METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

OPERATIONS COMMITTEE

FRIDAY, SEPTEMBER 11, 2020, 9:05 AM

DAVID CORTESE, CHAIR: I'M DAVE CORTESE CHAIR OF THE OPERATIONS COMMITTEE AND MTC COMMISSIONER, AND I AM GOING TO CALL THE MEETING TO ORDER, AS IT IS NOW JUST PAST 9:05 A.M., AND THE FIRST ITEM ON OUR AGENDA IS THE ROLL CALL. I'M NOT SURE IF WE HAVE A QUORUM. MARTHA I'LL TURN TO YOU FOR THAT.

CLERK OF THE BOARD: BROADCASTING TEAM PLEASE ROLL THE ANNOUNCEMENT. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE

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TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBERS. AND IT IS REQUESTED THAT PUBLIC SPEAKERS RESTATE THEIR NAMES AND ORGANIZATIONS, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. MEMBERS OF THE PUBLIC WISHING TO ADDRESS THIS BODY WERE ASKED TO SUBMIT COMMENTS IN WRITING AT INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO ON THE REFERENCED AGENDA ITEM OR ANY TOPIC THEY CHOOSE. SPEAKERS SHOULD RAISE THEIR HAND, AND I WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. THE CHAT FEATURE IS ACTIVE, HOWEVER, PLEASE BE AWARE THAT ANYTHING TYPED INTO THE CHAT WILL BE SUBJECT TO PUBLIC DISCLOSURE. THE CHAT FEATURE IS NOT AVAILABLE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE. IS

DAVID CORTESE, CHAIR: OKAY. THANK YOU. MARTHA A HOW ARE WE DOING ON QUORUM?

CLERK OF THE BOARD: I BELIEVE WE'RE GOING TO NEED TO DEPUTIZE COMMISSIONER PEDROZA BUT I'LL GO THROUGH ROLL CALL. COMMISSIONER AHN?

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SPEAKER: HERE.

CLERK OF THE BOARD: COMMISSIONER CONNOLLY?

SPEAKER: HERE.

CLERK OF THE BOARD: COMMISSIONER CORTESE?

SPEAKER: HERE.

CLERK OF THE BOARD: COMMISSIONER GIOCAPINI, NON VOTING.

SPEAKER: HERE. COMMISSIONER LICCARDO?

SAM LICCARDO: HERE.

CLERK OF THE BOARD: COMMISSIONER MACKENZIE?

JAKE MACKENZIE: PRESENT.

CLERK OF THE BOARD: COMMISSIONER RABBIT IS ABSENT. COMMISSIONER SLOCUM IS ABSENT. SPERING? SPERING IS ABSENT. COMMISSIONER STRACNER, NON-VOTING. COMMISSIONER STRACNER, NON-VOTING IS ABSENT. WE HAVE A QUORUM.

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DAVID CORTESE, CHAIR: OKAY. GREAT. THANK YOU FOR THAT. PLEASE READ THE COMPENSATION ANNOUNCEMENT.

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

CLERK OF THE BOARD: THANK YOU VERY MUCH FOR THAT. WE'LL MOVE TO ITEM FOUR, CONSENT CALENDAR. WE HAVE 11 ITEMS ON THE CONSENT CALENDAR 4A THROUGH 4K ANY REQUESTS FROM THE COMMITTEE TO REMOVE ANYTHING FROM THE CONSENT CALENDAR. REQUESTS TO SPEAK FOR ITEMS FROM THE PUBLIC?

CLERK OF THE BOARD: NO COMMENTS RECEIVED FOR THE CONSENT CALENDAR.

DAVID CORTESE, CHAIR: IN THAT CASE IF THERE IS NO FURTHER COMMENT OR DISCUSSION WE CAN ENTERTAIN A MOTION ON 4A THROUGH 4K.

JAKE MACKENZIE: SO MOVED, MR. CHAIR. MACKENZIE.

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DAVID CORTESE, CHAIR: MOTION BY MACKENZIE. SECOND BY CONNOLLY.

DAVID CORTESE, CHAIR: I'M HEARING SOME BACKGROUND. PLEASE MUTE. UNLESS YOU'RE INTERESTED IN DISCUSSION PLEASE SPEAK UP. WE'RE HEARING NO ONE SPEAK UP. DO WE NEED TO DO A ROLL CALL MARTHA?

