METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	OPERATIONS COMMITTEE
2	FRIDAY, 9:35 A.M., APRIL 9, 2021
3	
4	CAROL DUTRA-VERNACHI, CHAIR: GOOD MORNING WELCOME TO THE
5	OPERATION'S COMMITTEE MEETING EVENT OF THE OPERATIONS
6	COMMITTEE. I WILL CALL THE MEETING TO ORDER. MAY WE ROLL OUR
7	ANNOUNCEMENT, PLEASE? [RECORDED MEETING PROCEDURES
8	ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED
9	AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S
10	EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF
11	THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB
12	SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS,
13	STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK
14	CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR
15	REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH
16	THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE
17	VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC
18	PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED
19	HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON
20	THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL
21	BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER.
22	IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND
23	ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY.
24	WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY
25	5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND



ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF 1 AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, 2 3 THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT 4 5 THE CHAT FEATURE IS NOT ACTIVE. 6 7 CAROL DUTRA-VERNACHI, CHAIR: I'M SORRY. I SOMEHOW GOT MUTED. 8 THANK YOU MARTHA FOR THOSE HAND SIGNALS. I APPRECIATE T 9 ANYWAY, CAN WE HAVE A ROLL CALL PLEASE. 10 CLERK OF THE BOARD: COMMISSIONER AHN? 11 12 EDDIE AHN: HERE. 13 14 CLERK OF THE BOARD: CANEPA? 15 16 DIR. DAVID CANEPA: HERE. 17 18 19 CLERK OF THE BOARD: COMMISSIONER CONNOLLY? 20 DAMON CONNOLLY, V. CHAIR: HERE. 21 22 23 CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI? 24

CAROL DUTRA-VERNACHI, CHAIR: HERE.



1	
2	CLERK OF THE BOARD: COMMISSIONER GIACOPINI, NON-VOTING?
3	
4	DORENE M. GIACOPINI: HERE.
5	
6	CLERK OF THE BOARD: LICCARDO?
7	
8	SAM LICCARDO: PRESENT. COMMISSIONER SCHAFF? COMMISSIONER
9	SPERING?
10	
11	JAMES P. SPERING: HERE.
12	
13	CAROL DUTRA-VERNACHI, CHAIR: ALL RIGHT. WE HAVE THE PLEDGE OF
14	ALLEGIANCE, A LITTLE AWKWARD WHEN WE'RE ALL STANDING UP. ITEM
15	THREE IS OUR COMPENSATION ANNOUNCEMENT.
16	
17	CLERK OF THE BOARD: AS AUTHORIZED BY STATE LAW I AM MAKING THE
18	FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY
19	WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP TO A
20	MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A
21	PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
22	MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.



CAROL DUTRA-VERNACHI, CHAIR: THANK YOU. NEXT ITEM IS OUR 1 CONSENT CALENDAR. BEFORE I ASK FOR A MOTION MARTHA I'LL ASK 2 3 YOU DO WE HAVE ANY PUBLIC COMMENTS ON THIS ITEM. 4 5 CLERK OF THE BOARD: NO PUBLIC COMMENT RECEIVED ON THIS ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. 6 7 8 CAROL DUTRA-VERNACHI, CHAIR: WITH THAT BEING THE CASE, IF NONE OF THE COMMISSIONERS HAVE ANY COMMENTS ON ANY OF THE ITEMS 9 10 I'LL ENTERTAIN A MOTION PLEASE. 11 JAMES P. SPERING: SPERING WILL MOVE MOTION AND CONSENT. 12 13 CAROL DUTRA-VERNACHI, CHAIR: SECOND OUT THERE? 14 15 16 DIR. DAVID CANEPA: SECOND CANEPA. 17 CAROL DUTRA-VERNACHI, CHAIR: MOTION BY COMMISSIONER SPERING 18 AND SECOND BY COMMISSIONER CANEPA. MARTHA WHEN WE ARE READY 19 MAY WE HAVE OUR ROLL CALL VOTE, PLEASE? 20 21 22 CLERK OF THE BOARD: [ROLL CALL VOTE] IT PASSES UNANIMOUSLY BY 23 ALL MEMBERS PRESENT



- CAROL DUTRA-VERNACHI, CHAIR: AGENDA ITEM 5A CONTRACT VEHICLE 1 OCCUPANCY DETECTION PHASE TWO PILOT SAN FRANCISCO OAKLAND BAY 2 3 BRIDGE GRUENDL INCORPORATED DBA RAY'S ELECTRIC FOR \$575,390 AND CONTINGENCY OF 58,000. LINDA LEE WILL PRESENT THIS ITEM. 4 5 LINDA LEE: THANK YOU. BROADCAST TEAM PLEASE PULL UP THE SLIDE. 6 THANK YOU. I'M HERE TO PROVIDE YOU WITH AN UPDATE ON THE 7 8 VEHICLE OCCUPANCY DETECTION OR VOD PHASE TWO PILOT. AND TO REOUEST AN APPROVAL OF A CONTRACT TO SUPPORT THE PROJECT. 9 JUST AS A QUICK REMINDER, THE PURPOSE OF THE PILOT IS TO 10 ACCESS THE FEASIBILITY OF DEPLOYMENT OF THE TECHNOLOGY 11 REGIONALLY AT BRIDGES AND EXPRESS LANES. FACTORS THAT WE WILL 12 BE EVALUATING DURING THE PILOT IS, INCLUDES SYSTEM ACCURACY, 13 COST, SCALEABILITY, JUST TO NAME A FEW. NEXT SLIDE. 14 15 16 CAROL DUTRA-VERNACHI, CHAIR: LINDA? OKAY. THERE WE GO. THE SLIDE JUST SWITCHED. I THOUGHT IT WAS FROZEN THERE FOR A 17 SECOND. OKAY SO. 18 19
- 20 SPEAKER: OUR PILOT PROJECT ACTIVITIES BEGAN IN 2018 WHEN WE
- 21 IMPLEMENTED PHASE ONE ON INTERSTATE 880 IN HAYWARD. SO SOME OF
- 22 YOU MAY RECALL THAT THAT PILOT INCLUDED A COMPARISON OF SYSTEM
- 23 ACCURACIES BETWEEN THREE DIFFERENT VOD VENDORS. WE PRESENTED
- 24 THE RESULTS OF THAT PILOT TO THIS COMMITTEE IN NOVEMBER 2018,
- 25 AND AT THAT MEETING, WE WERE DIRECTED TO MOVE FORWARD WITH THE





- 1 NEXT PHASE OF THE PILOT. SO AFTER A BIT OF A DELAY, WE
- 2 PROCEEDED WITH A COMPETITIVE PROCUREMENT FOR A PHASE TWO
- 3 VENDOR. AND WE OBTAINED APPROVAL FROM THIS COMMITTEE IN MAY OF
- 4 2020 TO ENTER INTO A CONTRACT WITH CONDUENT. AND IN AUGUST,
- 5 WE EXECUTED THAT CONTRACT. IN DECEMBER, WE COMPLETED THE CIVIL
- 6 DESIGN PHASE, AND THEN IN FEBRUARY OF THIS YEAR, WE ISSUED AN
- 7 INVITATION FOR BID FOR THE CONSTRUCTION PHASE. AND THAT
- 8 BRINGS US TO TODAY, WHERE WE WILL BE SEEKING APPROVAL OF A
- 9 CONTRACT RESULTING FROM THAT PROCUREMENT. NEXT SLIDE. SO
- 10 JUST A QUICK OVERVIEW, WE WILL BE DEPLOYING THE VOD PILOT AT
- 11 THE BAY BRIDGE IN HOV LANE ONE, AND THAT IS THE LANE THAT IS
- 12 ON THE FAR LEFT SIDE OF THE TOLL PLAZA, WHICH SERVES CARPOOL
- 13 VEHICLES COMING FROM INTERSTATE 880. SO WE'LL INTEGRATE THE
- 14 VOD SYSTEM WITH THE EXISTING TOLL SYSTEM AND FASTRAK BACK-
- 15 OFFICE, AND WE WILL OPERATE IT FOR APPROXIMATELY 12 MONTHS.
- 16 DURING THE OPERATIONAL PHASE, WE'LL CONTINUOUSLY MONITOR THE
- 17 SYSTEM AS WELL AS OTHER ASPECTS OF THE PROJECT. NEXT PHASE --
- 18 NEXT SLIDE. I'M SORRY. I WOULD LIKE TO NOTE THAT AT THE END
- 19 OF THE PILOT, WE WILL BE PREPARING AN EVALUATION REPORT AND
- 20 THEN PRESENTING THOSE FINDINGS TO THIS COMMITTEE. THE MOCKED
- 21 UP PHOTO HERE ILLUSTRATES WHAT THE SYSTEM WILL LOOK LIKE JUST
- 22 DOWNSTREAM OF THE TOLL PLAZA, NEXT TO LANE ONE, THE ROADSIDE
- 23 INFRASTRUCTURE THAT'S NEEDED TO SUPPORT THE VOD SIDE INCLUDES
- 24 POLES, POLE FOUNDATIONS, POWER, AND COMMUNICATIONS. THE VOD
- 25 SYSTEM EQUIPMENT THAT WILL BE MOUNTED ON THESE POLES INCLUDE





- 1 VARIOUS CAMERAS, ILLUMINATORS, A LASER TRIGGER, AND SOME
- 2 CABINETS TO HOUSE OTHER SYSTEM COMPONENTS. NEXT SLIDE. SO
- 3 PENDING YOUR APPROVAL TODAY FOR THE CONSTRUCTION CONTRACT, WE
- 4 HOPE TO BEGIN CONSTRUCTION ACTIVITIES EARLY NEXT MONTH. SINCE
- 5 WE ANTICIPATE THIS CONSTRUCTION WORK TO BE FAIRLY STRAIGHT
- 6 FORWARD, THE WORK SHOULD BE COMPLETED WITHIN ABOUT THREE WEEKS
- 7 -- THREE MONTHS OR SO. AFTER THE INFRASTRUCTURE IS IN PLACE,
- 8 CONDUENT WILL BE ABLE TO INSTALL THEIR EQUIPMENT, CONFIGURE,
- 9 FINE TUNE, AND TEST THE SYSTEM, WHICH WE EXPECT TO TAKE AT
- 10 LEAST SIX MONTHS. AND CONCURRENT TO CONDUENT'S WORK, NOT
- 11 CALLED OUT IN THIS SCHEDULE, WILL BE THE WORK NEEDED TO MODIFY
- 12 THE TOLL SYSTEM AND THE FASTRAK BACK OFFICE. AND WE HOPE TO
- 13 GO LIVE EARLY NEXT YEAR. I WOULD LIKE TO NOTE, HOWEVER, THAT
- 14 THIS SCHEDULE DOES COME WITH RISKS DUE TO OTHER COMPETING
- 15 PRIORITIES THAT NEED THE RESOURCES OF THE REGIONAL CUSTOMER
- 16 SERVICE CENTER, AND THOSE PRIORITY PROJECTS ARE LISTED HERE,
- 17 THE FASTRAK START PILOT PROJECT, AS WELL AS THE 4 EXPRESS LANE
- 18 IMPLEMENTATIONS IDENTIFIED HERE. NEXT SLIDE. THIS TABLE
- 19 SUMMARIZES ALL THE ELEMENTS OF THE PROJECT, TOTAL PROJECT COST
- 20 IS ABOUT THREE AND A HALF MILLION DOLLARS, WITH ABOUT A THIRD
- 21 OF THESE COSTS FOR THE VOD SYSTEM ITSELF. IN THE COMING MONTHS
- 22 STAFF WILL BE RETURNING TO THIS MEET FOR APPROVAL OF CONTRACTS
- 23 FOR SOME OF THESE ITEMS, BUT FOR TODAY OUR FOCUS IS ON THE
- 24 LAST ITEM, WHICH IS FOR THE CONSTRUCTION PORTION OF THE
- 25 PROJECT. SO WE ISSUED AN INVITATION FOR BID FOR THIS WORK, AND



- 1 WE RECEIVED THREE BIDS ON MARCH 4TH, AND THEN ON MARCH 8TH, WE
- 2 RECEIVED A REQUEST FROM THE APPARENT LOWEST BIDDER TO WITHDRAW
- 3 ITS BID DUE TO THE DISCOVERY OF CALCULATION ERRORS. AND THIS
- 4 REQUEST IS ALLOWED UNDER PUBLIC CONTRACT CODE 5100. WE
- 5 ACCEPTED THE REQUEST FROM THAT BIDDER AND RECOMMEND MOVING
- 6 FORWARD WITH THE SECOND LOWEST BIDDER. AND SO WITH THAT, STAFF
- 7 IS SEEKING APPROVAL FROM THIS COMMITTEE TO ENTER INTO A
- 8 CONTRACT WITH GRUENDEL INCORPORATED DOING BUSINESS AS RAY'S
- 9 ELECTRIC IN AN AMOUNT NOT TO EXCEED \$576,390 AND TO SET-ASIDE
- 10 A CONTINGENCY OF \$58,000 TO COVER ANY UNEXPECTED CHANGES IN
- 11 THE WORK SCOPE. AND THAT CONCLUDES MY PRESENTATION.

12

- 13 CAROL DUTRA-VERNACHI, CHAIR: OKAY. THANK YOU SO MUCH LINDA.
- 14 LET ME SLIDE THIS BACK OUT OF THE WAY. HERE WE GO. OKAY. DO WE
- 15 HAVE ANY HANDS UP FROM COMMISSIONERS WITH COMMENTS ON THIS
- 16 ITEM? OR QUESTIONS? LET'S SEE IF I USE THIS HAND. I SEE
- 17 PANELIST NICK. YES, SIR.

- 19 COM. NICK JOSEFOWITZ: I CANNOT SPEAK ABOUT VEHICLE OCCUPANCY
- 20 DETECTION ESPECIALLY WITH SCOTT HAGGERTY NO LONGER ON THIS
- 21 COMMISSION GIVEN THAT I WOULD LOVE TEAMING UP WITH HIM ON THIS
- 22 ISSUE. I THINK THIS IS REALLY EXCITING THAT WE'RE MOVING
- 23 FORWARD ON THIS. AND I THINK IT'S GOING TO BE WHAT REALLY
- 24 UNLOCKS THE POWER NOT OVER TOLLING ON BRIDGES BUT ALSO TOLLING
- 25 ULTIMATELY AND MAKING OUR HOV BRIDGES WORK. A THIRD OF THE



- DRIVERS NOW ON HOV LANES ARE STEALING THAT CAPACITY FROM 1 CARPOOLERS. THIS IS EXCITING. I WANT TO SAY, I DON'T KNOW WHY 2 3 WE NEED TO EVALUATE THIS FOR 12 MONTHS. THERE ARE MILLIONS OF PEOPLE WHO CROSS THE BRIDGES EVERY MONTH AND I'M NOT SURE WHY 4 5 WE NEED TO WAIT 12 MONTHS BEFORE WE DEVELOP A PLAN GOING FORWARD. SO IF THERE IS A POSSIBILITY, I WOULD ENCOURAGE US TO 6 TRY AND MOVE -- SHORTEN THE EVALUATION PERIOD AND, GIVEN HOW 7 8 BUSY THE STRETCH OF ROAD IS THAT WE'RE EVALUATING THIS O. 9 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU SO MUCH COMMISSIONER 10 JOSEFOWITZ. CHAIR PEDROZA, YES, SIR, WHAT WOULD YOU LIKE TO 11 ADD? 12 13 ALFREDO PEDROZA: I WANT TO ACKNOWLEDGE VICE CHAIR JOSEFOWITZ, 14 THIS IS SOMETHING HE BEEN VOCAL ON I'M GLAD TO SEE THIS GOING 15 16 FORWARD. MY QUESTION S HOW ARE WE GOING TO EVALUATE PERFORMANCE? THAT'S ONE OF THE DRIVERS OF THIS, HOW CAN THIS 17 IMPROVE THE PERFORMANCE OF THESE LANES. CAN YOU SAY SOMETHING 18 ABOUT THAT? 19 20 SPEAKER: SURE. THROUGH THE PILOT WE HOPE TO CHANGE TRIAL 21
- 22 BEHAVIOR HOPEFULLY PEOPLE WOULD NOT VIOLATE ANYMORE WE HOPE TO
- 23 CHANGE TRAVEL BEHAVIOR NOTED BY THOSE VEHICLES ABIDING BY THE
- 24 HOV OCCUPANCY REQUIREMENTS USING THE GENERAL PURPOSE LANE IF



