AND ARE THE OTHER SIDE COMMISSIONERS HAVE 12 EXPRESSED FRUSTRATION, COMMISSIONER HAGGERTY WAS HERE AND 13 JAZZED ABOUT THIS ISSUE, AND I WANT TO MAKE SURE THAT REMAINS 14 15 A CENTRAL, SORT OF, ORGANIZING CENTRAL FOCUS OF OUR WORK ON 16 ALL OF THIS AROUND HOW WE MAKE MASSIVE INVESTMENT HIGHWAYS ACTUALLY, SORT OF, RESULTING IN THE KIND OF MOBILITY THAT WE 17 WANT WHILE MEETING OUR CLIMATE AND EQUITY GOALS. 18 19 ANDREW FREMIER: I ASSURE YOU WE'RE VERY MUCH ENGAGED WITH WHAT 20
- 21 THE INDUSTRY IS DOING WE'RE HAVE A LOT OF PILOTS ON THE
- 22 STREETS WE HAVE BEEN EXAMINING THINGS AGREE WITH YOU 100% THE
- 23 REAL ANSWER IS BARRIER SEPARATED LANES THAT'S OCCUPANCY HOW
- 24 THE CHP CAN DO THEIR JOB BUT WE ARE NOT GOING TO INVEST IN



1

JUNE 9, 2023

BARRIER SEPARATED LANES WE AGREE WITH YOU BUT WILL NOT FIND A

2 SOLUTION THERE. 3 NICK JOSEFOWITZ: YOU'RE THE CHAIR OF THE NATIONAL TOLL AGENCY. 4 5 IT'S CLEARLY NOT AN ISSUE WE'RE FACING ALONE. BUT IT'S CLEAR GIVEN HOW MUCH OUR BRIDGE TOLLS, AMBITIONS FOR EXPRESS LANES 6 AND HOV LANES AROUND THE REGION THIS IS SOMETHING THAT US WITH 7 8 THE COLLECTIVE INDUSTRY SHOULD BE ABLE TO SOLVE. LIKE, I CAN GO ONLINE AND ASK AN AI GENERATED BOT TO DRAW ME -- TO DO 9 10 WHATEVER YOU WANT, RIGHT, AT THIS POINT, IT SHOULD NOT BE TOO COMPLICATED AT THIS POINT TO ENVISION A TECH SOLUTION FOR AN 11 HOV OCCUPANCY SOLUTION. I KNOW WE'RE WORKING ON IT BUT WE HAVE 12 TO MAKE THIS WORK OTHERWISE ALL THIS WORK IS GOING TO BE 13 LARGELY USELESS AND WE TALK SO MUCH ABOUT A HANDFUL, A SMALL 14 15 PROPORTION OF TRANSIT RIDERS WHO ARE EH INVADING FAIRS, AND 16 THAT BECOMES THIS EXISTENTIAL CRISIS FOR TRANSIT MEANWHILE MILLIONS OF DRIVERS ARE SCREWING US BASICALLY DOING FARE 17 EVASION FOR HOV LANES AND THERE ARE NO CONSEQUENCES. 18 19 ANDREW FREMIER: YEAH I REFLECT PROBABLY THE BEST SOLUTION IS 20 INVITE THE CONVERSATION ABOUT BIOMETRICS AND THINGS LIKE THAT 21 TAKING PICTURES OF PEOPLE AND THAT CREATES A WHOLE OTHER 22 SERIES I THINK THAT'S THE CLOSEST TECHNOLOGY NOW THAT'S 23 EFFECTIVE. I HEAR YOU AND WE'RE TRYING HARD WE'LL KEEP MOVING 24 ON IT AND REPORTING BACK TO YOU.