CLERK OF THE BOARD: YES.

DAVID CORTESE, CHAIR: PLEASE PROCEED WITH THAT.

CLERK OF THE BOARD: [ROLL CALL VOTE]

CLERK OF THE BOARD: THANK YOU. IT PASSES UNANIMOUSLY.

DAVID CORTESE, CHAIR: THAT CONCLUDES CONSENT CALENDAR WE'LL MOVE TO ITEM FIVE WHICH IS AN ACTION ITEM CONTRACTS TO DELIVER BAY BRIDGE FORWARD 2020, AND I THINK KEVIN CHEN IS HERE TO PRESENT TO US ON THIS ITEM.

KEVIN CHEN: GOOD MORNING COMMISSIONERS I'M KEVIN CHEN MTC STAFF WITH DESIGN AND PROJECT DELIVER SECTION. I DO HAVE A PRESENTATION. SO HOPEFULLY THAT CAN BE BROUGHT UP.

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DAVID CORTESE, CHAIR: ACKNOWLEDGING THAT SPERING HAS JOINED US.

KEVIN CHEN: THAT'S ACTUALLY NOT THE PRESENTATION. THIS IS FOR THE NEXT ITEM. GREAT. THANK YOU. ALL RIGHT. SO I'M HERE TO PROVIDE AN UPDATE ON BAY BRIDGE FORWARD INITIATIVE. WITH THIS ITEM WE ARE SEEKING FOR THE COMMITTEE'S APPROVAL ON SEVERAL CONSULTING CONTRACTS RELATED TO THIS EFFORT SO THAT WE CAN MOVE FORWARD WITH THE PROJECTS. BAY BRIDGE FORWARD IS A SUITE OF NEW TERM OPERATIONAL AND TRAFFIC DEMAND MANAGEMENT STRATEGIES TARGETED TO REDUCE DELAYS FOR BUSSES AND HOVS AND IMPROVING THEIR TRAVEL TIME RELIABILITY. AND MOST IMPORTANTLY TO REALLY INCREASE'S THROUGHPUT ON THE BAY BRIDGE CORRIDOR. NEXT SLIDE PLEASE. AS WE KNOW TRAFFIC CONDITIONS HAVE CHANGED QUITE A BIT WITH THE IMPACT OF COVID-19. WE HAVE BEEN MONITORING TRAFFIC CONDITIONS VERY CLOSELY AND STARTING ABOUT MAY OR SO WE HAVE SEEN QUITE A BIT OF TRAFFIC HAS ALREADY RETURNED TO THE CORRIDOR. ALTHOUGH IN THE PAST MONTH OR SO IN TERMS OF THE TRAFFIC RETURN BUT AS THE REGION CONTINUES TO GET BACK TO NORMAL HOPEFULLY THIS YEAR WE EXPECT TRAFFIC DEMAND TO CONTINUE TO RISE. ON SHOULD SLIDE ARE A COUPLE OF PHOTOS TAKEN IN MID-AUGUST. AS YOU CAN SEE CONGESTION HAS RETURNED AT THE BRIDGE TOLL PLAZA AND ON THE BRIDGE APPROACHES PARTICULARLY ON THE I-580 AND I80 APPROACHES AS YOU CAN SEE ON THE RIGHT HAND SIDE. THIS IS VERY IMPORTANT TO MAKE A NOTE OF BECAUSE THIS