THAT I DON'T MEET THOSE REQUIREMENTS HOPEFULLY THAT WOULD LEAD 1 TO CONGESTION RELIEF IN THOSE HOV LANES. 2 3 ALFREDO PEDROZA: I APPRECIATE THAT. IF THERE IS A METRIC 4 5 THAT'S TANGIBLE THAT WE CAN FOCUS ON, I AGREE OVERALL PERFORMANCE BEING VISIBLE, BUT A PILOT BEING ABLE TO HAVE AS A 6 7 METRIC. I'M VERY EXCITED ABOUT THIS MOVING FORWARD. THANK YOU. 8 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU COMMISSIONER PEDROZA. 9 COMMISSIONER LICCARDO? 10 11 SAM LICCARDO: I WANT TO CHIME IN WITH MY EMPHATIC SUPPORT. I 12 APPRECIATE NICK'S OUTSPOKEN LEADERSHIP TO PUSH FOR THIS. THANK 13 14 YOU. 15 16 CAROL DUTRA-VERNACHI, CHAIR: ANY OTHER QUESTIONS OR COMMENTS? IF NOT I HAVE A QUESTION MYSELF. I NOTED THIS WAS GOING TO BE 17 OUICKENED ALONG UNLESS OTHER PRIORITIES GET IN THE WAY WHICH 18 WERE THE OTHER COUPLE OF PROJECTS THAT WERE LISTED. SO THE 19 OUESTION IS, THEN, HOW WAS THE PRIORITIES DETERMINED? IS IT 20 21 BECAUSE THOSE PROJECTS WERE PUT IN THE QUEUE SOONER THAN THIS ONE? BECAUSE AS COMMISSIONER JOSEFOWITZ MENTIONED, WHY CAN'T 22 WE DO THIS NOW? OR, HE WOULD LOVE TO SEE IT ON THEN NEW MOVED 23

ALONG MORE QUICKLY THAN POSSIBLE YET WE HAVE ALREADY BEEN



FOREWARNED THAT THERE COULD BE DELAYS. SO HOW IS THAT 1 2 DETERMINED? 3 ANDREW FREMIER: COMMISSIONER THIS IS ANDREW FREMIER, DEPUTY 4 5 DIRECTOR. LET ME TRY TO HELP LINDA WITH THIS ONE. IF YOU LOOK AT THE PROJECTS THEY'RE RELATED TO THE TRANSITION WE'RE MAKING 6 FROM CASHLESS TO ALL ELECTRONIC TOLLING AND BEYOND. THE 7 8 CHALLENGES ASSOCIATED WITH THAT TRANSITION ARE NOT DONE YET AND WE PUT A BIG BURDEN ON OUR CONTRACTOR THAT WASN'T IMPOSED 9 ON THEM WHEN THE COLLECT ARES WERE REMOVED. I WANT TO BE 10 MINDFUL THAT OUR JOB NUMBER ONE IS TO COLLECT THE TOLL THAT'S 11 GOING THROUGH THE SYSTEM TODAY AND WE DON'T WANT TO PUT THAT 12 AT RISK. I THINK WE WILL PROBABLY BE ABLE TO NAVIGATE THE 13 WHOLE THING BUT WE WANT TO BE TRANSPARENT ABOUT THE RISKS 14 ASSOCIATED WITH SOME OF THE PROJECTS THAT WE'RE WORKING ON IN 15 16 THAT ARENA. THANK YOU VERY MUCH ANDY THAT'S AN EXCELLENT EXPLANATION AS TO WHY WE MIGHT HAVE TO SLOW DOWN A LITTLE BIT 17 SO APPRECIATE THAT. I DON'T SEE ANY OTHER COMMISSIONER 18 19 COMMENTS. MARTHA DO WE HAVE ANY PUBLIC COMMENT ON THIS ITEM. 20 CLERK OF THE BOARD: NO PUBLIC COMMENT SUBMITTED ON THIS ITEM 21 22 AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.





- 1 CAROL DUTRA-VERNACHI, CHAIR: OKAY IF THAT'S THE CASE THEN I
- 2 WOULD ENTERTAIN A MOTION AND SECOND FOR APPROVAL OF THIS
- 3 CONTRACT. SO, WHO IS OUT THERE THAT WOULD LIKE TO DO THAT?

4

5 JAMES P. SPERING: SPERING WILL MOVE THE STAFF RECOMMENDATION.

6

7 DAMON CONNOLLY, V. CHAIR: I'LL SECOND.

8

- 9 CAROL DUTRA-VERNACHI, CHAIR: ALL RIGHT MOTION BY COMMISSIONER
- 10 SPERING AND SECOND BY COMMISSIONER CONNOLLY ON THIS ITEM.
- 11 MARTHA MAY WE HAVE OUR ROLL CALL VOTE, PLEASE?

12

- 13 CLERK OF THE BOARD: [ROLL CALL VOTE] IT PASSES UNANIMOUSLY BY
- 14 ALL MEMBERS PRESENT.

15

- 16 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU MARTHA. LOOKING FORWARD
- 17 TO THIS PROJECT. MOVING TO 5B REGIONAL EXPRESS LANE STRATEGIC
- 18 PLAN. JIM MACRAE IS OUR PRESENTER.

- 20 JIM MACCRAE: GOOD MORNING COMMISSIONERS IT'S A PLEASURE TO BE
- 21 HERE TODAY I AM PROUD TO BE PRESENTING ON BEHALF OF THE TEAM
- 22 THAT BROUGHT THE STRATEGIC PLAN TOGETHER. AND I'LL ASK FOR THE
- 23 SLIDES TO BE SHOWN, PLEASE. THANK YOU VERY MUCH. SO THE
- 24 STRATEGIC PLAN THAT IS IN FRONT OF YOU TODAY IS A CULMINATION
- 25 OF OUR EFFORTS WITH OUR REGIONAL PARTNERS AND THIS COMMITTEE.





- 1 SO I DO WANT TO THANK OUR CONSULTANTS AND ALL OF OUR EXPRESS
- 2 LANE PARTNERS FOR THEIR INSIGHTS AND HARD WORK IN REVIEWING
- 3 ALL THE DELIVERABLES THAT WE HAD IN ATTENDING ALL OF OUR
- 4 MEETINGS, AND I ALSO WANT TO THANK YOU, THIS COMMITTEE, FOR
- 5 YOUR DIRECTION AND VISION THAT HAS HELPED INFORM THE STRATEGIC
- 6 PLAN AND THEN ALSO THANKS TO THE BROADER COMMISSION BAIFA AND
- 7 BATA WHO'S WORKED IN PARALLEL ON THE PLAN 2050 AND THE BLUE
- 8 RIBBON TRANSIT TASK FORCE THAT HAVE ALSO INFORMED THE FINAL
- 9 STRATEGIC PLAN TODAY. IT'S BEEN A REGIONAL TEAM EFFORT AND
- 10 COULDN'T HAVE DONE IT WITHOUT EVERYONE'S HELP. THANK YOU ALL.
- 11 I REALLY APPRECIATE T THE EXPRESS LANE STRATEGIC PLAN LINKS
- 12 THE BROADER EXPRESS LANE NETWORK GOALS AND STRATEGIES TO THE
- 13 REGIONAL STRATEGIC GOALS OF PLANNED BAY AREA 2050 AND OTHER
- 14 MTC INITIATIVES. SO THE PLAN PROVIDES A NARRATIVE TO GUIDE
- 15 IMPLEMENTATION OF OUR FUTURE EXPRESS LANE NETWORK OVER THE
- 16 COMING YEARS. MY PRESENTATION TODAY IS BASICALLY TO WRITE A
- 17 HISTORY OF OUR WORK TO GIVE YOU SOME CONTEXT, TALK ABOUT HOW
- 18 THE STRATEGIC PLAN IS STRUCTURED REVIEW THE EXPRESS LANE
- 19 NETWORK GOALS AND SHOW YOU THE PROJECTED 30 YEAR NETWORK THEN
- 20 INTO THE FINDINGS OF THE STRATEGIC PLAN AND CONCLUDING WITH
- 21 STAFF RECOMMENDATIONS AND OUR PLAN NEAR-TERM ACTIONS. NEXT
- 22 SLIDE PLEASE. SO IN THE SPRING AND SUMMER OF 2020 STAFF
- 23 WORKED WITH PARTNERS AND THIS COMMITTEE TO CREATE A
- 24 FINANCIALLY CONSTRAINED EXPRESS LANE NETWORK. IN JUNE OF 2020,
- 25 I PRESENTED TO THE OPERATIONS COMMITTEE A RECOMMENDED EXPRESS





- 1 LANES NETWORK THAT SUPPORTED PLANNED BAY AREA 2050'S REGIONAL
- 2 GOALS MOST IMPORTANTLY TO LESSON GREENHOUSE GAS EMISSIONS
- 3 IMPACTS COST EFFECTIVENESS OF THE NETWORK AND COMMIT TO
- 4 INCORPORATING EQUITY SOLUTIONS WITH EFFECTIVE OUTREACH INTO
- 5 OUR ONGOING WORK. BASED ON THE TOPICS RAISED BY PLANNED BAY
- 6 AREA 2050 AND OTHER CONCURRENT REGIONAL EFFORTS, IT BECAME
- 7 OBVIOUS WE NEEDED A GUIDING DOCUMENT FOR THE GROWING EXPRESS
- 8 LANE NETWORK. SO STAFF AND OUR REGIONAL PARTNERS BEGAN WORK ON
- 9 THE EXPRESS LANE STRATEGIC PLAN AND WE IDENTIFIED THE PRESSING
- 10 TOPICS ILLUSTRATED IN THE BULLETED LIST ON THE SLIDE TO
- 11 RESEARCH AND IDENTIFY SIGNIFICANT ISSUES WHICH WE COULD
- 12 PRODUCE RECOMMENDATIONS AND NEAR-TERM ACTIONS. PLANNED BAY
- 13 AREA 2050 ALSO MADE IT CLEAR, WE HAD TO MOVE FORWARD
- 14 IMMEDIATELY WITH SOME FORM OF EQUITY RELIEF. SO STAFF BEGAN
- 15 WORK ON THE FASTRAK START PILOT TO TEST MEANS-BASED TOLLING.
- 16 SO ALL OF THIS WORKFLOWS IN TODAY'S REQUEST FOR A
- 17 RECOMMENDATION TO MOVE FOR -- TO MOVE THE STRATEGIC PLAN FOR
- 18 ADOPTION TO THE FULL COMMISSION. NEXT SLIDE PLEASE. SO THIS
- 19 SLIDE IS A QUICK OVERVIEW OF THE STRUCTURE OF THE STRATEGIC
- 20 PLAN. SO WE BEGAN WITH THE STATED PURPOSE, WHICH IS TO PROVIDE
- 21 GUIDANCE TO ALL REGIONAL EXPRESS LANE OPERATORS ON HOW BEST TO
- 22 COLLABORATE AND -- I'M SORRY -- HOW BEST TO COLLABORATE AND
- 23 BUILD-OUT THE EXPRESS LANE NETWORK IN A WAY THAT SUPPORTS
- 24 REGIONAL GOALS AND POLICIES. MOVING INTO THE NEXT SECTION, THE
- 25 NETWORK SECTION THE STRATEGIC PLAN SHOWS THE RIDGE EXPRESS





- 1 LANE VISION THEN WE GET INTO THE ITERATIVE PROCESS THAT WE
- 2 TOOK TO DRIVE THE RECOMMENDED NETWORK FOR PLANNED BAY AREA AND
- 3 THE STRATEGIC PLAN. THE FINDINGS SECTION IS THE HEART OF THE
- 4 STRATEGIC PLAN, AND WE BEGIN THIS SECTION BY IDENTIFYING THE
- 5 EXPRESS LANES STRATEGIC GOALS AND THEN WE ORGANIZE OUR
- 6 FINDINGS INTO THE THREE CATEGORIES THAT YOU CAN SEE. UNDER
- 7 ACHIEVING GOALS WE HIGHLIGHT THE FINDINGS THAT WILL HELP US
- 8 ACHIEVE OUR GOALS, UNDER BUILDING THE NETWORK, WE ESTABLISH
- 9 THE NEEDS THAT WE REQUIRE TO GET THE NETWORK BUILT, AND THEN
- 10 WE HAVE A SECTION ON PLANNING FOR CHANGE, WHERE WE IDENTIFY
- 11 THE BIG CHALLENGES COMING DOWN THE PIPELINE AND HOW WE SHOULD
- 12 PREPARE FOR THEM. AND THEN, FINALLY, THE LAST SECTION, WE
- 13 CONCLUDE THE PLAN WITH A SECTION ON OUR RECOMMENDATIONS AND
- 14 DESCRIBE OUR NEAR-TERM ACTIONS. NEXT SLIDE PLEASE. SO THIS
- 15 SLIDE REVEALS THE SICK STRATEGIC GOALS. I PRESENTED THESE AT
- 16 THE MAY 2020 OPERATIONS COMMITTEE, AND THAT I DRIVE ALL THE
- 17 WORK IN THE STRATEGIC PLAN AND SUPPORT OUR RECOMMENDATIONS. SO
- 18 JUST QUICKLY, THE GOALS ARE TO MANAGE CONGESTION EFFECTIVELY,
- 19 INCREASE PERSON THROUGHPUT USING A SEAMLESS NETWORK AND FOCUS
- 20 ON TRANSIT PRIORITY, MINIMIZE GREENHOUSE GAS IMPACTS, ADDRESS
- 21 EQUITY CONCERNS, BE TIMELY IN THE DELIVERY OF PROJECTS AND USE
- 22 PUBLIC FUNDS RESPONSIBLY. NEXT SLIDE PLEASE. AS MENTIONED
- 23 EARLIER, THE PLAN DOES INCLUDE THE ORIGINAL UNCONSTRAINED
- 24 EXPRESS LANE NETWORK VISION, AND THIS IS THE MAP ON THE LEFT.
- 25 THIS VISION WAS CONCEPTUALIZED AS CONVERTING ALL HOV LANES,





- 1 FILLING IN WHERE THERE WERE ANY REMAINING GAPS, AND THEN
- 2 EXPANDING THE NETWORK OUT TO THE COUNTY BORDERS SO THAT WE
- 3 COULD ADDRESS THE MEGA REGION. THE MAP ON THE RIGHT IS THE
- 4 RECOMMENDED NETWORK, AND THIS IS RECOMMENDED FOR PLANNED BAY
- 5 AREA, IT'S A FINANCIALLY CONSTRAINED NETWORK, 3.7 BILLION
- 6 DOLLARS, AND COMPRISES 750 CONNECTED LANE MILES DIFFERENT
- 7 PROJECTS TYPES WORK TOGETHER TO SUPPORT STRATEGIC PLAN GOALS
- 8 DIFFERENT PROJECT TYPES I MEAN LANE CONVERSION VERSUS A NEW
- 9 CONSTRUCTED EXPRESS LANE THAT WIDENS THE FREEWAY, SO
- 10 CONVERSION PROJECT IS LIKE HOV CONVERTING TO EXPRESS LANE OR
- 11 GENERAL PURPOSE LANE CONVERTING TO EXPRESS LANE. NEXT SLIDE
- 12 PLEASE. OKAY. THIS SLIDE, BASICALLY ILLUSTRATES ALL THE
- 13 DIFFERENT PLAYERS THAT WE HAVE IN THE MAYOR THAT ARE
- 14 AUTHORIZED FOR EXPRESS LANES. SO HAVING MULTIPLE AGENCY DOES
- 15 BRING FORTH UNIOUE CHALLENGES, WHICH WE TRY TO ADDRESS IN THE
- 16 STRATEGIC PLAN. THE MAP ALSO SHOWS, WITH THE EXCEPTION OF THE
- 17 THREE IN LIGHT GRAY DASHES THAT MOST OF THE RECOMMENDED
- 18 NETWORK IS GOING TO BE IN THE NEXT 15 YEARS. SO WE WANTED TO
- 19 GIVE YOU SOME CONTEXT THERE. NEXT SLIDE PLEASE. GETTING TO
- 20 THE MEAT OF THE STRATEGIC PLAN, THIS SLIDE REFLECTS THE
- 21 STRATEGIC PLAN ORGANIZATION OF OUR FINDINGS. WE HAVE THREE
- 22 MAJOR SECTIONS OF OUR FINDINGS IN THE HEADERS, AND BELOW EACH
- 23 HEADER ARE THE RELATED RESEARCH TOPICS THAT WE UNDERTOOK. SO
- 24 IN THE INTEREST OF TIME, I'M JUST GOING TO FOCUS ON THOSE
- 25 TOPICS THAT ARE OUTLINED IN YELLOW. HIGHLIGHTING CONNECTION





