METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

WEDNESDAY, JULY 28, 2021, 9:55 A.M.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. IT IS STILL MORNING. GOOD MORNING EVERYONE. I'M GOING TO CALL TO ORDER THE BAY AREA INFRASTRUCTURE AND FINANCING AUTHORITY TO ORDER FOR JULY 28TH MY NAME IS CHAIR PEDROZA ALONG AMY WORTH, OUR VICE CHAIR. PLEASE PLAY THE INTRODUCTORY RECORDING. [RECORDED MEETING PROCEDURES 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 IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISE HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION

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IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

ALFREDO PEDROZA, CHAIR: THANK YOU FOR THAT. LET'S MOVE TO ITEM ONE. ROLL CALL AND CONFIRM WE HAVE A QUORUM.

CLERK OF THE BOARD: [ROLL CALL]

ALFREDO PEDROZA, CHAIR: ITEM TWO, CONSENT CALENDAR. ONE ITEM.

JAMES SPERING: SPERING WILL MOVE?

CAROL DUTRA-VERNACI: SECOND.

ALFREDO PEDROZA, CHAIR: MOTION AND SECOND. PUBLIC COMMENT?

CLERK OF THE BOARD: I HAVE RECEIVED NOTHING IN WRITING, AND I SEE NO HANDS RAISED.

ALFREDO PEDROZA, CHAIR: ROLL CALL, PLEASE?

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

ALFREDO PEDROZA, CHAIR: ACTION ITEMS. FIRST ONE, RESOLUTION 23 SOLANO COUNTY EXPRESS LANES LETTER OF NO PREJUDICE AND AGREEMENT OF [INDISCERNIBLE] STEVE WILL PRESENT THIS ITEM.

SPEAKER: THIS ITEM AND THE NEXT REGARD THE SOLANO I-880 MANAGED LANES PROJECT 18 MILE EXPRESS LANE IN EACH DIRECTION BETWEEN FAIRFIELD AND VACAVILLE, APPROXIMATELY $102 MILLION IN REGIONAL -- THREE FUNDS IN APRIL PROGRAMMING AND APPLICATIONS APPROVED USE OF FEDERAL DISCRETIONARY FUNDS AS BACKSTOP CAN'T USE FEDERAL FUNDS FOR SEVERAL EXISTING CONTRACTS, THIS ITEM IS PROPOSING CHANGING THE APPROXIMATELY $32 MILLION OF FEDERAL DISCRETIONARY FUNDS WITH THE BRIDGE TOLL SAVINGS AS PART OF THE CORE CAPACITY CHALLENGE GRANT PROGRAM RECOMMENDATION STAFF REQUESTS APPROVAL OF RESOLUTION NUMBER 23 REQUESTING ALL RIGHT OF NO PREJUDICE AND EXECUTIVE DIRECTOR AUTHORIZE TO ENTER INTO FUNDING AGREEMENT FOR THE PAYMENT OF UNRESTRICTED FUNDS TO MTC AND HAPPY TO TAKE ANY QUESTIONS.

ALFREDO PEDROZA, CHAIR: I'LL ENTERTAIN A MOTION.

JAMES P. SPERING: MOVE.

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SPEAKER: SECOND.

ALFREDO PEDROZA, CHAIR: MOTION BY SPERING. SECOND. ANY PUBLIC COMMENT ON THIS ITEM?

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

ALFREDO PEDROZA, CHAIR: I'LL BRING IT BACK TO THE AUTHORITY SEEING NO HANDS RAISED FIRST BY SPERING AND SECOND BY VICE CHAIR WORTH. LET'S DO THE ROLL CALL VOTE, PLEASE.

CLERK OF THE BOARD: OKAY. [ROLL CALL VOTE]

CLERK OF THE BOARD: THANK YOU. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA, CHAIR: ITEM 3B CONTRACT CHANGE ORDER TRANSCORE LP. KEN IS GOING TO PRESENT THIS ITEM.

SPEAKER: GOOD MORNING. KEN, EXPRESS LANES MANAGER. WE HAVE A SLIDE DECK PREPARED. THANK YOU FOR THOSE IN ATTENDANCE. STAFF HAS PUT TOGETHER A SLIDE DECK TODAY TO PRESENT TO YOU TWO

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REQUESTS. I'M HAPPY TO ANSWER ANY QUESTIONS AT THE END. NEXT PAGE, PLEASE. THE TWO ITEMS STAFF WOULD LIKE TO PRESENT TODAY RECOMMEND AUTHORIZATION FOR OUR CONTRACT NEGOTIATION WITH OUR TOLL SYSTEM INTEGRATOR TO DELIVER AN EXPRESS LANE ON INTERSTATE 880 IN SOLANO BETWEEN FAIRFIELD AND VACAVILLE AND SECOND TO EXTEND THE OPERATIONS AND MAINTENANCE CONTRACT ON A SOLE SOURCE BASIS. NEXT PAGE. BEFORE I GET INTO THE PARTICULARS, I WOULD LIKE TO GIVE BACKGROUND REGARDING THE EXPRESS LANE PROJECT IN JUNE 2014 BAIFA APPROVED STAFF'S RECOMMENDATION TO AWARD EXPRESS LANE TOLL COLLECTION SYSTEM TO TRANSPORT ON EXPRESS LANES INTERSTATE 680 AND 880 AND 80 CONTRACT WITH TRANSPORT LATER THAT YEAR ORIGINALLY EXECUTED CONTRACT STRUCTURED WITH ONE YEAR CONTRACT EXTENSION OPTIONS THAT WOULD HAVE EXERCISED TO EXTEND THE CONTRACT THROUGH JUNE 2024. HAD THE CORRIDORS BEEN COMPLETED BY 2017, 2024 WOULD HAVE COINCIDED WITH THE END OF USEFUL LIFE OF THE EQUIPMENT WHICH IS TYPICALLY CONSIDERED BETWEEN 6 AND 8 YEARS. DEPLOYMENT WAS DELAYED WITH ALAMEDA 880 IN 2020, AND NORTHERN SEGMENT CONTRA COSTA 680 IN 2021, AND SOLANO 80 EXPECTED TO OPEN IN LATE 2024, 7101 WAS ADDED LATER AND EXPECTED TO OPEN COMPLETELY IN 2022. A FEW WRENCHES THROWN OUR WAY. ONE SUCH WRENCH CALTRANS MEDIAN BARRIER REPLACEMENT PROJECT BETWEEN OAKLAND AND FREMONT THAT OCCURRED AROUND THE SAME TIME AS OUR PROJECT. WE WORKED WITH CALTRANS TO INCORPORATE PART OF OUR INSTALLATION WORK WITH THEIR PROJECT, WHICH CAUSED SOME DELAY