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RELATES DIRECTLY TO THE BAY BRIDGE FORWARD PROJECTS WE WOULD LIKE TO MOVE FORWARD WITH. WE SEE BLUE SKIES WITH TAKEN A COUPLE OF WEEKS AGO. MISSING THAT ALREADY, SO HOPEFULLY WE WILL SEE BLUE SKIES AGAIN SOON. MEDIUM FLOW TRAFFIC ON THE BRIDGE KEY HERE IS TO GET THE BUSSES AND HOVS TO THE TOLL PLAZA AND ONCE YOU GET THROUGH IT IT'S TYPICALLY AN UNIMPEDED FLOW INTO THE CITY. IT'S IMPORTANT TO POINT OUT THAT WITH THE RECENT IMPACT OF COVID-19 AND SOCIAL DISTANCING REQUIREMENTS, THERE HAS BEEN A DRAMATIC REDUCTION IN TRANSIT SERVICES, TRANSIT RIDERSHIP AS WELL AS CARPOOLS AND VANPOOLS ALL OF THESE RESULT IN A SIGNIFICANT INCREASE IN SINGLE OCCUPANCY VEHICLE. SO AS THE ECONOMY AND TRAVEL ACTIVITIES CONTINUE TO RESUME, THE TRAFFIC -- REGULAR TRAFFIC COULD SOON OVERWHELM OUR HIGHWAY SYSTEM PARTICULARLY ON THE BAY BRIDGE CORRIDOR WHICH IS USUALLY WELL SERVED BY HIGHER MODES OF TRANSPORTATION. SO WE NEED TO BE VERY PROACTIVE IN ADDRESSING THIS ISSUE, AND THAT IS A GOAL OF BAY BRIDGE FORWARD IS TO GET PEOPLE BACK TO HIGH-OCCUPANCY TRAVEL MODES. NEXT PLEASE. AS I MENTIONED THERE IS URGENCY TO DELIVER BAY BRIDGE FORWARD DEVELOPMENT AS QUICKLY AS POSSIBLE. FOR REASONS I JUST MENTIONED. BUT IT TYPICALLY TAKES ABOUT 5 TO 7 YEARS TO DELIVER EVEN MINOR OPERATION IMPROVEMENTS IN A NORMAL PROCESS AND USUALLY OVER A DECADE FOR MAJOR CAPITAL PROJECTS AND WE CERTAINLY CANNOT WAIT THAT LONG FOR BAY BRIDGE FORWARD WE'RE WORKING WITH CALTRANS TO IDENTIFY WAYS TO STREAMLINE THE

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APPROVAL AND PROCESS WITH A GOAL TO DELIVER BAY BRIDGE PROJECTS IN THE NEXT TWO YEARS OR SO. NEXT SLIDE. HERE IS A MAP WITH A SUITE OF BAY BRIDGE FORWARD 2020 IMPROVEMENTS. FIRST SEVEN PROJECTS, NUMBER 1 THROUGH 7 SHOWN IN GREEN REALLY OPERATIONAL IMPROVEMENTS, FOCUS ON IMPROVING TRANSIT AND BUS TRANSIT AND HOV OPERATIONS IN THIS CORRIDOR. PROJECTS 8 THROUGH 11 SHOWN IN BLUE AND ORANGE ARE DEMAND MANAGEMENT STRATEGIES. THESE STRATEGIES ARE TARGETED TO GET PEOPLE OUT OF DRIVING, INTO SHARE MODES OF TRAVEL. INCLUDING PILOT EXPRESS BUS SERVICES AND SO FORTH. AT THE BOTTOM OF THE TABLE ON THE RIGHT SIDE THE TOTAL COST OF THE BAY BRIDGE FORWARD PROJECT IS $65 MILLION. SO FAR BETWEEN MTC AND OUR PARTNER AT ALAMEDA CTC, WE HAVE IDENTIFIED $15 MILLION TO ADVANCE THE FIRST FOUR PROJECTS SHOWN HERE, WHICH WE ARE SEEKING FOR COMMITTEE APPROVAL TODAY. THESE PROJECTS INCLUDE NUMBER 1580HOV LANE PROJECT WHICH WE'RE PROPOSING TO CONVERT TO HOV LANE FROM THE TOP PLAZA TO THE INTERCHANGE. PROJECTS 2 AND 3 GO HAND IN HAND IN TERMS OF IMPROVING THE BUS TRANSIT OPERATIONS COMING OUT OF EMERYVILLE TO THE INTERCHANGE WITH A ROUND ABOUT ON THE STREET TO GET THE BUSES TO THE FREEWAY MORE EFFICIENTLY AS WELL AS CONVERTING A PORTION OF THE SHOULDER I80 TO AN HOV BUS LANE. PROJECT NUMBER FOUR IS A DESIGN ALTERNATIVE ASSESSMENT THAT ALLOW US TO REALLY DEVELOP STRATEGIES ON THE I80 CORRIDOR. BETWEEN THE BAY BRIDGE AND THE CARQUINEZ BRIDGE WHICH COULD POTENTIALLY INCLUDE DUAL MANAGED LANES IN EACH DIRECTION AND