- 1 WITHIN MTC OTHER STRATEGIC INITIATIVES AND DURING Q&A IF YOU
- 2 WOULD LIKE MORE DETAIL ON THE NON-OUTLINED AREAS, I CAN
- 3 PROVIDE YOU MORE DETAIL OF THAT. NEXT SLIDE PLEASE. FIRST
- 4 TOPIC IS EXPRESS BUS AND TRANSIT. THIS RESEARCH, WE REACHED
- 5 OUT TO OUR PARTNERS AND TRANSIT AGENCIES, AND OUR BIG QUESTION
- 6 WAS, "WHAT CAN EXPRESS LANE OPERATORS DO TO ENSURE THAT THEIR
- 7 PROJECTS SUPPORT AND ENHANCE EFFECTIVE EXPRESS BUS SERVICE AND
- 8 TRANSIT PRIORITY" WE DID NOT INVESTIGATE SPECIFICALLY WHERE
- 9 EXPRESS BUS ROUTES SHOULD BE LOCATED WE WERE MORE FOCUSED ON
- 10 TRYING TO PROVIDE A TOOL FOR EXPRESS LANE OPERATORS SO THAT WE
- 11 CAN ALL UNDERSTAND WHAT TRANSIT FEATURES WE SHOULD BE THINKING
- 12 ABOUT AND INCORPORATING INTO OUR PLANNING EFFORTS. THE BIG
- 13 TAKE-AWAY'S WERE TO INCLUDE TRANSIT PLANNERS AND OPERATORS
- 14 EARLY IN THE EXPRESS LANE PLANNING PROCESS, SO WE UNDERSTAND
- 15 THEIR NEEDS AND CAN MAKE EFFORTS TO TRY AND ACCOMMODATE THEM.
- 16 WE DID HEAR LOUDLY FROM PARTNERS AND TRANSIT AGENCIES THAT
- 17 EXPRESS BUS DOES NOT PERFORM WELL EVERYWHERE. SO A
- 18 RECOMMENDATION IS, WE NEED TO WORK TOGETHER TO PRIORITIZE
- 19 INVESTMENTS SO THAT WE ENSURE INVESTMENTS ARE GOING WHERE
- 20 EXPRESS BUS ROUTES MAKE SENSE. AND THEN LASTLY, WE NEED TO BE
- 21 COGNIZANT THAT WHILE FINDING CAPITAL FUNDS FOR EXPRESS BUS
- 22 INVESTMENT WILL BE A CHALLENGE, WE CAN'T OVERLOOK FINDING
- 23 OPERATING FUNDS. THAT'S JUST AS IMPORTANT. NEXT SLIDE PLEASE.
- 24 SO THE STRATEGIC PLAN RECOGNIZES AND INCLUDES MANY EXAMPLES OF
- 25 EQUITY PROJECTS AND STUDIES THAT ARE HAPPENING IN THE REGION.





- 1 WE DID NOT WANT TO PREEMPT ANY OF THESE FINDINGS, SO WE DID
- 2 NOT DO AN EXHAUSTIVE EQUITY ANALYSIS IN THE PLAN, INSTEAD WE
- 3 EMPHASIZE CALLING OUT MTC'S EQUITY PLATFORM AND INCLUDE ITS
- 4 FOUR PILLARS AND WE IDENTIFIED EXPRESS LANE STUDIES THAT COULD
- 5 USE THESE PILLARS TO INFORM EXPRESS LANE EQUITY IMPROVEMENTS.
- 6 SOME OF THESE STUDIES THAT WE KNOW WERE GOING ON, OF COURSE,
- 7 THERE'S THE BAIFA MEANS-BASED TOLLING PILOT, SAN MATEO COUNTY,
- 8 THAT I ARE ALSO DOING AN EXPRESS LANE EQUITY STUDY, AND SAN
- 9 FRANCISCO IS GETTING READY TO DO AN EXPRESS LANES EQUITY
- 10 STUDY. WE ALSO CREATED SECTIONS ON HOW EQUITY IS INCLUDED
- 11 THROUGH THE ALL OF OUR RESEARCH IN THE STRATEGIC PLAN. SO FOR
- 12 EXAMPLE, WE DISCUSS HOW EQUITY IS IN OUR GREENHOUSE GAS
- 13 STRATEGIES, HOW IT'S IN OUR TRANSIT STRATEGIES, HOW WE CAN
- 14 INCLUDED EQUITY IN OUR STRATEGIC INVESTMENT PRINCIPLES. WE
- 15 HAVE ALSO RECENTLY JUST ADDED IN EQUITY AND TOLLING, AND HOW
- 16 EXPRESS LANE OPERATORS WILL COORDINATE WITH FASTRAK IN ITS
- 17 UPCOMING EQUITY ACTION PLAN. SO THIS PLAN IS JUST GETTING
- 18 UNDERWAY RIGHT NOW, BUT IT WILL REVIEW FASTRAK POLICIES AND
- 19 PROCEDURES WITH AN EQUITY LENS, INCLUDING VIOLATION POLICIES
- 20 SO THAT LOW INCOME AND DISADVANTAGED COMMUNITIES ARE NOT
- 21 DISPROPORTIONATELY BURDENED. IN THE SHORT-TERM, BATA STAFF
- 22 WILL LOOK FOR CHANGES THAT ARE SORT OF THE LOW-HANGING FRUIT,
- 23 AND COULD HOPEFULLY BE READY FOR THE MEANS-BASED TOLLING
- 24 PILOT, AND THEN LATER, IN A LONGER TERM, THAT I WILL ADDRESS
- 25 THE MORE CHALLENGING AND COMPLEX POLICIES. NEXT SLIDE PLEASE.





- 1 THIS TOPIC I PRESENTED AT THE OCTOBER 2020 OPERATIONS
- 2 COMMITTEE. SO I'LL COVER THIS PRETTY QUICKLY. THE MAIN
- 3 QUESTION THAT THE STRATEGIC PLAN IS TRYING TO ANSWER IS, "HOW
- 4 DO WE FILL IN EXPRESS LANE NETWORK GAPS WHILE TRYING TO MEET
- 5 GREENHOUSE GAS EMISSIONS AND VEHICLE MILES TRAVELED OR VMT
- 6 REDUCTION GOALS" BASED ON THESE FINDINGS WE HAVE TWO
- 7 RECOMMENDATIONS. THE FIRST, WE KNOW THERE IS GOING TO BE A
- 8 NEED FOR CREATIVE SOLUTIONS TO ADDRESS THE REQUIREMENTS FROM
- 9 SENATE BILL 743, WHICH IS PROJECTS HAVE TO MITIGATE IF THEY'RE
- 10 INCREASING VMT. SO ALL OPERATORS WILL NEED TO PARTICIPATE IN
- 11 FINDING AND PROMOTING REGIONAL MITIGATION SOLUTIONS. SO WE'LL
- 12 NEED TO WORK WITH CALTRANS, OTHER AGENCIES, TO STAY ABREAST ON
- 13 SOLUTIONS AS THAT I EMERGE. SECONDLY, WE NEED TO LOOK FOR
- 14 OPPORTUNITIES TO ADVOCATE FOR LEGISLATION THAT ENABLES
- 15 PROJECTS TO CONVERT GENERAL PURPOSE LANES WHERE IT MAKES
- 16 SENSE, TO EXPRESS LANES, AS A WAY TO REDUCE FREEWAY WIDENING.
- 17 NEXT SLIDE PLEASE. SO IN STRATEGIC INVESTMENT PRINCIPLES, I
- 18 PRESENTED THIS TOPIC AT THE DECEMBER 2020 OPERATIONS
- 19 COMMITTEE, AND WHAT WE HAVE INCLUDED IN THE STRATEGIC PLAN IS
- 20 WHAT I PRESENTED, WHICH WAS A FRAMEWORK OF PRINCIPLES THAT
- 21 SUPPORT OUR EXPRESS LANE GOALS. SO MTC WOULD APPLY THESE
- 22 PRINCIPLES WHEN REVIEWING PROJECTS FOR COMPETITIVE FUNDING. SO
- 23 THE FRAMEWORK ORGANIZES THE PRINCIPLES INTO TWO MAIN GROUPS,
- 24 PROJECT MERIT, AND PROJECT READINESS. AND THE TWO GROUPS ALLOW
- 25 FOR SOME FLEXIBILITY WHEN WE'RE REVIEWING PROJECTS. THE





- 1 OPPORTUNITY IS TO ALLOW PROJECTS THAT HAVE HIGH MERIT BUT
- 2 MAYBE EARLY IN THE DEVELOPMENT PROCESS TO ALLOW THEM TO
- 3 COMPETE FOR FUNDING SO IN OTHER WORDS ALLOWING THEM TO CATCH
- 4 UP WITH THE PROJECT SCHEDULE. MTC WOULD USE THIS FRAMEWORK TO
- 5 ADVANCE PROJECTS THAT PERFORM WELL AGAINST OUR REGIONAL GOALS.
- 6 NEXT SLIDE PLEASE. NOW WE'RE GETTING INTO THE NEXT MAJOR
- 7 SECTION OF THE STRATEGIC PLAN, MOVING BEYOND HOW WE ACHIEVE
- 8 OUR GOALS AND INTO HOW WE SUCCESSFULLY BUILD-OUT THE NETWORK.
- 9 SO ONE OF THE THINGS IS INTERCONNECTEDNESS. FOR THE NETWORK TO
- 10 FUNCTION AND ADDRESS AND SUPPORT OUR GOALS, WE NEED TO HAVE A
- 11 CONNECTED AND A SEAMLESS EXPRESS LANES NETWORK. THIS IS
- 12 SIGNIFICANT, BECAUSE A CONNECTED NETWORK SUPPORTS SO MANY OF
- 13 OUR STRATEGIC GOALS. BY NOT HAVING AN EXPRESS LANE END OR
- 14 MERGE INTO A GENERAL PURPOSE LANE, WE PREVENT CONGESTION AND
- 15 BY DOING THIS HELPS MINIMIZE OUR GREENHOUSE GAS EMISSIONS,
- 16 ALLOWS BETTER EFFICIENCY TO MANAGE CONGESTION AND SUPPORTS
- 17 TRANSIT PRIORITY OF RECOMMENDATION COMING OUT OF THE BLUE
- 18 RIBBON TASK FORCE. ALL OF THESE HELP, OR THE TRANSIT PRIORITY,
- 19 SPECIFICALLY, WILL HELP MEET OUR GOAL OF INCREASED IN-PERSON
- 20 THROUGHPUT. FOR THIS REASON INTERCONNECTEDNESS IS SO IMPORTANT
- 21 WE CANNOT HOLD THE REGION TO A POSITION FOR ALL EXPRESS LANES,
- 22 THERE ARE PLACES WHERE NO FREEWAY WIDENING MAY BE NEEDED TO
- 23 ENSURE THAT WE HAVE CONNECTED SEAMLESS NETWORKS. WE HAVE A
- 24 SECTION ON CONSISTENT OPERATING POLICIES THE COMMISSION HAS
- 25 REPEATEDLY NOTED HOW IMPORTANT IT IS TO PUT THE CUSTOMER





- 1 FIRST, AND THAT KEY TO THIS IS HAVING CONSISTENT CUSTOMER
- 2 DRIVEN POLICY SUCH AS HOURS OF OPERATION. THIS HAS BEEN SHOWN
- 3 IN THE TABLE ON THE RIGHT, SHOWING THE CURRENT STATUS FOR
- 4 ADOPTED POLICIES, FIRSTS POLICY HOURS OF OPERATION IS
- 5 DETERMINED BY CALTRANS BUT THE REMAINING POLICIES ARE LEFT TO
- 6 THE OPERATORS. AND THROUGH WHAT HAS, TO DATE, BEEN AN AD-HOC
- 7 PROCESS, WE HAVE BEEN ABLE TO COORDINATE AND MAINTAIN
- 8 CONSISTENCY WE REGARDS TO HOV OCCUPANCY ROLES, TOLL DISCOUNTS,
- 9 AND VIOLATION PENALTIES, WHICH WE ALL USE BATA'S POLICIES.
- 10 LAST TWO POLICIES, THOSE ARE THE AUTOMATED OCCUPANCY
- 11 ENFORCEMENT AND FUTURE EQUITY PROGRAMS. THESE WILL BE AREAS
- 12 WHERE WE WILL HAVE TO WORK TOGETHER TO ENSURE CONSISTENCY.
- 13 LASTLY, WE ADDED A FOOTNOTE TO THE SECOND COLUMN HEADER, JUST
- 14 TO LET YOU KNOW THAT SAN MATEO, THE JPA, WILL BE VOTING ON ITS
- 15 TOLL ORDINANCE IN THE COMING MONTHS SO WE ARE WORKING WITH
- 16 THEM TO TRY TO ENSURE REGIONAL CONSISTENCY IN THEIR TOLL
- 17 ORDINANCE. NEXT SLIDE PLEASE. OKAY. WHILE EXPRESS LANE
- 18 AGENCIES HAVE BEEN ABLE TO STAY CONSISTENT THUS FAR ON AN AD-
- 19 HOC BASIS, WE THINK IT IS A GOOD IDEA TO FORMALIZE A PROCESS
- 20 ON HOW WE CAN REMAIN CONSISTENT. SO IN JANUARY, WE PRESENTED
- 21 TO OUR PARTNERS, EXECUTIVE STAFF, TO RECOMMENDED NEAR-TERM
- 22 ACTIONS. ONE IS TO FORMALIZE A MEMORANDUM OF UNDERSTANDING OR
- 23 MOU, IN THE MOU, WE WOULD TALK ABOUT HOW WE WOULD BUILD A
- 24 CONSENSUS BUILDING PROCESS WHERE WE WILL USE THE EXECUTIVE
- 25 DIRECTORS MEETING TO VET FUTURE QUESTIONS AND MAKE





- 1 RECOMMENDATIONS ON CONSISTENT POLICIES. STAFF WOULD THEN
- 2 PRESENT TO THEIR BOARDS A FULLY VETTED POLICY, SO THAT EACH
- 3 BOARD WOULD BE INFORMED OF THE REGION'S STANCE BEFORE THAT I
- 4 ACTUALLY VOTED ON A POLICY. UPON MOU EXECUTION, WE RECOMMEND
- 5 THAT STAFF WORK ON A FRAMEWORK TO DEFINE THE ADEOUATE LEVEL OF
- 6 CONSISTENCY NEEDED FOR DIFFERENT TYPES OF POLICIES. NEXT SLIDE
- 7 PLEASE. NOW WE'RE INTO THE NEXT SECTION OF THE STRATEGIC
- 8 PLAN, PLANNING FOR CHANGE. I'M HIGHLIGHTING A COUPLE OF AREAS
- 9 HERE, ONE IS COVID-19, IN THE PLAN WE DISCUSS THE THREATS,
- 10 THINS LIKE REDUCE TRANSIT RIDERSHIP, REDUCE CARPOOL LANE, AND
- 11 POTENTIALLY E DUES TRAFFIC TO SUSTAIN REMOTE WORK, WHICH CAN
- 12 CERTAINLY HAVE IMPACTS ON REVENUE. -- -- WE ALSO INCLUDE
- 13 FEEDBACK FROM OUR PARTNERS IS NATIONALLY AND THAT FEEDBACK IS
- 14 COVID IS UNLIKELY TO RESULT IN SUBSTANTIAL LONG-TERM REDUCTION
- 15 IN TRAFFIC. SO WE SHOULD CONTINUE TO PLAN FOR THE RETURN OF
- 16 TRAFFIC AND THAT'S A PLAN FOR IMPROVING MODE SHIFT AND
- 17 PROVIDING TRANSIT AND CARPOOL PRIORITY. IT'S SOMETHING WE
- 18 DEFINITELY NEED TO MONITOR. ALSO, AS YOU KNOW, ONE OF THE
- 19 GREENHOUSE GAS REDUCTION STRATEGIES FROM PLANNED BAY AREA IS
- 20 TO INTRODUCE ALL LANE TOLLING. AND AS PART OF PLANNED BAY AREA
- 21 2050'S IMPLEMENTATION PLAN, THERE WILL BE A STUDY WHERE
- 22 RESEARCHERS WILL LOOK AT DIFFERENT ROAD PRICING STRATEGIES,
- 23 AND WE RECOMMEND THAT THE STUDY INCLUDE EXAMINATION OF THE
- 24 IMPACTS TO OUR EXPRESS LANE NETWORK. SPECIFICALLY ROAD
- 25 PRICING'S IMPACT ON TRAFFIC, OUR OPERATIONS, REVENUE, AND ALSO