1 NICK JOSEFOWITZ: THANK YOU. I WANT TO BRING UP ON THE -- YES -2 3 - THANK YOU. 4 5 CHAIR, DAVID RABBITT: GREAT. ANYONE ELSE HAVE OUESTIONS? ARE 6 THERE ANY PARTICIPANTS WITH A HAND RAISED? 7 8 CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 9 10 ON THIS ITEM. AND NO ONE IN THE BOARDROOM WISHING TO SPEAK. 11 CHAIR, DAVID RABBITT: OKAY GREAT. WELL, NOT GREAT -- BUT, 12 THANK YOU. [LAUGHTER] I WAS GOING TO ASK ABOUT IT AND I'M NOT 13 SURE -- TELL ME -- SO THE BUS ON SHOULDER IS REALLY FOR THOSE 14 SHORT BUS -- THOSE SHORT ROUTES, WHERE THE BUS HOPS ON, HOPS 15 16 OFF? BECAUSE I WAS GOING TO ASK WHAT DO YOU DO AT EVERY 17 INTERSECTION, I WAS ASSUMING THAT WAS MORE OF AN EXPRESS BUS AMENITY. THAT'S NOT TRUE? 18 19 ANDREW FREMIER: IT CAN BE TRUE BUT AGAIN THERE IS NOT THE 20 21 EXPRESS BUS CAPACITY TODAY SO WE'RE LOOKING AT IT. AND I THINK THE POINT OF THE SLIDES IS TO SHOW HOW AVAILABLE IT IS AND THE 22 CONSTRICTIONS IS AT UNIVERSITY AND ASHBY THAT CREATES A 23 DIFFERENT PALLET FOR US TO LOOK AT IF AND WHEN THINGS COME 24 BACK BUT YOU ALSO HAVE TO THINK ABOUT WHERE THE BUSES ARE 25



COMING INTO THE CORRIDOR AND MANY ARE ACKNOWLEDGE IN ALREADY 1 ON THE INTERIOR HOV LANE. REALLY THE IMMEDIATE IMPACT IS 2 3 PROBABLY SOME OF THESE SHORTER PLACES BUT IN THE LONG RUN IF WE'RE SUCCESSFUL AND REALLY MOVE PEOPLE, YOU KNOW, INTO 4 5 DIFFERENT MODES OF TRANSIT, THEN THAT COULD BE AVAILABLE TO 6 US, AS WELL. 7 8 CHAIR, DAVID RABBITT: GREAT. THANK YOU. AND JUST FOLLOWING UP ON NICK'S POINT. I MEAN, THE DUAL -- IF THERE WERE DUAL LANES 9 WOULDN'T IT BE GREAT IF ONE COULD HAVE ONE CAPACITY AND ONE 10 COULD HAVE THE OTHER. I DO THINK -- AND I'LL FOLLOW UP ON WHAT 11 COMMISSIONER SPERING WAS TALKING ABOUT. THIS IS FROM NEW OWN 12 EXPERIENCE LIVING UP NORTH AND MY WIFE WHO HAS COMMUTED TO THE 13 CITY FOR 39 YEARS TO UCSF AND OFTEN TRAFFIC IN SONOMA COUNTY 14 15 IS HEAVIER EARLIER IN THE MORNING THAN THE TRAFFIC IN MARIN 16 COUNTY IT'S BLUE-COLLAR WORKERS IN WORK TRUCKS GOING OFF TO WORK EARLY THEN A LITTLE LATER AS YOU MOVE SOUTH, YOU HAVE 17 EVER LOOKED AT -- I MEAN WHERE THE THROUGHPUT THERE IS THE 18 EOUITY ISSUE OUITE HONESTLY ABOUT PEOPLE WHO ARE GOING TO BE 19 ON THIS CORRIDOR, SPEND MORE TIME IN TRAFFIC IF WE DON'T HAVE 20 21 ALTERNATIVE. BECAUSE I ALSO GREW UP IN A HOUSE OF CONTRACTOR WHO IS HAD THEIR TRUCKS AND TOOLS AND EVERYTHING ELSE GOING 22 WITH THEM. JUST SOMETHING TO THINK ABOUT IF WE EVER REALLY 23 LOOK AT THINGS IN THAT VEIN BECAUSE IT'S THE BLUE-COLLAR FOLKS 24