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WOULD LOOK AT THE POSSIBILITY OF RAISING VEHICLE OCCUPANCY REQUIREMENT ON THE I80 CORRIDOR. ALSO A REMINDER THAT AT THE I80 CORRIDOR IS PART OF THE MTC BAIFA EXPRESS LANES NETWORK THIS WOULD ALLOW A RANGE OF ALTERNATIVES AS WE ADVANCE FORWARD WITH IMPLEMENTING BUS LANES ON I80. SO THESE PROJECTS WOULD REALLY HELP PROVIDE A JUMP-START IN IMPROVING BUS AND HOV OPERATIONS ON THE BAY BRIDGE CORRIDOR. WE DO THINK IT INCENTIVIZES FOLKS TO MOVE TO HIGHER MODES OF TRAVEL AS WE MOVE THROUGH COVID-19 HOPEFULLY THIS WILL HELP TRANSIT OPERATORS TO MAINTAIN THEIR BUS HIGHWAYS, THIS IS CRITICAL DURING TIMES LIKE THIS WHEN EVERYONE IS STRUGGLING WITH RESOURCES. WE WILL TURN TO WORK WITH OUR PARTNER AGENCIES AT CALTRANS, ALAMEDA AND CONTRA COSTA COUNTIES AS WELL AS TRANSIT OPERATORS TO IDENTIFY FUNDING OPPORTUNITIES BECAUSE WE DO HAVE A FUNDING GAP THAT PREVENTS US FROM MOVING FORWARD WITH OTHER PROJECTS AT THE MOMENT SO THAT WE CAN TRY TO DELIVER THE FULL SUITE OF IMPROVEMENTS IN THE NEXT TWO YEARS OR SO. WITH THAT, THAT CONCLUDES MY PRESENTATION AND WITH THIS ITEM WE'RE SEEKING FOR THE COMMITTEE'S APPROVAL ON THE CONSULTANT CONTRACT DESCRIBED IN THE MEMO AND I AM HAPPY TO ANSWER ANY QUESTIONS.

DAVID CORTESE, CHAIR: THANK YOU KEVIN. ANY QUESTIONS FROM MEMBERS OF THE COMMITTEE? I'LL ASK YOU TO RAISE YOUR HAND AND MAYBE MARTHA CAN LET ME KNOW --

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CLERK OF THE BOARD: COMMISSIONER JOSEFOWITZ?

DAVID CORTESE, CHAIR: COMMISSIONER, GO AHEAD.

COM. NICK JOSEFOWITZ: THANK YOU. THIS IS REALLY EXCITING, BUT THERE ARE -- AND I KNOW WE DON'T HAVE ENOUGH MONEY TO DO THIS. BUT AS WE THINK ABOUT THE QUICK RIGHT NOW -- AS WE THINK ABOUT QUICK BILLS WERE TWO APPROACHES THAT WEREN'T INCLUDED IN THAT LIST WHICH WERE 880 AND WEST GRAND AND I WAS WONDERING WHY WE DON'T HAVE PLANS FOR THAT THAT WE COULD DEPLOY WHEN THE FUNDING BECOMES NECESSARY. WHEN THE FUNDING BECOMES AVAILABLE, I MEAN.

KEVIN CHEN: THANK YOU COMMISSIONER WEST GRAND IS A PROJECT WE'RE WORKING ON IN THE DESIGN PHASE WE HAVE FUNDING WITH BAY BRIDGE FORWARD INITIATIVE TO FUND THAT PROJECT FORTUNATELY, SO I JUST WANT TO MAKE SURE THAT EVERYONE IS AWARE THAT WE'RE WORKING VERY HARD TO -- IT'S A LANE EXTENSION ON THE WEST GRAND APPROACH TO THE BAY BRIDGE WHERE WE'RE EXTENDING BOTH THE BUS LANE AND PROVIDING MULTI-USE PATH ON WEST GRAND AS WELL.

COM. NICK JOSEFOWITZ: WHAT ABOUT 880?