- 1 ADMINISTRATION. WE HAVE INCLUDED IN THE STRATEGIC PLAN
- 2 QUESTIONS THAT WE WOULD LIKE TO BE INCLUDED INTO THE ROAD
- 3 PRICING STUDY. WE ALSO CALL OUT IN MORE DETAIL EXPECTATIONS
- 4 OF WHAT WILL ARISE FROM SENATE BILL 743 AND ANOTHER POSSIBLE
- 5 GREENHOUSE GAS INSPIRED STRATEGIES LIKE REMOTE WORKING. NEXT
- 6 SLIDE PLEASE. THIS SLIDE IS A SUMMARIZATION OF ALL THE
- 7 RECOMMENDATIONS FROM PREVIOUS SLIDES. I HAVE LISTED THEM HERE
- 8 ALL IN ONE PLACE FOR REFERENCE EASE. I HAVE ALSO INCLUDED IN
- 9 THE PARENTHESES, YOU CAN SEE DIFFERENT TEXT, WHICH ACTUALLY
- 10 LABELS THE RESPONSIBLE PARTY FOR THE WORK. AND THIS REALLY IS
- 11 TO UNDERSCORE FOR YOU THE NEED FOR COORDINATED EFFORTS BETWEEN
- 12 MTC AND ITS PARTNERS. SO JUST TO HIGHLIGHT A COUPLE OF BIG
- 13 NEEDS, ONE IS THE GREENHOUSE GAS CHALLENGES, AND WORKING
- 14 TOGETHER TO MEET THE CHALLENGE OF FINDING ADEQUATE MITIGATION
- 15 STRATEGIES FOR VMT REDUCTION. THE NEXT BIG NEED IS EXPRESS BUS
- 16 AND HOW WE SHOULD WORK TOGETHER TO SUPPORT TRANSIT PRIORITY.
- 17 AND THEN, FINALLY, THE STRATEGIC INVESTMENT PRINCIPLES,
- 18 ENSURING THAT WE USE OUR RECOMMENDED FRAMEWORK FOR FUTURE
- 19 FUNDING OPPORTUNITIES. NEXT SLIDE PLEASE. THIS SLIDE
- 20 OUTLINES FOR YOU THE TIMELINE FOR EACH OF OUR NEAR-TERM
- 21 ACTIONS. SO WITH THE EXCEPTION OF THE CONSISTENT OPERATING
- 22 POLICIES, MOU, WHICH NEED PARTNER COLLABORATION EVERYTHING
- 23 ELSE YOU SEE HERE IS WHAT MTC STAFF IS WORKING ON. WE WILL BE
- 24 WORKING WITH OUR PLANNERS ON THE PLANNED BAY AREA 2050
- 25 IMPLEMENTATION PLAN, WE BELIEVE THAT THIS, WITH ITS





- 1 RECOMMENDATIONS AND ACTIONS IS EFFECTIVELY THE EXPRESS LANE
- 2 COMPONENT OF THE IMPLEMENTATION PLAN SINCE IT LAYS OUT WORK TO
- 3 BE DONE IN PARTNERSHIP OVER THE NEXT SEVERAL YEARS. WE HAVE
- 4 WORK ON THE CONSISTENT POLICY MOU, FASTRAK STAFF WILL BE
- 5 STARTING ITS EQUITY INITIATIVES AND RESEARCHES INTO POLICIES
- 6 AND PROCEDURES. WE MENTIONED THREE PILOTS COMING UP MEANS-
- 7 BASED TOLLING PILOT, AUTOMATIC ENFORCEMENT PILOTS, AND LASTLY
- 8 THE ROAD PRICING STUDY. NEXT SLIDE PLEASE. JUST IN CLOSING, I
- 9 THINK THROUGH OUR EXPRESS LANE OPERATIONS WE ARE SEEING THAT
- 10 EXPRESS LANE PROVIDE A NEEDED BENEFIT TO BAY AREA RESIDENTS.
- 11 AS WE BUILD-OUT THE NETWORK THE EXPRESS LANES WILL PROVIDE
- 12 RESIDENTS WITH MORE CHOICES THAT WHEN TAKEN WE'LL ACTUALLY
- 13 START MEETING OUR REGIONAL GOALS. THE STRATEGIC PLAN OUTLINES
- 14 OUR FUTURE CHALLENGES AND STRESSES THAT AS A REGION WE MUST
- 15 WORK TOGETHER TO ENSURE THAT THE NETWORK MEETS THE CHALLENGES
- 16 TO BECOME AN EFFECTIVE TOOL TO REDUCE GREENHOUSE GAS PROVIDE
- 17 PRIORITY TRANSIT AND CARPOOLS AND TO PROMOTE EQUITY. AND AS
- 18 MTC FINISHES PLANNED BAY AREA 2050 AND THE PLAN STRATEGIES
- 19 BECOME OPERATIONALIZED EXPRESS LANE STAFF WILL REVISIT AND
- 20 UPDATE THIS STRATEGIC PLAN TO ACCOMMODATE CHANGES. WE REALLY
- 21 SEE THIS PLAN AS A LIVING DOCUMENT, SO THAT IT CAN EVOLVE WITH
- 22 THE AGENCY'S REGIONAL GOALS, AND ALSO SO THAT IT CAN CONTINUE
- 23 TO BE AN EFFECTIVE GUIDING TOOL FOR THE EXPRESS LANE NETWORK.
- 24 SO WITH THAT, I RECOMMEND THIS COMMITTEE APPROVE THE REGIONAL



EXPRESS LANES STRATEGIC PLAN AND REFER IT TO THE FULL MTC 1 2 COMMISSION FOR ADOPTION. AND I CAN TAKE ANY QUESTIONS. 3 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU SO MUCH, JIM, FOR THIS 4 5 PRESENTATION. A LOT OF INFORMATION. SO, FIRST, DO WE HAVE ANY 6 OF OUR COMMISSIONERS BEFORE WE GO -- LET ME SEE. I SEE A HAND 7 UP. 8 9 JAMES P. SPERING: CAROL? 10 CAROL DUTRA-VERNACHI, CHAIR: YES JIM? 11 12 JAMES P. SPERING: IN THE BEGINNING OF THE PRESENTATION, YOU 13 TALK ABOUT NEAR-TERM WHAT IS THE TIME FRAME WHEN YOU SAY NEAR-14 15 TERM? 16 JIM MACCRAE: ARE YOU TALKING ABOUT THE NEAR-TERM FOR THE 17 18 FASTRAK? 19 JAMES P. SPERING: YES. 20 21 22 JIM MACCRAE: THE PLAN RIGHT NOW IS THE MEANS-BASED TOLL PILOT 23 WILL START IN JANUARY SO NEAR-TERM IS FROM NOW UNTIL JANUARY. 24

25

JAMES P. SPERING: THANK YOU.



1 CAROL DUTRA-VERNACHI, CHAIR: THAT COVERS THAT JIM. SAM 2 3 LICCARDO? YES, SIR, YOU HAVE A QUESTION OR COMMENT? 4 5 SAM LICCARDO: THANK YOU. I APPRECIATE ALL THE WORK THAT'S GONE INTO THIS. I WANT TO ASK, FOCUSING ON THE STRATEGIC INVESTMENT 6 PRINCIPLES, A LITTLE MORE THAN THREE AND A HALF BILLION OF 7 8 INVESTMENT THAT WE NEED TO MAKE THIS BECOME A REALITY, AND SO THERE IS NO OUESTION WE'RE GOING TO NEED TO WORK PRETTY 9 10 COLLABORATIVELY, AND BY THAT, I MEAN ALL THE LOCAL PROJECT DELIVERY ENTITIES, ACTA, VTA AND SAN MATEO WORKING TOGETHER. 11 THERE IS PROBABLY A TENDENCY LIKE IN ANY AGENCY TO FOCUS ON 12 THE PORTION THAT WE'RE DIRECTLY MANAGING FIRSTS LIKE LISTED 13 GRANTS AND WORKING AGGRESSIVELY. I AM CONCERNED I DIDN'T SEE A 14 15 STRATEGY THAT WOULD INCLUDE EXPLICIT CONSIDERATION ABOUT 16 LEVERAGING PARTNERSHIPS WITH LOCAL PROJECT. NOT SEEING THE LOCAL AGENCIES AS COMPETITION, BUT RATHER AS A REGIONAL ASSET. 17 BECAUSE IF A LOCAL AGENCY IS ABLE TO GET THE GRANT, THEN 18 OBVIOUSLY THAT'S MORE MONEY TO OUR REGION. AND SO, THE 19 OUESTION IS, DO WE NEED SOME LANGUAGE IN THERE THAT EXPLICITLY 20 21 INCORPORATES INTO THE LEVERAGE STRATEGY FOR PARTNERSHIP WITH THE LOCAL PROJECT DELIVERY AGENCY? 22 23 JIM MACCRAE: I THINK THAT'S A GOOD IDEA. I THINK WE TRIED TO 24 ADDRESS THAT IN OUR MERIT CRITERIA. SO THE MERIT IS BASICALLY 25



MADE UP OF CONNECTED MOBILITY AND BENEFITS AND COST IN EQUITY. 1 WE WERE TRYING TO ADDRESS THAT IN BENEFITS AND COSTS BEING 2 3 ABLE TO SHOW THE BENEFIT OF THE LOCAL FUNDING. 4 SAM LICCARDO: COULD I -- OKAY. WHAT I WOULD LIKE TO DO -- I 5 APPRECIATE THE NOTION OF IMPLICIT IN THE NOTION OF BENEFIT. 6 AND I APPRECIATE THESE DOCUMENTS LIVE ON AND THE PROCESS LIVE 7 8 ON WELL BEYOND THE CREATORS. WHEN CREATORS HAVE MOVED ON TO DIFFERENT PARTS OF THE AGENCY. AND SO, I WOULD BE SUPPORTIVE 9 OF SOMETHING THAT WOULD INCLUDE SOME EXPLICIT MENTION OF THAT 10 IN THE COST BENEFIT ANALYSIS OR WHEREVER IT'S APPROPRIATE IN 11 THE STRATEGIC INVESTMENT SECTION. BECAUSE I THINK IT'S REALLY 12 IMPORTANT TO SET A CLEAR -- YOU KNOW, A CLEAR VISION THAT 13 WE'RE LOOKING AT THESE LOCAL AGENCIES AS PARTNERS, AND THE 14 MORE MONEY THAT I GUILTY THAT'S MORE MONEY FOR THE WHOLE 15 16 REGION. SO I WOULD -- I GUESS I WOULD BE HAPPY TO -- WELL, I'LL GO AHEAD AND MAKE A MOTION TO SEE IF MY COLLEAGUES 17 SUPPORT IT. SUPPORT MAKE A MOTION TO ADOPT THE RECOMMENDATIONS 18 AND INCLUDE SOME LANGUAGE THAT INCORPORATES EXPLICITLY 19 LEVERAGING PARTNERSHIPS WITH LOCAL PROJECT DELIVERY ENTITIES 20 21 TO ENABLE FUNDING FOR THE REGION TO GO MUCH FARTHER. 22 CAROL DUTRA-VERNACHI, CHAIR: OKAY. THANK YOU, SAM. I TRIED TO 23 GET ALL OF THAT, SO WHEN WE GET TO THE MOTION PART OF T -- IT, 24

I MAY HAVE TO ASK YOU TO RESTATE. NICK JOSEFOWITZ?

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1 COM. NICK JOSEFOWITZ: THANK YOU CHAIR. SO, YOU KNOW, I THINK 2 3 THIS IS REALLY -- THIS IS REALLY EXCITING AND STAFF SHOULD REALLY BE -- I MEAN, I KNOW THERE WAS A WHOLE TEAM OF FOLKS IN 4 5 MTC WHO WORKED ON THIS FOR A LONG TIME, SO CONGRATULATIONS. I KIND OF HAVE TWO MAIN QUESTIONS, CONCERNS. ONE IS AROUND --6 AND I AM THRILLED TO SEE THAT COMPARED TO PREVIOUS VERSIONS OF 7 8 MTC'S EXPRESS LANE VISION AND PREVIOUS PLANNED BAY AREAS, THERE IS A REAL FOCUS ON CONVERSION. AND I AM FULLY AWARE THAT 9 THOSE WHO HAVE TALKED ABOUT BEFORE, THERE IS A BUNCH OF PLACES 10 IN THE REGION WHERE CONVERSION DOESN'T MAKE SENSE THERE IS A 11 BUNCH OF CONNECTIONS WHERE CONVERSION DOESN'T MAKE SENSE. I 12 WAS HOPING TO SEE PREVIOUS PRESENTATIONS ABOUT THIS WITH A 13 SENSE OF CONVERSION FIRST APPROACH WHERE THAT'S THE BASELINE 14 AND IF IT DOESN'T MAKE SENSE FOR THAT PARTICULAR STRETCH OF A 15 16 ROADWAY OR THAT PARTICULAR COMMUNITY, WE CAN MOVE OFF THAT. IT FEELS LIKE IN THIS FINAL DOCUMENT WE HAVE MOVED OFF OF A 17 CONVERSION FIRST APPROACH. IS THAT AN ACCURATE UNDERSTANDING 18 OF HOW THIS DOCUMENT HAS EVOLVED? OR HOW THE PRESENTATIONS 19 ABOUT THIS HAVE EVOLVED? 20 21 JIM MACCRAE: I THINK WE HAVE SOFTENED IT. THE INTENT IS THAT 22 WE STILL WANT OUR PARTNERS AND OURSELVES TO LOOK AT CONVERSION 23 FIRST. BUT, WE JUST RECEIVED A LOT OF PUSH BACK ON REALLY SORT 24 25 OF MANDATING THAT WE HAVE A LANE CONVERSION PROJECT. SO, I



THINK THE STRATEGIC PLAN, I THINK, PUTS FORWARD THE GOAL OF 1 LOOKING AT CONVERSION FIRST, AND THEN, YOU KNOW, IF IT'S NOT 2 3 VIABLE, YOU WOULD THEN LOOK AT A WIDENING PROJECT. 4 5 COM. NICK JOSEFOWITZ: SO I GUESS YOU'RE GOING TO GET A LITTLE PUSH BACK FROM ME IN THE OTHER DIRECTION. FOR PROJECTS THAT 6 ARE KIND OF GOING THROUGH PLANNING NOW, I THINK WE SHOULD JUST 7 8 HAVE CLEAR CRITERIA AS TO WHAT OUR EXPECTATIONS ARE AROUND SORT OF HOW CONVERSION IS EVALUATED FOR US. NOT THAT WE'RE 9 ALWAYS GOING TO END WITH CONVERSION THAT'S WHAT WE'RE PUSHING 10 FOR BUT THERE ARE CERTAINLY PLACE WHERE IS IT DOESN'T MAKE 11 SENSE BUT I WOULD LIKE US TO HAVE A CLEAR CRITERIA SO IT'S 12 CLEAR TO EVERYBODY WHAT THE PROCESS IS TO GO THROUGH ON THAT. 13 14 15 JIM MACCRAE: OKAY. 16 COM. NICK JOSEFOWITZ: AND THEN THE SECOND IS ISSUE -- I 17 HAVEN'T READ THROUGH THE 100 PAGES OF THE APPENDIX, AND I 18 APPRECIATE THAT THERE IS AN APPENDIX ON EXPRESS BUS, WHICH, 19 IT'S A REPORT IN AND OF ITSELF -- WHICH I HAVEN'T READ. TO ME, 20 A LOT OF TIMES, WHEN WE TALKED ABOUT EXPRESS LANES BEFORE 21 EXPRESS BUSES ARE NOT SOMETHING TO BE ACCOMMODATED, THEY'RE 22 THE WHOLE POINT OF THE EXPRESS LANE. LIKE, THESE EXPRESS LANES 23

ONLY WORK IF YOU HAVE TO INCREASE PERSON THROUGHPUT TO DRIVE

EQUITY GOALS IF YOU HAVE REALLY ROBUST, EXPRESS BUS SERVICE ON

24



- 1 IT. AND I WAS A LITTLE BIT SURPRISED TO SEE, KIND OF, EXPRESS
- 2 BUS RELEGATED TO A KIND OF, LIKE, "WELL WHEN WE'RE DOING
- 3 EXPRESS BUS LANES WE'LL CONSULT WITH TRANSIT OPERATORS." I
- 4 WOULD HOPE THAT OUR EXPRESS BUS VISION WOULD BE EXPLICIT
- 5 EXPRESS BUS WHICH WOULD INFORM HOW WE THINK ABOUT EXPRESS
- 6 LANE, HOW WE DRIVE PIRATES FOR THE EXPRESS BUSES WHERE THE
- 7 EXPRESS BUS LANES NEED TO BE DELIVERED FIRST AND WHAT SHOULD
- 8 BE PRIORITIZED. I WANT TO GET YOUR FEEDBACK ON THAT AND IF
- 9 THERE IS A WAY TO ADDRESS THAT ISSUE GOING FORWARD.