WHO HAVE NO CHOICE WHO ARE VEHICLE DEPENDENT VERSUS THOSE WHO



- 1 CAN GET INTO A CARPOOL WHICH I THINK IS BECOMING MORE
- 2 DIFFICULT TOO HONESTLY BECAUSE OF THE WORK PATTERNS WE'RE ALL
- 3 EXPERIENCING. I KNOW THAT'S WHAT MY WIFE HAS EXPERIENCED
- 4 HERSELF, EVEN WITH THE HOSPITAL, YOU WOULD THINK THE
- 5 EMPLOYMENT WOULD STAY STEADY BUT IT DOESN'T.

6

- 7 ANDREW FREMIER: THE GOOD NEWS IS YOU HEARD IN THE PAPERS
- 8 TRAFFIC SHIFT COMING UP, THE HOV HOUR IS COMING DIRECTLY IN
- 9 FRONT OF US. THE OPPORTUNITY BEST OPPORTUNITY WE HAVE IS TO
- 10 DEAL WITH SOME OF THIS WHEN WE OPEN THAT CORRIDOR. AND MAYBE
- 11 SOME DAY WE'LL TALK ABOUT PRICING IN THAT CORRIDOR TOO, AS
- 12 WELL.

13

- 14 CHAIR, DAVID RABBITT: FUN TIMES. [LAUGHTER] WELL, WITH THAT,
- 15 AND, AGAIN, THERE IS NONE HERE AT THE PODIUM, AND THERE IS NO
- 16 ONE ONLINE WHO WANTS TO SPEAK. AND THIS IS AN INFORMATIONAL
- 17 ITEM. SO, THANK YOU, THANK YOU, STEPHANIE FOR ALL THE WORK AND
- 18 ALL THE STAFF ON THAT. APPRECIATE IT VERY MUCH. WE'LL MOVE ON
- 19 THEN TO ITEM NUMBER SIX, WHICH IS THE MTC SAFE RESOLUTION,
- 20 NUMBER 71 FOR FISCAL YEAR '23, '24 OPERATING CAPITAL BUDGET
- 21 REQUEST FOR AUTHORITY APPROVAL OF THE SAFE RESOLUTION NUMBER
- 22 71 AUTHORIZING AGAIN THE CAPITAL BUDGET AND DEREK HANSEL IS
- 23 HERE TO MAKE A PRESENTATION ON THIS. DEREK, GO AHEAD.



DEREK HANSEL: NO PRESENTATION NO PRESENTATION THIS MORNING. 1 YOU SEE IN FRONT OF YOU THE DRAFT BUDGET THAT WAS BROUGHT 2 3 BEFORE TO THE FULL SAFE BOARD ON MAY 24TH WE'RE ASKING FOR YOUR REFERRAL TO THE FULL SAFE BOARD AT ITS MEETING ON JUNE 4 5 28TH. 6 7 CHAIR, DAVID RABBITT: IS THERE ANY COMMENTS OR QUESTIONS? IF 8 NOT MAY I GET A MOTION TO APPROVE. 9 V. CHAIR, SUE NOACK: MOTION. 10 11 STEPHANIE MOULTON-PETERS: SECOND. 12 13 CHAIR, DAVID RABBITT: MOTION AND SECOND. I'LL LOOK TO SEE IF 14 15 THERE ARE PUBLIC COMMENT? 16 CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH 17 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 18 19 ON THIS ITEM. 20 CHAIR, DAVID RABBITT: GREAT. THANK YOU VERY MUCH. AND WITH 21 22 THAT CAN WE HAVE A ROLL CALL VOTE FOR THE APPROVAL OF THE RESOLUTION NUMBER 71 FOR THE SAFE OPERATING AND CAPITAL 23

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25

BUDGET?