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KEVIN CHEN: ON THE 880 APPROACH, THE HOV RAMP ON BOTH OF THE LEFT-HAND SIDE AND ALSO ON THE RIGHT HAND SIDE WHERE WEST GRAND COMES IN. SO THE BUSES ON 880 AND HOVS FOR THE MOST PART, THEY DO GET PRETTY FREE FLOW CONTINUES, REALLY THE PROBLEM HAPPENS WHERE THE WEST GRAND APPROACH COMES IN. SO, WE ARE HOPEFUL THAT WITH THE WEST GRAND PROJECT THAT WILL REALLY HELP WEST GRAND CONNECT TOGETHER IN CONCERT WITH THE 880 APPROACH. IS

DAVID CORTESE, CHAIR: ANYTHING ELSE?

CLERK OF THE BOARD: THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. ALETA DUPREE.

SPEAKER: CHAIR CORTESE AND MEMBERS. ALETA DUPREE FOR THE RECORD, THIS IS VERY IMPORTANT TO ME. IT'S VERY CLOSE TO HOME. BECAUSE ONE OF THE METHODS THEY USED TO GET FROM WEST OAKLAND TO SAN FRANCISCO IS THE AC TRANSIT F LINE. F AS IN "FOX TROT" AND, 1, 2, 3, AND 6 ON THE MAP ARE MOST RELEVANT TO ME. AC TRANSIT BUS USES THE POWELL STREET INTERCHANGE WITH 80 AND GOES AROUND THAT JUG HANDLE, IF YOU WILL TO GET ON TO THE 880 GOING WEST TOWARD THE BRIDGE AND INTO THE BRIDGE AND TOLL PLAZA BYPASS. IN THE OTHER DIRECTION IN THE AFTERNOONS COMING EASTBOUND OFF OF THE BRIDGE BACK INTO OAKLAND, BECAUSE OF THE DIFFICULTIES IN CROSSING TO THE RIGHT, WHEN NAVIGATING 80 TO

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THE NORTH THAT BUS HAS TO GO ON 580 AND NEAR SAN PABLO, DO A U-TURN. SO AS CONGESTION RETURNS IT'S IMPORTANT THAT WE STAY ON THIS. I WANT MORE PEOPLE TO RIDE BUSES MUCH BETTER THAN HAVING LOTS OF CARS ON THE ROAD CLOGGING THINGS UP. THANK YOU.

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

DAVID CORTESE, CHAIR: THANK YOU MARTHA WE CAN ENTERTAIN A MOTION IN A MOMENT. I WANT TO MAKE IT CLEAR THAT THE CONTRACTS WOULD BE KIMLEY-HORN & ASSOCIATES, VERANO TECHNICAL SERVICES, T.Y. LIN INTERNATIONAL, HD HDR ENGINEERING AND GRAY-BOWEN-SCOTT THOSE CONTRACTS ARE LISTED IN THE FILE, IN THE PACKET THAT'S BEEN SUBMITTED TO THE COMMITTEE. WE CAN ENTERTAIN A MOTION.

JAMES P. SPERING: I'LL MOVE IT. IT'S IMPORTANT AS WE'RE TRYING TO GET TRANSIT TO RECOVERY, THESE ARE THE FACTORS ARE THAT WE NEED. I'LL MOVE THE ITEM MR. CHAIRMAN.

JAKE MACKENZIE: SECOND MR. CHAIR. MACKENZIE.

DAVID CORTESE, CHAIR: MOTION BY SPERING SECOND BY MACKENZIE. FURTHER COMMENT OR DISCUSSION? HEARING NONE, I AGREE SPERING

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WHOLEHEARTEDLY IT'S GOOD TO SEE CAPITAL INVESTMENT GOING ON. MARTHA PLEASE CALL THE ROLL CALL AND THE VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE] IT PASSES UNANIMOUSLY.

DAVID CORTESE, CHAIR: THANK YOU. THAT BRINGS US TO ITEM SIX, PUBLIC COMMENT AND OTHER BUSINESS. ARE THERE ANY REQUESTS FOR GENERAL PUBLIC COMMENT?

CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED AT THIS MOMENT AND NO MEMBERS OF THE PUBLIC SUBMITTED COMMENTS.

DAVID CORTESE, CHAIR: OKAY. THANK YOU FOR THAT. ANY OTHER