- 11 THERESE MCMILLAN: THIS IS THERESE MCMILLAN, EXECUTIVE
- 12 DIRECTOR. LET ME DO A SORT OF OVERALL FRAMING, AND JIM MAY
- 13 COME BACK WITH SPECIFICS. YOU KNOW, WE LOOKED AT WHAT IT WOULD
- 14 TAKE TO DO THE TYPE OF DEEP DIVE PRESS -- YOU KNOW, STRATEGIC
- 15 EXPRESS BUS PROGRAM. AND IT WOULD HAVE DELAYED AND TAKEN A
- 16 MUCH LONGER TIME TO GET THE NECESSARY FRAMING AND ANALYTICS,
- 17 AND EVALUATION OF HOW THAT ALL INTERSECTS. AND SO ONE OF THE
- 18 CONSIDERATIONS WAS ALSO REALIZING, AND THIS WAS HIGHLIGHTED IN
- 19 THE FRAME, THE SLIDE THAT JIM HAD, IS THAT EXPRESS BUSES ALSO
- 20 DON'T EXIST IN SILO THAT I ARE PART OF THIS EXPANSIVE
- 21 TRANSPORTATION NETWORK THAT WE ARE TACKLING IN BOTH PLANNED
- 22 BAY AREA, AND VERY IMPORTANTLY NOW WITH THE BLUE RIBBON TASK
- 23 FORCE. SO I THINK WHAT WE WERE TRYING TO DO IS THAT WE COULD
- 24 HAVE WAITED AND THEN DONE AN EXTENSIVE EXPRESS BUS PLAN, AS
- 25 YOU INDICATED, OR WE COULD SAY, HERE IS WHERE WE ARE NOW. THIS



- 1 IS A LIVING DOCUMENT, AND THERE IS SOME REALLY CRITICAL
- 2 IMPORTANT GUIDANCE WE WOULD WANT TO PUT OUT HERE NOW, AND
- 3 ACKNOWLEDGE THAT IN PARALLEL. AND I THINK, PARTICULARLY,
- 4 WITHIN THE LAST YEAR, THE DISCUSSIONS THAT WE'RE HAVING ABOUT
- 5 THE BLUE RIBBON TASK FORCE, AND HOW WE BUILD UP, AND WHAT ARE
- 6 THE PRIORITIES, HOW THAT MANIFESTS, YOU KNOW, HOW WE'RE GOING
- 7 TO BE APPROACHING STRATEGICALLY, THE NEXT, YOU KNOW, FEDERAL
- 8 OPPORTUNITIES THAT MAY BE COMING, ET CETERA, IS ANOTHER
- 9 EFFORT. AND THEY'RE GOING TO HAVE TO CROSSWALK AND TOGGLE,
- 10 EXPLICITLY, BUT I DIDN'T, YOU KNOW -- I CERTAINLY DIDN'T
- 11 ADVOCATE SUCH A LINEAR PROCESS THAT WE COULDN'T MOVE FORWARD
- 12 WITH SOME IMPORTANT FRAMING NOW, THAT AN EXPRESS BUS ELEMENT,
- 13 AS WE ARE EXPLORING IN PLANNED BAY AREA 2050 AND THE
- 14 IMPLEMENTATION PLAN AND THE BLUEPRINT AND OTHER THINGS,
- 15 COULDN'T NEST IN AND CONTINUE TO INFORM. SO THAT WAS REALLY, I
- 16 THINK, THE STRUCTURE THAT WE WERE OUTLINING AND ACKNOWLEDGING,
- 17 THERE IS A LOT OF MOVING PIECES THAT INTERCONNECT, BUT THIS IS
- 18 WHAT WE BROUGHT BEFORE YOU TODAY, WAS AN IMPORTANT
- 19 FOUNDATIONAL STEP TO GET APPROVAL ON, IN ORDER TO BUILD ON TOP
- 20 OF IT, THINGS SUCH LIKE, YOU KNOW, THE EXPRESS BUS RELATED
- 21 DETAIL.
- 23 COM. NICK JOSEFOWITZ: SO, I APPRECIATE THAT CONTEXT, BUT THAT
- 24 IS NOT WHAT CAME ACROSS TO ME IN READING THIS DOCUMENT, OR IN
- 25 SORT OF LOOKING AT SLIDE 17, WHICH IS THE KIND OF FUTURE





- 1 PLANNING EFFORTS. THERE REALLY ISN'T ANYTHING IN THE DOCUMENT
- 2 -- IN THE EXPRESS -- THAT I READ, AND IT'S A LONG DOCUMENT,
- 3 AND IT'S CERTAINLY POSSIBLE THAT I MISSED IT, THERE ISN'T
- 4 ANYTHING IN THE EXPRESS LANE STRATEGIC PLAN OR IN THE KIND OF
- 5 FUTURE SCOPE OF WORK ON PAGE -- SLIDE 17 THAT SAYS WHAT YOU
- 6 SAID. THAT SAYS LIKE, OKAY, WE AREN'T GOING TO WAIT TO DO OUR
- 7 EXPRESS BUS LAN TO DO OUR EXPRESS LANE, OUR FIRST ITERATION OF
- 8 EXPRESS LANE TIME, BUT WE KNOW THAT EXPRESS LANE ONLY WORK IN
- 9 THIS REGION WITH THE GOALS THAT WE V IF WE HAVE EXPRESS BUS
- 10 SERVICE ON A MEANINGFUL PART OF THEM, AND SO THIS IS HOW WE'RE
- 11 GOING TO ADDRESS THAT PROBLEM WHEN DOING AN EXPRESS BUS PLAN
- 12 AFTER DOING THE BLUE RIBBON TASK FORCE IN 2023 AND WHATEVER
- 13 AND UPDATE THE EXPRESS LANE PLAN IN THAT CONTEXT. I WOULD LIKE
- 14 THAT TO BE A REALLY -- WHAT YOU HAVE DESCRIBED -- TO BE A MUCH
- 15 MORE EXPLICIT PART OF THIS PLAN, A MUCH MORE EXPLICIT PART OF
- 16 THE WORK PLAN, NOT TOMORROW, NOT YESTERDAY, BUT YOU KNOW,
- 17 OBVIOUSLY WITH THE RESOURCE CONSTRAINED IN MIND THAT WE HAVE
- 18 OTHER PRIORITIES AS WELL, SO THAT THAT'S CLEAR. AND MAYBE
- 19 INTEGRATE INTO SOME OF THE PRIORITIZE METRICS FOR WHAT ARE THE
- 20 LANES TO GET PRIORITIZED. I THINK IT WOULD MAKE A LOT OF
- 21 SENSE, FOR ME AT LEAST, AND THIS MIGHT HAVE BEEN ADDRESSED
- 22 WITH YOUR CONNECTED MOBILITY CONCEPT ALTHOUGH IT WAS FUZZIER
- 23 THAN EXPRESS BUS MIGHT HAVE BEEN BUT SAYING WE'RE GOING TO
- 24 PRIORITIZE THE LANES THAT HAVE THE BIGGEST TRANSIT IMPACT
- 25 FIRST.



1 JIM MACCRAE: I WOULD JUST ADD, ONE OF OUR RECOMMENDATIONS IS 2 3 SORT OF LIKE THERESE WAS SAYING, IS TO SORT OF LAY THE FOUNDATION FOR FUTURE WORK. SO OUR RECOMMENDATION IS TO WORK 4 5 WITH OUR PARTNERS ON CRITERIA, AND PERFORMANCE METRICS, SO THAT WE ARE PRIORITIZING INVESTMENTS. SO IT'S INVESTMENT IN 6 EXPRESS LANES AND IT'S INVESTMENT IN EXPRESS BUS. 7 8 HAVE THIS RECOMMENDATION ON THE FOUNDATION PARTLY I THINK IS WHAT YOU'RE GETTING AT. IT'S JUST SOMETHING TO SAY IT'S A 9 10 NEAR-TERM ACTION, WE NEED TO DO MORE COLLABORATION WITH OUR PARTNERS, TRANSIT OPERATORS, AND PLANNERS SO THAT'S TO SAY 11 IT'S A RECOMMENDATION AND NOT A NEAR-TERM ACTION. 12 13 CAROL DUTRA-VERNACHI, CHAIR: THERESE, HAD YOU HAD YOUR HAND 14 UP. I ASSUME IT'S DOWN NOW. I'M ASSUMING IN THE COMMENTS YOU 15 16 JUST MADE, YOU MADE ALL THE POINTS YOU WANTED TO? 17 THERESE MCMILLAN: MADAM CHAIR, AT THE END OF ALL THIS, I WOULD 18 LIKE TO MAKE SOME CLOSING REMARKS. SO MAYBE YOU CAN CALL ON ME 19 WHEN THE REST OF --20 21 22 CAROL DUTRA-VERNACHI, CHAIR: YEAH. AND I APPRECIATE THAT OUR CONVERSATION THIS MORNING IS REALLY A CONTINUATION OF 23 SOMETHING THAT'S GOING TO HAVE MORE ITERATIONS AND MORE FINE 24 25 TUNING. BECAUSE WHAT I'M HEARING FROM COMMISSIONER LICCARDO AS



- 1 WELL AS JOSEFOWITZ, IS THAT THAT I ARE NOT SEEING LANGUAGE IN
- 2 THE DOCUMENT THAT IS GIVING THE CONFIDENCE OF THE DIRECTION WE
- 3 WANTED TO GO. SO I APPRECIATE EVERYTHING THAT I'M HEARING. SO
- 4 WITH THAT BEING SAID, DAVE CANEPA -- AND I KNOW THERE ARE
- 5 OTHER FOLKS WITH THEIR HANDS UP I'LL GET TO.

- 7 DIR. DAVID CANEPA: I WANT TO WEIGH IN WITH WHAT DIRECTOR
- 8 JOSEFOWITZ, DIRECTOR NICK HAD SAID, I WAS HOPEFUL THAT WE
- 9 WOULD BE ABLE TO CONNECT THESE EXPRESS BUSES REGIONALLY AND DO
- 10 THAT AS A MODE OF TRANSPORTATION, ESPECIALLY CONNECTIONS
- 11 BETWEEN SAN FRANCISCO AND SAN MATEO COUNTY. I THINK THAT'S
- 12 REALLY IMPORTANT. AND I AM ENCOURAGED THAT STAFF IS GOING TO
- 13 CONTINUE WITH THAT, BUT I THINK THERE SHOULD BE A FOCUS ON,
- 14 AND OBVIOUSLY, WHEN IT COMES TO GREENHOUSE GASSES, AND JUST
- 15 MOVING PEOPLE. IN REGARDS TO THE FINDINGS, YOU KNOW, THE COVID
- 16 LONG-TERM IMPACTS, I GUESS WHAT I WOULD ASK STAFF TO DO -- AND
- 17 I AM SURE THEY'RE GOING TO COME BACK TO US -- IS REALLY TO
- 18 SORT OF UNDERSTAND THAT, IN GREATER DETAIL, THROUGH A DATA
- 19 POINT. BECAUSE WE LOOK AT DEBT OBLIGATIONS AND HOW WILL DEBT
- 20 OBLIGATIONS BE SATISFIED, THOSE SORT OF THINGS, I WANT TO KNOW
- 21 HOW THAT'S GOING TO SORT OF WORK OUT, JUST THROUGH AN
- 22 ANALYSIS. I DON'T KNOW WHAT THE PERCENTAGE OF PEOPLE ARE WHO
- 23 ARE GOING TO CONTINUE TO WORK-FROM-HOME. BUT I WOULD BE
- 24 CURIOUS TO REALLY UNDERSTAND THAT. THE DOCUMENT IN ITS
- 25 TOTALITY MAKES SENSE, ONE OF THE THINGS I'M TRYING TO FOCUS



- 1 ON, SOMETHING I'M REALLY LOOKING INTO, IS THE CONSISTENT
- 2 OPERATING POLICIES. JUST MAKING SURE, AS A REGION, THAT WE'RE,
- 3 YOU KNOW, WE'RE FALLING WITHIN THESE VARIOUS PROGRAMS. AND THE
- 4 REASON, YOU KNOW, WHETHER IT'S HOV, CLEAN AIR VEHICLES, THE
- 5 VIOLATIONS, THE PENALTIES FEES, YOU KNOW, REALLY MAKING IT
- 6 EASIER FOR THE END USER. AND SO, I THINK FOR ME -- AND I KNOW
- 7 THERE MAY BE A COUPLE OF COUNTIES THAT ARE DOING THIS ON THEIR
- 8 OWN, OR ONE COUNTY -- JUST MAKING SURE THAT WE HAVE COHERENT
- 9 POLICY THAT REALLY DOESN'T AFFECT HOW THE END USER EXPERIENCE.
- 10 SO OTHER THAN THAT, I THOUGHT IT WAS A REALLY, REALLY GOOD
- 11 DOCUMENT. AND I WANT TO THANK STAFF. SO THANK YOU MADAM
- 12 CHAIR.
- 13
- 14 CAROL DUTRA-VERNACHI, CHAIR: OKAY. THANK YOU VERY MUCH
- 15 COMMISSIONER. AND COMMISSIONER WORTH. I UNDERSTAND YOU WOULD
- 16 LIKE TO SAY A COUPLE OF THINGS HERE.
- 17
- 18 AMY R. WORTH: THANK YOU VERY MUCH MADAM CHAIR. THANK YOU SO
- 19 MUCH CAROL. FIRST OF ALL I WANT TO COMMEND STAFF FOR PULLING
- 20 THIS TOGETHER. I FEEL LIKE I WAS ALMOST AT THE TIME WHEN MOSES
- 21 BROUGHT DOWN THE CONCEPTS OF EXPRESS LANES. I THINK
- 22 COMMISSIONER SPERING AND I REMEMBER SOME OF THOSE MEETINGS
- 23 WHEN, YOU KNOW, REALLY, WE'RE STRUGGLING NOW, WE HAVE 27
- 24 TRANSIT AGENCIES, FIVE ENTITIES RUNNING EXPRESS LANES. I THINK
- 25 1 REGIONAL EXPRESS LANE NETWORK, I WANT TO PICK UP ON DAVID'S





- 1 COMMENT CONSISTENT POLICY. WE TRIED TO START WITH ONE NETWORK
- 2 HOWEVER UNFEASIBLE, FASTRAK IS THE MECHANICS OF COLLECTING
- 3 DOLLARS AND THE CUSTOMER SEES NO DIFFERENCE, WHETHER IT'S
- 4 ALAMEDA COUNTY SANTA CLARA OR SAN MATEO COUNTY BUILDING THEIR
- 5 EXPRESS LANES THROUGH CTAS ALL OF THE EXPRESS LANES THAT'S
- 6 WHERE THE CONSISTENT POLICY NEEDS TO COME INTO PLAY. THE IDEA
- 7 THAT THE COUNTY IS LOOKING TO RECEIVE FUNDING FOR EXPANSION OF
- 8 THOSE EXPRESS LANES, THAT I HAVE GOT TO BE CONSISTENT IN TERMS
- 9 OF THE POLICIES THAT WE'RE OUTLINING FOR THE REGION. SECOND OF
- 10 ALL ON THE EXPRESS BUSES THAT'S ALWAYS BEEN FROM THE VERY
- 11 BEGINNING, ONE OF THE FRAMEWORK -- THE FOUNDATIONAL ISSUES
- 12 AROUND EXPRESS, THESE EXPRESS LANES. THE CHALLENGE FOR THE
- 13 EXPRESS LANES IS FUNDING THEM. AND ONE OF THE WAYS OF FUNDING
- 14 THEM IS THROUGH INDIVIDUAL -- CARS PAYING IN TO USE THEM AS
- 15 WELL AS OTHER FUNDS. BUT CLEARLY FROM OUR WORK IN THE 680
- 16 CORRIDOR THAT I PROBABLY KNOW THE BEST, IT'S A COMBINATION OF
- 17 CONVERSION BUT FILLING IN THE GAPS. RIGHT NOW WE HAVE GOT A
- 18 GREAT EXPRESS LANE IT COMES DOWN FROM THE BENICIA BRIDGE TO
- 19 WALNUT CREEK PICKS UP SOUTH OF WALNUT CREEK OUR GOAL IS TO
- 20 HAVE IT GO WAY DOWN TO SANTA CLARA COUNTY. THERE IS A HUGE NOT
- 21 IN WALNUT CREEK, THE CONNECTION OF NORTH AND SOUTH SEGMENTS.
- 22 TO NICK'S POINT, TO START CONVERSION, AND COST EFFECTIVE WAY
- 23 TO DO IT WE ALSO HAVE THESE CONSTRUCTION ELEMENTS THAT REALLY
- 24 ENABLE US. AND THERE ARE SECTION IN VARIOUS COUNTIES WHERE YOU
- 25 HAVE GOT TO ADD A LANE, BUT AGAIN IT'S NOT THE PRIMARY DRIVER,