1	CLERK OF THE BOARD: COMMISSIONER AHN?
2	
3	EDDIE AHN: AYE.
4	
5	CLERK OF THE BOARD: CANEPA?
6	
7	DAVID CANEPA: YES.
8	
9	CLERK OF THE BOARD: DUTRA-VERNACI?
10	
11	CAROL DUTRA-VERNACI: AYE.
12	
13	CLERK OF THE BOARD: MAHAN IS ABSENT. MOULTON PETERS?
14	
15	STEPHANIE MOULTON-PETERS: YES.
16	
17	CLERK OF THE BOARD: NOACK?
18	
19	V. CHAIR, SUE NOACK: YES.
20	
21	CLERK OF THE BOARD: RABBITT?
22	
23	CHAIR, DAVID RABBITT: YES.
24	
25	CLERK OF THE BOARD: SPERING?



1 JAMES P. SPERING: AYE. 2 3 CLERK OF THE BOARD: MOTION PASSES UNANIMOUSLY BY ALL MEMBERS 4 5 PRESENT. 6 7 CHAIR, DAVID RABBITT: GREAT. THANK YOU VERY MUCH. AGENDA ITEM 8 SEVEN IS PUBLIC COMMENT. I'LL ASK THE CLERK TO READ THE NAMES OR ORGANIZATIONS OF ANY GENERAL WRITTEN PUBLIC COMMENTS 9 RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO 10 THE RECORD. AND IF THERE IS ANYONE HERE IN THE CHAMBER OR 11 ANYONE ONLINE WHO WOULD LIKE TO SPEAK, AGAIN, IT'S DIAL STAR 12 NINE, OR RAISE YOUR HAND. 13 14 CLERK OF THE BOARD: THERE WAS NO WRITTEN CORRESPOND RECEIVED 15 16 ON THIS ITEM NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED IN ZOOM AND NO ONE IN THE BOARDROOM WISHING TO SPEAK ON THIS 17 18 ITEM. 19 CHAIR, DAVID RABBITT: THANK YOU VERY MUCH. MOVING TO AGENDA 20 21 ITEM EIGHT, ADJOURNMENT, NEXT MEETING. IS THIS LAST MEETING OF 22 THE OPERATIONS COMMITTEE? HISTORIC OCCASION HERE. THE OPERATIONS COMMITTEE WILL TRANSITION TO THE REGIONAL NETWORK 23 MANAGEMENT COMMITTEE EFFECTIVE JULY 1ST, 2023. THE FIRST 24

MEETING OF THE REGIONAL NETWORK MANAGEMENT COMMITTEE WILL BE



HELD ON FRIDAY JULY 14TH, 2023, AT 9:35 A.M., AT THE BAY AREA 1 METRO CENTER HERE AT 375 BEALE STREET, SAN FRANCISCO 2 3 CALIFORNIA. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. SO, THANK YOU, ALL, VERY MUCH. AND GOODBYE FROM 4 5 OPERATIONS. 6 ALIX BOCKELMAN: CHAIR RABBITT, THIS IS ALIX, ON THIS HISTORIC 7 8 OCCASION OF THE LAST OPERATIONS COMMITTEE, I DID WANT TO NOTE 9 THAT I THINK THE TIMING WASN'T QUITE RIGHT IN THE TALKING POINTS BECAUSE WE ARE GOING TO HAVE THE REGIONAL NETWORK 10 MANAGEMENT COMMITTEE START, PROBABLY CLOSER TO NOON. BECAUSE 11 WE DO HAVE SOME TRANSIT BOARD MEMBERS JOINING US, AND WE WERE 12 GOING TO HAVE IT START AROUND LUNCHTIME. SO WE WILL GET YOU 13 THE DULY NOTICED TIME, BUT JUST DO BE PREPARED FOR THAT. 14 15 16 CHAIR, DAVID RABBITT: DULY NOTED. THANK YOU. WITH THAT, WE'RE ADJOURNED. [ADJOURNED] 17 18





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