- 1 IT'S JUST TO MAKE THE NETWORK COMPLETE. SO, I DO THINK ALSO
- 2 FROM A PARTNERSHIP STANDPOINT, WHICH THIS DOCUMENT OUTLINES,
- 3 IT REALLY SAY PARTNERSHIP BETWEEN THE TRANSPORTATION
- 4 AUTHORITIES, AND I KNOW THAT I USED TO BE CALLED CMAS AND
- 5 THEY'RE NOW CTAS, TRANSIT AGENCIES AND MTC. AND I REALLY DO
- 6 BELIEVE, I KNOW, YOU KNOW, I'M HOPEFUL THAT, YOU KNOW, THAT
- 7 THE VARIOUS CANYONS THEY'RE LOOKING AT JOINING THIS NETWORK
- 8 WILL FOLLOW-THROUGH WITH THE CONSISTENT POLICIES, WHICH I
- 9 THINK IS REALLY IMPORTANT. IT'S SO EXPENSIVE TO EXPAND RAIL. I
- 10 THINK THIS IS THE ONLY WAY WE'RE GOING TO EXPAND TRANSIT IN
- 11 THE REGION. AND BY HAVING DEDICATED LANES, IT MAKES TRANSIT
- 12 INCREDIBLY ATTRACTIVE. SO IT REALLY IS, I THINK, THE FUTURE OF
- 13 OUR TRANSIT MOBILITY. SO THIS DOCUMENT DOES PROVIDE THAT
- 14 FRAMEWORK FOR THE FIRST TIME. I THINK -- AND I THINK SOME --
- 15 YOU KNOW, DEFINITELY, YOU KNOW, WE WANT TO EMBRACE THE
- 16 PARTNERSHIP OF ALL THE AGENCIES, SO THE COUNTY IS COMING UP
- 17 WITH FUNDING TO DO ADDITIONAL EXPRESS LANES THAT FOCUS ON
- 18 THESE COMMUTE SHEDS. I THINK THOSE PARTNERSHIPS ARE REALLY
- 19 VITAL. SO AGAIN, THANK YOU VERY MUCH TO OUR STAFF, AND ALL THE
- 20 COMMISSIONER WHO IS WORKED SO HARD TO BRING US TO THIS POINT.
- 21 THANK YOU VERY MUCH.
- 23 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU VERY MUCH AMY. CHAIR
- 24 PEDROZA.

25



- 1 ALFREDO PEDROZA: I ALWAYS ENJOY HEARING WHERE COMMISSIONER
- 2 SPERING COMMENTS. STAFF THANK YOU FOR DOING THIS. THIS IS
- 3 EXCITING. BUT WE CAN'T LOOK AT THIS IN A SILO WHAT WE'RE DOING
- 4 WITH THE BLUE RIBBON COMMITTEE, THE PRINCIPLES WE'RE ADVANCING
- 5 IT'S KNITTING THE BAY AREA TOGETHER IT'S CRITICAL. AND
- 6 STARTING THE DOCUMENT INCORPORATING SOME OF THE DISCUSSIONS
- 7 AND CONDITIONS BROUGHT UP, THE PURPOSE AND OBJECTIVE THE
- 8 COMMISSIONER BROUGHT UP STUFF RAISED ABOUT EXPRESS BUSES
- 9 SHOULD HAPPEN IS THE QUESTION IT'S REALLY ADVANCING,
- 10 COMMISSIONER WORTH MENTIONED AND COMMISSIONER CANEPA IN TERMS
- 11 OF THE POLICY, I THINK THAT'S CRITICAL FROM A USER
- 12 PERSPECTIVE. ONE OF THE SLIDES YOU MENTIONED THE ONE
- 13 FORMALIZING BUILDING CONSENSUS PROCESS I THINK THAT NEEDS TO
- 14 BE FRONT LOADED. YOU CAN SHARE MORE? HOW IS THAT GOING HAPPEN?
- 16 JIM MACCRAE: WE HAVE STARTED, SO WE HAVE A TECHNICAL ADVISORY
- 17 COMMITTEE WITH OUR EXPRESS LANE PARTNERS, AND JUST LAST --
- 18 WAIT -- TWO DAYS AGO. [LAUGHTER] -- WE MET WITH THEM ON THIS
- 19 MEMORANDUM OF UNDERSTANDING. WE LOOKED AT SOME MODELS, AN MOU
- 20 WITH THE CALIFORNIA TOLL OPERATORS TOLL COMMITTEE, ALL THE
- 21 DIFFERENT EXPRESS LANE OPERATOR IN THE STATE, THAT I HAVE AN
- 22 MOU AND THEN WE ALSO LOOKED AT A MODEL WITH STATE ROUTE 37, I
- 23 THINK THERE IS AN MOU THERE AS WELL. SO WE WENT THROUGH ALL
- 24 THE DIFFERENT PARTS OF THE MOU, AND WE WERE TALKING ABOUT, YOU
- 25 KNOW, WHAT -- SHOULD SHE HAVE A CHAIR, IS IT A ROTATING CHAIR?



- 1 YOU KNOW, WHAT IS IT THAT WE'RE WORK TOGETHER? WHAT IS IT,
- 2 WERE WE JUST FOCUSING ON OPERATING POLICIES? OR IS IT -- OR
- 3 ARE WE ALSO GOING TO ALLOW FOR CONVERSATION ABOUT PUTTING OUT
- 4 A RECOMMENDATION ON LEGISLATIVE CHANGES, YOU KNOW, THAT TYPE
- 5 OF THING. SO REALLY HOW BROAD IS THE MOU. OUR FOCUS IS MAINLY
- 6 TO FOCUS ON THE CONSISTENT OPERATING PROBLEMS. AND WHERE WE
- 7 SEEMED TO BE HEADED IS THAT -- SO THIS GROUP, THIS EXECUTIVE
- 8 STEERING COMMITTEE HAS NO LEGAL AUTHORITY. SO THIS IS BECOMING
- 9 ADVISORY, AND OUR PARTNERS ARE VERY PROTECTIVE OF THEIR LEGAL
- 10 AUTHORITY, RIGHT? SO WHERE WE ARE HEADED IS THAT EVERYONE IN
- 11 THE BAY AREA, EVERYONE DOING EXPRESS LANES, CALTRANS, CHP, WE
- 12 ALL -- THEY ALL GET A VOICE AS WE'RE TALKING ABOUT THESE
- 13 CONSISTENT POLICIES. AND THEN, WHAT WE WOULD DO IS CREATE A
- 14 DOCUMENT COMING OUT OF THAT CONSISTENT POLICY EFFORT AND THEN
- 15 TALK ABOUT THE MAJORITY VERSUS ARE THERE ANY DISSENTING
- 16 OPINIONS AND THAT WAY THIS DOCUMENT CAN BE SHARED WITH
- 17 REGIONAL BOARDS SO THAT I CAN FULLY UNDERSTAND THE
- 18 COMPLEXITIES OF THE POLICY AND EACH OF THE AGENCY THAT HAVE AN
- 19 EXPRESS LANE, WHAT THAT I FEEL ABOUT IT. SO WE'RE REALLY
- 20 HOPING THAT THIS PROCESS WILL SHOW -- YOU KNOW, WE REALLY GET
- 21 A SENSE FROM EVERYONE THAT WE WANT CONSISTENT POLICIES, AND
- 22 EVERYONE REALLY UNDERSTANDS, ESPECIALLY ON THE SIDE OF
- 23 CUSTOMER SERVICE, THAT ALL POLICIES NEED TO BE CONSISTENT. SO
- 24 THAT'S SORT OF WHERE WE'RE HEADED.



- 1 ALFREDO PEDROZA: NO, NO, I APPRECIATE IT. WE'RE EITHER GOING
- 2 TO BE ABLE TO HAVE INCENTIVES THAT CAN CREATE POLICY OF WHAT
- 3 WE WANT TO SEE WHICH IS CONSISTENT POLICY, AND I THINK YOU
- 4 MENTIONED THE KEY WORD, AUTHORITY, WHERE DOES THAT ULTIMATELY
- 5 LIE. AND THAT'S SOMETHING I WANT TO CONTINUE FOCUS ON. IF
- 6 THERE IS NOT ENOUGH ORGANIC INCENTIVES IT DOESN'T PRODUCE, AND
- 7 WE HAVE GOT A PROBLEM. I THINK WE NEED TO FOCUS ON WHETHER THE
- 8 MOU HAS ENOUGH STRENGTH TO PRODUCE THOSE OUTCOMES THAT WE WANT
- 9 TO SEE AS A REGION.

10

- 11 LISA KLEIN: I WAS GOING TO ADD, LISA KLEIN WITH MTC, I THINK
- 12 WE ADD MOU APPROVAL BY THE END OF THE SUMMER, AND TO YOUR
- 13 POINT CHAIR PEDROZA, THE MOU PROCESS DOESN'T PRECLUDE ANOTHER
- 14 APPROACH, BUT IT IS, I THINK, A SORT OF A GOOD FIRST START.
- 15 AND I THINK PART OF THE KEY WILL BE, YOU KNOW, GETTING SOME OF
- 16 THESE AREAS IN FRONT OF POLICY BOARDS BEFORE, WELL BEFORE
- 17 THEY'RE AT A CRITICAL ACTION TIME. SO THERE IS A LITTLE TIME
- 18 FOR BACK AND FORTH, FOR DIALOGUE, AND TO REALLY --
- 19 [INDISCERNIBLE] [AUDIO DIFFICULTIES] WHAT EACH OF THE BOARDS
- 20 ARE SO EACH AGENCY CAN COLLECTIVELY RESPOND THAT WOULD BE PART
- 21 OF THE PROCESS.

22

23 ALFREDO PEDROZA: THANK YOU LISA AND THANK YOU CAROL, AND JIM.

24

25 CAROL DUTRA-VERNACHI, CHAIR: COMMISSIONER SPERING?





- 2 JAMES P. SPERING: I WANT TO REMIND THE COMMISSIONERS, THE
- 3 EXPRESS LANES ARE MANAGED LANES, AND I HEAR COMMISSIONER
- 4 JOSEFOWITZ PUTTING ALL EMPHASIS ON EXPRESS BUS BUT YOU CAN'T
- 5 LOSE SIGHT THAT THESE MANAGED LANES ARE ENCOURAGING CARPOOL
- 6 EXPRESS BUS LOW EMISSIONS VEHICLES TREMENDOUS BENEFIT OTHER
- 7 THAN EXPRESS BUS AND GIVES US THE ABILITY TO MANAGE IT IN THE
- 8 FUTURE. I WOULD CAUTION TO SAY WE'RE GOING TO PUT EMPHASIS ON
- 9 EXPRESS BUS CORRIDORS. IN MY COUNTY EXPRESS BUS HAS BEEN VERY
- 10 SUCCESSFUL SOMETHING WE WANT TO PROMOTE GOING UP TO THE
- 11 METROPOLITAN AREAS SAN FRANCISCO AND SACRAMENTO. THE OTHER
- 12 CONCERN I HAVE, AND AMY WAS TOUCHING ON IT, AMY WORK. I AM
- 13 CONCERNED ABOUT TALKING ABOUT CONVERSION FIRST THERE IS A LOT
- 14 OF GAPS IN OUR SYSTEM THAT CONVERSION FIRST THERE ARE LAYERS
- 15 AND ADDITIONAL ANALYSIS GOING THROUGH SOME CRITERIA ALL OF
- 16 THAT DELAYS THOSE PROJECTS AND ADDS 30 TO 40% TO COST. IF YOU
- 17 LOOK AT PROJECTS DELAYED IT LIMITS HOW MUCH OF THESE PROJECTS
- 18 WE CAN DELIVER. SO I CAN TELL COMMISSIONER JOSEFOWITZ HAS NOT
- 19 BEEN INVOLVED IN A DELIVERY IN THE EXPRESS LANE PROJECT, WHICH
- 20 I HAVE, YOU GO THROUGH THIS ANALYSIS. YOU ARE FORCED TO LOOK
- 21 AT, CAN YOU CONVERT LANE, YOU KNOW, THAT IS ALL IN PLACE NOW.
- 22 AND FOR US TO ADD ANOTHER LAYER, IT JUST DOESN'T MAKE SENSE.
- 23 AND YOU KNOW, WE HAVE GONE THROUGH A 2 TO THREE YEAR ANALYSIS
- 24 ON WHETHER YOU SHOULD ADD THIS LANE OR NOT. I WOULD CAUTION
- 25 THAT WE ADD THAT CAPACITY. I WOULD REALLY LIKE TO SEE US FOCUS



- 1 ON WHAT MANY OF THE COMMISSIONERS HAVE ALREADY SAID IS HAVING
- 2 THIS CONSISTENT SYSTEM THROUGH THE. AND YOU KNOW, REALLY MAKE
- 3 SURE THAT ALL THESE DIFFERENT ENTITIES ARE OPERATING UNDER THE
- 4 SAME GUIDELINES, SAME RULES, AND WE ALL HAVE THE SAME
- 5 OBJECTIVE. THIS SYSTEM IF WE HAVE THESE GAPS IN IT, IT REALLY
- 6 FAILS THE WHOLE SYSTEM ITSELF. AND SO I THINK WE HAVE TO LOOK
- 7 AT IT AND NOT BE SO PAROCHIAL AT SOME OF THE IMPROVEMENTS THAT
- 8 HAVE TO TAKE PLACE. I DON'T WANT TO LOSE SIGHT OF THE
- 9 ADVANTAGES OF US BEING ABLE TO MANAGE THESE LANES IN THE
- 10 FUTURE. WE DON'T KNOW WHAT IS COMING AND THAT IS CRITICAL WE
- 11 HAVE TO MAKE SURE THIS SYSTEM IS COMPLETE SO WE CAN MANAGE AND
- 12 CONTROL ON YOU IT'S BEING USED.

14 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU COMMISSIONER SPERING.

- 15 THOSE ARE WORDS OF WISDOM AND AS YOU REFERENCES WITH AMY AND
- 16 YOUR HISTORY WITH THIS AGENCY THAT'S VERY VALUABLE INFORMATION
- 17 FOR THOSE OF US THAT AREN'T THINKING OF THOSE ITEMS. THAT
- 18 BEING SAID, DAVE HUDSON, I KNOW YOU HAVE BEEN PATIENTLY
- 19 WAITING. CERTAINLY LOOKING FORWARD.
- 21 DAVID E. HUDSON: I CONSIDER MYSELF AS AN ATTENDEE ON THIS
- 22 MEETING I DON'T KNOW HOW TO GET BACK OUT OF HERE AFTER THE
- 23 ABAG MEETING. [LAUGHTER] IT GOES BACK TO LISTENING INTENTLY
- 24 TO THE STRATEGY, JIM, AND I HEARD YOU MENTION WHAT I WANTED TO
- 25 MENTION, OTHER TRANSIT PRIORITIES, ONCE, AND THAT WAS BUS ON

13



- 1 SHOULDER. I WANT TO TELL YOU ON THE INNOVATE 680 PROGRAM AND
- 2 AIM COULD TALK ABOUT IT ALSO BUT MAYBE WE HAVE DIFFERENT VIEWS
- 3 ON THIS BUS ON SHOULDER EXPRESS LANES AND MOBILITY HUBS ARE
- 4 TIED TOGETHER AS OUR SEAMLESS MOBILITY. I DON'T KNOW A BUS
- 5 THAT CAN BEAM FROM AN ARTERIAL TO AN EXPRESS LANE SO SOMETHING
- 6 IS GOING TO HAVE TO BE WORKED OUT FOR CONGESTION MANAGEMENT.
- 7 THERE IS ONLY ONE FEDERAL RELIEF COMING DOWN THE PIKE, FOLKS.
- 8 WE'RE NOT GOING TO BE DOING TRILLIONS EVERY YEAR SO WHEN WE
- 9 LOOK AT PRIORITIES PUT MORE ATTENTION INTO THE BUS ON THE
- 10 SHOULDER THE PROGRAMS I SEE WE'RE WORKING ON BETWEEN
- 11 AUTHORITIES, COUNTY CONNECTION AND LAFTA COME TO MIND, VERY
- 12 IMPORTANT TO GET FUNDED. AND THE BUSES, DIRECTOR NICK, I LOVE
- 13 THAT, FROM NOW ON, YOU ARE DIRECTOR NICK. BUT IN ANY CASE, I
- 14 WOULD JUST ASK THAT MORE ATTENTION BE PAID TO THE BUS ON
- 15 SHOULDER. IT IS IMPORTANT TO US.
- 17 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU SO MUCH DAVE. AND WE'LL
- 18 CONTINUE ON WITH THE ATTENDEES THAT HAVE HAD THEIR HANDS
- 19 RAISED, THEN ROLAND LEBRUN LET'S HEAR FROM YOU.
- 21 SPEAKER: THANK YOU MADAM CHAIR. THANK YOU FOR THE COMMENTS.
- 22 THROUGH THE CHAIR, WOULD IT BE POSSIBLE TO BACK UP TO SLIDE
- 23 NUMBER FIVE? BECAUSE I WANT TO SHOW YOU THE KIND OF COLLATERAL
- 24 DAMAGE THAT CAN BE CAUSED BY DYSFUNCTIONAL PLANNING IN SANTA
- 25 CLARA COUNTY. LOOKING AT THE BUS LANE AND BYPASS METERING

16



- 1 LIGHT AT 101 AND 85, THIS WOULD DISCHARGE ADDITIONAL TRAFFIC
- 2 INTO THE HIGHWAY PARKING LOTS THE SOUTHBOUND LANE ON THE OTHER
- 3 SIDE WOULD AGGRAVATE MORGAN HILL PARKING LOT BECAUSE YOU HAVE
- 4 NO HOV LANES AT ALL BETWEEN MORGAN HILL AND GILROY WHICH IS A
- 5 MAXIMUM -- [INDISCERNIBLE] IT MAKES IT IMPOSSIBLE TO OPERATE
- 6 EXPRESS BUS SERVICE BETWEEN MORGAN HILL AND GILROY. I'M ASKING
- 7 IMMEDIATELY TAKING OVER EXPRESS BUS LANE PLANNING IN SANTA
- 8 CLARA COUNTY IF NOT GOOGLE AND WAZE WILL DUMP EVEN MORE
- 9 TRAFFIC ON HIGHWAY AND OTHER LOCAL ROADS BETWEEN SAN JOSE AND
- 10 GILROY INCLUDING SANTA THERESA BOULEVARD, WHICH IS WHERE I
- 11 LIVE. THANK YOU.

12

- 13 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU ROLAND. SAM LICCARDO, I
- 14 KNOW YOU HAVE YOUR HAND UP BUT REEL COME BACK TO YOU AFTER I
- 15 FINISH WITH THE ATTENDEES. LET ME FIGURE OUT WHERE WE ARE.
- 16 JONATHON KASS, YOU'RE UP.

- 18 JONOTHON KASS: THANK YOU. MY NAME IS JONATHON KASS
- 19 TRANSPORTATION POLICY MANAGER FOR SPUR. AND SPUR GREATLY
- 20 APPRECIATES MTC'S COLLABORATION TO FLUSH OUT THE PILOT
- 21 REGIONAL EXPRESS BUS ROUTES FOR PLANNED BAY AREA 2050 SHOWN
- 22 HERE, THIS WOULD REQUIRE GENUINE LEADERSHIP ON REGIONAL
- 23 TRANSPORTATION FROM MTC WHICH WE LIKE TO SEE BOTH SPUR AND
- 24 TRANSFORM HAVE PUBLISHED WORK ON REGIONAL EXPRESS BUS NEEDS
- 25 FOR OUR REGION AND MTC ENGAGED THOUGHTFUL OF WITH OUR WORK. I



HAVE THREE COMMENTS. MTC SHOULD HAVE CLEAR POLICY SUPPORT FOR 1 2 THE CONVERSION OF FIRST CONVERSION APPROACH, BUT TRANSPARENCY ON WHAT'S NECESSARY IN CONSIDERING LANE EXPANSION CAN AVOID 3 DELAYS DOWN THE ROAD. THE REGIONAL COMPREHENSIVE PLAN WE CAN'T 4 5 WAIT FOR YEARS TO DEVELOP AND IMPLEMENT AND EVALUATE PILOTS BEFORE WE STAND ON COORDINATED REGIONAL PLAN FOR EXPRESS BUS 6 SERVICE. REGIONAL EXPRESS BUS PLAN IS THE BEST WAY TO MAKE 7 8 SURE THAT REHABILITATION FREEWAY INVESTMENTS INCORPORATE CHANGES THAT ARE NEEDED TO MAKE EXPRESS BUS WORK. COORDINATING 9 FREEWAY PROJECTS IS AN EFFICIENT WAY TO IMPLEMENT EMPHASIS ON 10 EXPRESS BUS INFRASTRUCTURE NEEDS. AND AS YOU HAVE NOTED MORE 11 WORK IS NEEDED ON EOUITY BEYOND THE MEANS-BASED FARE WORK 12 WHICH IS SO UNFORTUNATE. SERVICE DESIGN FOR PRESS BUSES WILL 13 NEED TO MEET THE NEEDS FOR COMMUNITIES OF CONCERN HOURS OF 14 15 OPERATION EXPRESS BUS NETWORK AND DESTINATIONS ARE KEY PIECES 16 OF EQUITABLE SERVICE. THIS IS BEST TACKLED IN --17 CLERK OF THE BOARD: TIME. 18 19 SPEAKER: THANK YOU. 20 21 22 CAROL DUTRA-VERNACHI, CHAIR: OKAY. THANK YOU VERY MUCH MARTHA FOR BEING THE GATE KEEPER HERE. NEXT UP, I DON'T HAVE A NAME. 23 I HAVE A PHONE NUMBER. THE LAST FOUR DIGITS ARE 5555, IF YOU 24

25

COULD IDENTIFY YOURSELF PLEASE.



1 SPEAKER: KEN BUKOWSKI, I DON'T SEE WHERE WE'RE BEING EQUITABLE 2 3 WITH ALL LANE TOLLING WE'RE GOING TO MAKE IT MORE EXPENSIVE TO OPERATE AND HOW DOES THAT IMPACT THE COST OF GOODS? DOES THAT 4 5 MEAN THE TRUCKS ARE GOING HAVE TO PAY FOR THE TOLLS? AND DOES THAT AFFECT GOODS AND SERVICES? EXPRESS LANES WHEN FIRST 6 INTRODUCED IT WAS GOING TO BE USED TO RUN PUBLIC TRANSIT. I 7 8 BELIEVE PUBLIC TRANSIT NEEDS TO BE FREE OTHERWISE WE DON'T HAVE EQUITY BECAUSE EVERYBODY DESERVES THE OPPORTUNITY TO GET 9 WHERE THAT I NEED TO GO AND TO BE PRODUCTIVE. THANK YOU. 10 11 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU VERY MUCH KEN. RICHARD 12 HEDGES? WE'LL HEAR FROM YOU, PLEASE. 13 14 RICHARD HEDGES: WE GOT HERE CAN THE COORDINATED EFFORTS 15 16 BECAUSE MTC FAILED TO GET LEGISLATIVE SUPPORT FOR OPERATING THE LANES. SO WE WENT TO THE CALIFORNIA TRANSPORTATION 17 COMMISSION AND THAT I GRANTED US, ALONG WITH OTHERS, THE 18 ABILITY TO DO THE EXPRESS LANES, SO COORDINATION BECOMES A KEY 19 IN MAKING THE SYSTEM WORK. SECONDLY, AS FAR AS LANE 20 21 CONVERSION, ON THE 101 AND THROUGH SAN MATEO COUNTY, STOPS AT 380, IN ORDER TO GET INTO SAN FRANCISCO, AS THE PLAN, WE'RE 22 EITHER GOING HAVE TO CONVERT A LANE THROUGH SOUTH CITY AND 23 EXPAND OUTSIDE OF SOUTH CITY OR DO EXPENSIVE STACK OR FLY 24 OVERS WHICH IS ALSO SOMEWHAT DANGEROUS. SO, I THINK THERE IS A 25



PLACE FOR LANE CONVERSION. BUT ADDING LANES IS ALSO 1 PREFERABLE. THANK YOU. 2 3 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU SO MUCH, RICH. AND LAST 4 5 PERSON I SEE WITH THEIR HAND UP IS VEDA FLOREZ. NO. THAT'S NOT TRUE. SOMEBODY ELSE JUST PUT THEIR HAND UP. VEDA, YOU'RE UP. 6 7 8 VEDA FLOREZ: GOOD MORNING. I WANT TO CIRCLE BACK TO SECTION ONE AND TALK ABOUT THE EQUITY ISSUES. AND SOMETHING THAT WE 9 HAVEN'T TALKED A LOT ABOUT THROUGH THE MTC'S MEETING WAS 10 BROUGHT UP TODAY AND THAT WAS THE KERNEL OF INFORMATION UNDER 11 TOLL VIOLATIONS. THIS HAS BECOME A HUGE ISSUE FOR, ESPECIALLY 12 DURING THIS LAST YEAR WITH COVID, WHEN SOMEONE WITH A 13 VIOLATION CAN -- AND UNABLE TO PAY -- HAS BEEN CHARGED AS MUCH 14 15 AS A THOUSAND DOLLARS. SO IT'S REALLY IMPORTANT THAT WE KEEP 16 IN MIND OUR TOLL VIOLATIONS AND HOW WE CAN WORK WITH INDIVIDUALS WHO ARE LOW INCOME, OR ARE FROM THE COC AREAS. SO, 17 I APPRECIATE THAT WE BROUGHT THIS ISSUE UP TODAY, AND I HOPE 18 THAT WE CAN CONTINUE THE CONVERSATION ON TOLL VIOLATIONS AND 19 EOUITY IN OUR OTHER AREAS OF DISCUSSION. THANK YOU VERY MUCH. 20 21 22 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU FOR YOUR COMMENTS VEDA.

24

23

CHRISTY CORELY



- 1 SPEAKER: I LIVE ON PORTOLA IN PORTOLA VALLEY AND ALPINE ROAD
- 2 AND STANFORD UNIVERSITY COULD POSSIBLY BE EXPANDING BUILDING
- 3 IN OUR TOWN AND APPLICATION IS CURRENTLY IN ORDER OF BEING
- 4 EVALUATED. WHAT WE KNOW IN THE PAST IS 280 AND ALPINE ROAD, WE
- 5 HAVE SEEN ACCIDENTS COMING -- YOU KNOW, ON AND OFF THE
- 6 FREEWAY, AND PREPANDEMIC, IT WAS A PARKING LOT AT 280 AND
- 7 ALPINE ROAD. SO IF WE CONTINUE PUTTING MORE BUILDING OUT HERE
- 8 TO HELP STANFORD UNIVERSITY, WE HAVE TO DO SOMETHING, AND SO
- 9 YOUR IDEAS OF, YOU KNOW, DOING VMT STUDIES OR LOS STUDIES, OR,
- 10 YOU KNOW, EXPRESS BUSES, EXPRESS LANES, HELP THESE PEOPLE GET
- 11 THROUGH AND NOT HAVE IT BE A PARKING LOT, AS WE WOULD LIKE TO
- 12 GET DOWN TO STANFORD FOR THE HOSPITAL. IT'S A PARKING LOT ALL
- 13 THE WAY TO JUNIPERO, SERRA, AND SANDHILL ROAD. IT'S A ONE-WAY
- 14 ROAD. I KNOW THOSE ARE TRIBUTARIES, BUT WE DO HAVE AN ISSUE
- 15 WITH ALPINE AND 280 AND WITH MORE BUILDING HAPPENING IN THE
- 16 FUTURE YOU CAN ONLY IMAGINE WHAT THE FUTURE WOULD BE. THANK
- 17 YOU.
- 18
- 19 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU CHRISTY. DO WE HAVE ANY
- 20 WRITTEN PUBLIC COMMENTS THAT NEED TO BE READ INTO THE RECORD
- 21 AT THIS POINT.
- 22
- 23 CLERK OF THE BOARD: THERE WAS NO PUBLIC COMMENT RECEIVED ON
- 24 THIS ITEM.



- 1 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU VERY MUCH. VICE CHAIR
- 2 CONNOLLY, I SEE YOU HAVE YOUR HAND RAISED.

3

- 4 DAMON CONNOLLY, V. CHAIR: THANK YOU, CHAIR, APPRECIATE THE
- 5 DISCUSSION THIS MORNING. WHILE THE EXPRESS LANE IS NOT
- 6 IMMEDIATELY GERMANE TO MARIN COUNTY OBVIOUSLY A HUGE ISSUE OF
- 7 SIGNIFICANCE REGIONALLY THAT WE'RE PAYING CLOSE ATTENTION TO.
- 8 I WANT TO REITERATE A COUPLE OF KEY POINTS THAT WERE MADE, I
- 9 WOULD SECOND COMMISSIONER NICK'S EMPHASIS ON THIS, AS A
- 10 VEHICLE FOR EXPRESS BUS SERVICE, INCLUDING LOOKING AT A
- 11 DEDICATED LANE CONCEPT AND CERTAIN STRATEGIC AREAS. I THINK IF
- 12 WE REALLY ARE SERIOUS ABOUT THE STATED GOALS OF REDUCING
- 13 CONGESTION, REDUCING GHGS, INCREASING MOBILITY, AND FOSTERING
- 14 EQUITY, WE REALLY DON'T WANT TO SEE THIS LITERALLY BECOME A
- 15 WAY FOR A HIGHER INCOME, SINGLE OCCUPANCY VEHICLE DRIVERS TO
- 16 PRIMARILY BE USING THESE LANES, AND REALLY LOOK TO ENHANCING
- 17 OUR GOALS AND EXPRESS BUS SERVICE. I THINK COMMISSIONER CANEPA
- 18 ALSO MADE THE OTHER KEY POINT OF CONSISTENT OPERATING
- 19 POLICIES, AGAIN, INCLUDING ISSUES LIKE HOURS OF OPERATION,
- 20 AGAIN, REGIONALLY, HOW IT TIES INTO HOV LANE HOURS, MORE
- 21 BROADLY, OTHER CONCEPTS LIKE BUS ON SHOULDER, WHICH WE'RE VERY
- 22 INTERESTED IN THE NORTH BAY AS WELL. MY COLLEAGUES HAVE ALL
- 23 MADE GERMANE POINTS THAT SHOULD BE AN IMPORTANT TOPIC GOING
- 24 FORWARD.



CAROL DUTRA-VERNACHI, CHAIR: LICCARDO, I CAN CALL ON YOU AFTER 1 2 OUR EXECUTIVE DIRECTOR. 3 SAM LICCARDO: I AM HAPPY TO WAIT FOR THERESE. I HAVE OTHER 4 5 QUESTIONS. BUT I CAN WAIT FOR THERESE. 6 7 CAROL DUTRA-VERNACHI, CHAIR: THERESE, GO AHEAD. 8 THERESE MCMILLAN: THANK YOU. THERESE MCMILLAN, EXECUTIVE 9 DIRECTOR. GREAT FEEDBACK FROM ALL OF YOU. AND I WANT TO 10 REITERATE THE POINT THAT WE DO VIEW THIS AS A LIVING DOCUMENT 11 THAT NEEDS TO BE CIRCLED BACK WITH PERIODICALLY TO BRING IN 12 FURTHER DECISIONS OR RECOMMENDATIONS OR ALIGNMENT THAT NEEDS 13 TO BE DONE WITH OTHER PLANS. BUT SPECIFICALLY, TOO, WHAT I 14 15 WOULD OFFER IS, BECAUSE I AGREE WITH THE NEED TO HAVE AN 16 UNWAVERING SPOTLIGHT ON EXPRESS BUS AND HOW WE MOVE FORWARD WITH THAT, I WOULD RECOMMEND THE FOLLOWING -- I DON'T BELIEVE 17 IT NECESSARILY HAS TO BE IN A MOTION, PER SE, BUT JUST TO GIVE 18 A SENSE OF DEVELOPING A GUIDE PLAN FOR GOING FORWARD -- WOULD 19 BE TO, RETURN TO THE OPERATIONS COMMITTEE AFTER TWO IMPORTANT 20 21 THINGS ARE DONE, THAT WOULD BE INFORMED BY WHAT WE HEARD TODAY. ONE, THE BLUE RIBBON TASK FORCE WORK. BECAUSE ONE OF 22 THE THINGS, AS A REMINDER, FOLKS PROBABLY ALREADY KNOW, SO I 23 SAY THAT REALLY, CONTEXTUALIZE IT, WE HAVE BROUGHT FORWARD AND 24

HIGHLIGHTED THE NEED TO INCLUDE BUS PRIORITY OPERATIONS ON THE





- 1 HIGHWAY NETWORK AND THE LOCAL STREET NETWORK AS A CRITICAL
- 2 PART OF SUCCESSFULLY BRINGING BACK OUR TRANSIT SERVICE. AND SO
- 3 CLEARLY, THERE IS A REAL ALIGNMENT WITH NOT ONLY WHAT
- 4 CORRIDORS EXPRESS BUS MUST WORK IN BUT WHAT IS THE CAPITAL
- 5 IMPROVEMENTS WITHIN THOSE THAT MAY NEED TO BE DONE. SO, I
- 6 THINK WE ALREADY HAVE A WAY OF LOOKING AT THAT DEEPLY THAT NOW
- 7 COULD BE INFORMED BY THIS. THE OTHER HAS TO DO WITH THE
- 8 IMPLEMENTATION PLAN, PLANNED BAY AREA 2050. THAT, AS YOU
- 9 RECALL, IS LOOKING AT THAT CRITICAL TIME FRAME OF YEAR ONE TO
- 10 YEAR FIVE OF THE LONG-RANGE PLAN STACKING YOU KNOW THE
- 11 INVESTMENT PRIORITY THAT MIGHT BE HIGHLIGHTED AT THE FEDERAL,
- 12 STATE LEVEL. I ACKNOWLEDGE COMMISSIONER LICCARDO'S
- 13 OBSERVATIONS, NOT ALL OF THESE PROJECTS WILL BE, NOT SMALL
- 14 DOLLAR AMOUNTS LIKE, WE'RE TALKING MULTI-MILLIONS, AND FUNDING
- 15 PARTNERSHIP ACTUALLY ARE ESSENTIAL. THERE IS NO MAJOR PROJECT
- 16 IN THIS REGION THAT GOES FORWARD WITH JUST STATE OR FEDERAL
- 17 MONEY. I MEAN, LOCAL CONTRIBUTIONS, LOCAL FUNDING PARTNERSHIPS
- 18 ARE ESSENTIAL. AND I THINK THE IMPLEMENTATION PLAN, PART OF
- 19 PLANNED BAY AREA 2050 IS ALSO AN AREA WHERE THAT WILL BE
- 20 EXPLORED. AND THE STRATEGIC PLAN BEFORE YOU INCLUDES
- 21 APPENDICES INCLUDING WHITE PAPERS AND ONE IS AN EXPRESS BUS
- 22 WHITE PAPER. SO, I WOULD RECOMMEND THAT AFTER WE PARTICULARLY
- 23 GO THROUGH, YOU KNOW, SOME KEY MILESTONE FOR THE BLUE RIBBON
- 24 AND THE IMPLEMENTATION PLAN IN THE FALL OF THIS YEAR, NOT THAT
- 25 FAR AWAY, WE GO BACK AND AMEND AND LOOK AT THE EXPRESS BUS



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WHITE PAPER, BETTER INFORMED ABOUT WHAT NEXT STEPS COULD BE IN

2 TERMS OF DEVELOPING A MORE ROBUST APPROACH TO AN EXPRESS BUS 3 PARALLEL STRATEGIC ELEMENT. I JUST WANTED TO OFFER THAT AS A THOUGHT GOING FORWARD. 4 5 CAROL DUTRA-VERNACHI, CHAIR: I APPRECIATE IT. THERESE. GOOD 6 7 THOUGHTS. SAM, BACK TO YOU. 8 SAM LICCARDO: THANK YOU THERESA, AND CHAIR FOR THOSE COMMENTS. 9 APPRECIATE THE POINT ABOUT COMING BACK AND DIGGING DEEPER INTO 10 EXPRESS BUS ELEMENTS. I HAD A QUESTION. ONE, TO DAVE HUDSON 11 SON'S POINT ON THE BUS IS SHOULDER LEGISLATION NOW THAT'S 12 THERE, A QUESTION FROM MTC STAFF AND WHOEVER WANTS TO TAKE 13 14 THIS MAYBE REBECCA'S TEAM OR ELSEWHERE, YOU KNOW, BY 15 UNDERSTANDING LOCAL PROJECT SPONSOR CANNOT APPLY DIRECTLY NOW 16 FOR BUS ON SHOULDER ACCESS. IS THAT RIGHT? AND WE NEED SOME MODIFICATION OF THE LEGISLATION TO DO SO? 17

18

- 19 REBECCA LONG: COMMISSIONER LICCARDO THAT IS CORRECT. AND WE
- 20 ACTUALLY HAVE A BILL ON THE AGENDA NEXT, RELATED TO THAT, SO,
- 21 UNFORTUNATELY IT IS A TWO-YEAR BILL BUT ASSEMBLYMEMBER MULLIN
- 22 HAS INTRODUCED THAT AND WE'RE RECOMMENDING YOU SUPPORT IT.

- 24 SAM LICCARDO: THANK YOU. THANK YOU FOR REMINDING US. GOOD TO
- 25 KNOW. AND THEN I JUST WANTED -- THIS IS INTERESTING DISCUSSION



BETWEEN NICK AND JIM ABOUT CONVERSION FIRST. AND I WANT TO ASK 1 STAFF, TO WHAT EXTENT IS CONVERSION FIRST ALREADY IMPLICIT IN 2 3 THIS PROCESS? AS JIM SUGGESTED, IS THAT SOMETHING THAT FOLKS ARE ALREADY REALLY FORCED WRESTLE WITH? 4 5 LISA KLEIN: I'LL ADD COMMISSIONER LICCARDO, THIS IS LISA 6 KLEIN, MTC, I DO SEE THINGS STARTING TO EVOLVE THAT WAY, AND 7 8 THERE ARE A COUPLE OF REASONS, OR A COUPLE OF AREAS WHERE I SEE THIS HAPPENING. ONE IS, YOU KNOW, MTC HAS PARTNERS WITH A 9 NUMBER OF COUNTY TRANSPORTATION AUTHORITIES ON WHAT WE CALL 10 DESIGN ALTERNATIVE ASSESSMENTS, AS WE LOOK TO THESE CRITICAL 11 CORRIDORS, AND MANY OF THEM CRITICAL EXPRESS BUS CORRIDORS 12 SUCH AS I-880, WE ARE LOOKING AT DOING SOME INITIAL PLANNING 13 WORK IN PARTNERSHIP WHERE WE ARE LOOKING IN MANY IF NOT ALL 14 CASES AT CONVERTING A GP PLAIN. THAT'S AN INITIAL LOOK AT T WE 15 16 HAVE ALSO DONE THAT ON I-580 IN PARTNERSHIP WITH ALAMEDA COUNTY AND I THINK THERE ARE OTHERS THAT WE'LL CONTINUE TO 17 PURSUE THIS. THE OTHER AREA THAT I THINK THIS IS EMERGING IS 18 THROUGH [INDISCERNIBLE] ENVIRONMENTAL PROCESS, IN FACT, GIVEN 19 THE IMPLEMENTATION OF SB743, THEIR REQUIREMENT TO LOOK AT VMT 20 AS AN IMPACT, AND TO MITIGATE IT, THAT I THINK WE ARE STARTING 21 TO SEE, NOW, IN EXPRESS LANE ENVIRONMENTAL DOCUMENTS, INITIAL 22 CONSIDERATION -- I DON'T KNOW THAT THAT I ALWAYS MAKE IT 23 THROUGH TO FINAL ALTERNATIVES -- BUT INITIAL CONSIDERATION OF 24

CONVERSION AS AN ALTERNATIVE TO WIDENING. BECAUSE THAT IS, YOU



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KNOW, BECAUSE VMT IS AN IMPACT THAT NOW HAS TO BE ANALYZED.

SO, I DO THINK THAT A PROCESS IS MOVING THAT WAY. AND THAT 2 3 THAT'S WHAT WE'RE GOING TO BE SEEING GOING FORWARD. 4 5 SAM LICCARDO: GREAT. THANK YOU. APPRECIATE THAT INSIGHT. I'LL TAKE A STAB AT A MOTION AND BE OPEN TO MY COLLEAGUES 6 SUGGESTIONS ABOUT MODIFYING. I MAKE A MOTION TO APPROVE THE 7 8 STAFF RECOMMENDATION AND ALSO TO ADOPT THERESE'S SUGGESTION THAT WE COME BACK LATER IN THE YEAR TO LOOK AT INCORPORATING 9 MORE STRATEGIC ELEMENTS EXPRESS BUS IN THE WHITE PAPER AND 10 FURRING DISCUSSION. AND INCLUDE EXPLICIT DISCUSSION WITHIN THE 11 STRATEGIC INVESTMENT SECTION, AND THOSE PRINCIPLES, THAT WE 12 LEVERAGE OPPORTUNITIES TO GO INTO GREATER FUNDING THROUGH 13 PROJECTS WITH LOCAL PROJECT DELIVERY ENTITIES. THAT WOULD BE 14 15 THE MOTION I MAKE. 16 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU SO MUCH. BEFORE I ASK 17 FOR A SECOND, I SEE COMMISSIONER SPERING HAS HIS HAND UP. 18 19 JAMES P. SPERING: MADAM CHAIR, I'LL SECOND THE MOTION BUT WHAT 20 21 I WANT TO MAKE CLEAR IS THAT I'M NOT OPPOSED TO CONVERSION FIRST. I'M OPPOSED TO TAKING PROJECTS THAT CLEARLY CANNOT BE 22 FIRST AND DELAYING THOSE PROJECTS AND PUT THROUGH SOME PROCESS 23

THAT YOU CAN'T DO IT WHEN YOU HAVE FOUR LANES GOING DOWN TO DO

YOU'RE NOT GOING TO CONVERT A LANE TO MAKE THEM GO THROUGH

24



THIS PROCESS SPEND THE MONEY DELAY THE PROJECT IT JUST DOESN'T 1 MAKE SENSE. SO THAT'S WHAT I WANT FOR THE BOARD. IF WE CAN 2 3 SEPARATE THOSE TWO TO LOOK AT THESE CONVERSIONS OR LOOK AT EXPANSION, JUST DON'T TIE THEM UP TO WHAT CAUSES LENGTHY 4 5 DELAYS. BUT I WILL SECOND THE MOTION 16789 --6 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU. WE DO HAVE THE MOTION 7 8 AND SECOND. BEFORE WE GO FORWARD, COMMISSIONER JOSEFOWITZ, I SEE YOUR HAND UP. 9 10 COM. NICK JOSEFOWITZ: YOU CAN CALL ME NICK. [LAUGHTER] I WANT 11 TO SAY I AGREE WITH COMMISSIONER SPERING. I DIDN'T THINK AS 12 MUCH BETWEEN WHERE -- SUDDENLY PROJECTS DOESN'T MAKE SENSE TO 13 LOOK AT THIS AND -- [INDISCERNIBLE] SPEND MONTHS 14 15 [INDISCERNIBLE] 16 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU VERY MUCH. MOTION BY 17 18 COMMISSIONER LICCARDO AND SECOND BY COMMISSIONER SPERING. MARTHA, MAY WE HAVE OUR ROLL CALL VOTE, PLEASE? 19 20 CLERK OF THE BOARD: [ROLL CALL VOTE] IT PASSES UNANIMOUSLY AS 21 22 REVISED BY ALL MEMBERS PRESENT. 23 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU VERY MUCH MARTHA. I 24

THINK THAT IS A GREAT CONVERSATION ON EVERYBODY'S PART I'M



EXCITED ABOUT THIS. AGENDA ITEM SIX PUBLIC COMMENT OTHER AND 1 2 BUSINESS. MARTHA, DO WE HAVE ANY GENERAL PUBLIC COMMENT 3 RECEIVED BY 5:00 YESTERDAY TO READ INTO THE RECORD. 4 5 CLERK OF THE BOARD: THERE WAS NO PUBLIC COMMENT RECEIVED UNDER GENERAL PUBLIC COMMENT BUT THERE ARE TWO MEMBERS OF THE PUBLIC 6 7 WITH THEIR HAND RAISED. 8 CAROL DUTRA-VERNACHI, CHAIR: YES, MA'AM. I DO SEE THAT. LET ME 9 10 CLICK ON THAT AND SEE WHAT WE HAVE GOT. ROLAND LEBRUN COMMENTS PLEASE? 11 12 SPEAKER: THANK YOU MADAM CHAIR. BRIEFLY, WHAT I WOULD LIKE TO 13 DO IS CONTINUE THE CONVERSATION THAT STARTED LAST NIGHT WITH 14 THE NEW SILICON VALLEY LEADERSHIP CHIEF EXECUTIVE. AND THE 15 16 CONVERSATION TOUCHED BASICALLY ON THE -- WHAT I CALL THE CALIFORNIA MEGA PROJECT DEATH SPIRAL, WHICH IS TRIGGERED BY A 17 MEGA PROJECT TURN INTO A MASSIVE MONEY PIT WITH NO END IN 18 SIGHT. IT'S SIMPLE. STUDY OF MEGA PROJECTS STARTING WITH HOW 19 THE HIGH-SPEED LANES BETWEEN LAS VEGAS AND SOUTHERN CALIFORNIA 20 21 CAN POSSIBLY DELIVER A SUPERIOR OUTCOME WITHOUT ANY ADDITIONAL 22 TAXES ON BUSINESSES OR ANYBODY ELSE. MR. THOMAS WAS VERY, VERY RECEPTIVE TO THE CONCEPT. SO IN CLOSING I'M ENCOURAGING THE 23 COMMISSION TO COLLABORATE WITH THE LEADERSHIP GROUP AND OTHERS 24

ON THIS PROJECT, AND ULTIMATELY OTHER THAN TO THE COMMISSION



WITH A -- [INDISCERNIBLE] THAT WE WILL ADDRESS ON MEGA PROJECT 1 DELIVERY CHALLENGES. THANK YOU. 2 3 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU ROLAND. KEN BUKOWSKI 4 5 IS NEXT. 6 SPEAKER: HI. YOU KNOW, I HAVE TO SAY, IT ESCAPES ME WHY VALUE 7 8 RECAPTURE IS NOT A PART OF THE WHOLE FINANCIAL PICTURE. WE ARE MAKING TRANSPORTATION INVESTMENTS THAT MAKE PRIVATE PROPERTY 9 OWNERS A LOT OF MONEY. AND NONE OF THAT MONEY IS RETURNED. IN 10 EVERY TRANSPORTATION FACILITY, WE CREATE PROVIDING EXPANSIVE 11 BENEFITS BUT IT'S A LIFETIME MAINTENANCE OBLIGATION OF THE 12 PUBLIC. AND THAT'S NEVER EVEN CONSIDERED. I THINK VALUE 13 RECAPTURE EFFORTS SHOULD BE AN IMPORTANT PART OF PLANNED BAY 14 AREA AND AN OVERALL PLAN FOR THE AGENCY. THANK YOU. 15 16 CAROL DUTRA-VERNACHI, CHAIR: THANK YOU KEN. IF WE DON'T HAVE 17 18 ANYBODY ELSE UNDER PUBLIC COMMENTS WE'LL GO AHEAD AND MOVE ON TO OUR ITEM SIX, WHICH IS ADJOURNMENT. OUR NEXT MEETING OF THE 19 OPERATIONS COMMITTEE WILL BE ON FRIDAY MAY 14TH, 2021, AT 9:35 20 A.M. REMOTELY AND BY WEBCAST AS APPROPRIATE DEPENDING ON THE 21 22 STATUS OF ANY SHELTER-IN-PLACE ORDERS. ANY CHANGES TO THE 23 SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. WITH THAT, THIS

[ADJOURNED]

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MEETING IS OVER.



Broadcasting Government