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BUT NOT SIGNIFICANT AS THE DELAY HAD WE WAITED FOR CALTRANS TO FINISH BEFORE BEGINNING OUR WORK. A LOT OF 80 WAS PUT ON HOLD IN 2018 DUE TO LACK OF FUNDING. A FEW MONTHS AGO, SOLANO 80 WAS REVIVED. HAD THE ORIGINAL CORRIDORS BEEN COMPLETED BY 2017, 2024 WOULD HAVE COINCIDED WITH THE END OF USEFUL LIFE OF THE TOLL EQUIPMENT. AS YOU CAN SEE BASED ON THE CHART, WITH THAT CONTRACT EXTENSION BAIFA WOULD HAVE NO OR LIMITED SERVICE WITH THE SYSTEM AT MIDPOINT OF THEIR USEFUL LIVES. NEXT PAGE PLEASE. THIS CHART ASSUMES A SIX YEAR USEFUL LIFE COMMON IN THE TOLLING INDUSTRY. AT THE END OF THE EQUIPMENT'S USEFUL LIFE THAT DOESN'T MEAN WE NEED TO REPLACE THEM RIGHT AWAY BUT IT PRESENTS AN INFLECTION POINT WHICH WE COULD SPEND MORE ON REPAIRS OR REPLACEMENT. SO, FOR 680 AT THE END OF 2023; 880, 2026; 680 NORTH 2027; US 101, 2028; AND I80 COMMENCEMENT LATE IN 2024 WOULD NEED TO BE REPLACED AROUND 2030 OR '31. NEXT PAGE PLEASE. SO IN THE PREVIOUS SLIDE, I HAD MENTIONED THAT THE SOLANO 80 PROJECT WAS REVIVED A FEW MONTHS AGO SOLANO WAS PART OF THE ORIGINAL PROCUREMENT AND CONTRACT SCOPE HOWEVER PUT ON HOLD DUE TO FUNDING OR LACK THEREOF. RECENTLY SOLANO TRANSPORTATION AUTHORITY, STA WAS SUCCESSFUL THIS OBTAINING SENATE BILL OR SB1 FUNDING TO PARTIALLY PAY FOR THE SOLANO PROJECT. SO BASED ON THAT STS CHARGING FULL-STEAM AHEAD. BAIFA SUCCESSFULLY FOUND ADDITIONAL FUNDING OVER THE REMAINING GAP THEY'RE WORKING TOGETHER WITH STA TO DELIVER THE SOLANO PROJECT. PROJECTED DELIVER DATE END OF 2024. AND BAIFA IS

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COMMITTED TO THAT DELIVER DATE. STAFF HAS BEEN ENGAGING WITH TRANSCORE TO NEGOTIATE COST FOR THIS PROJECT. THE ORIGINAL PROPOSED COST WAS A LITTLE OVER $30 MILLION. WE WERE ABLE TO NEGOTIATE THAT COST DOWN TO 23 AND A HALF. SIZABLE REDUCTION ORDER CAME AS A RESULT OF AGREEING IN PRINCIPLE TO EXTEND THE MAINTENANCE CONTRACT BY THREE ADDITIONAL YEARS MORE ON THAT IN A MINUTE. BOTTOM LINE IS GOING WITH OUR EXISTING INTEGRATOR MAKES MORE SENSE BECAUSE IT'S COST EFFECTIVE IT'S THE ONLY WAY WE CAN DELIVER WITHIN THE EXPECTED TIME FRAME AND WE'LL BE WORKING WITH SOMEONE WE KNOW AND TRUST. NEXT PAGE, PLEASE. THE CURRENT MAINTENANCE CONTRACT AS I HAD MENTIONED EARLIER WITH TRANSCORE EXPIRED JUNE 30TH, 2024, TEST, REPAIR FIELD EQUIPMENT AND TO MEET CERTAIN PERFORMANCE INDICATORS SUCH AS ACCURACY COMPLETENESS RESPONSIVENESS AMONG OTHER THINGS GIVEN USEFUL LIFE IN CORRIDORS WE NEED TO MAINTAIN OUR EQUIPMENT UNTIL THEY NEED TO BE REPLACED ESTIMATED COST OF AN EXTENSION THROUGH 2027 IS 41 MILLION COST ESTIMATED BASED ON CURRENT COST WITH ANNUAL ESCALATION BASED ON CONSUMER PRICE INDEX CAPPED AT 5%. FUNDING FOR THIS EXTENSION IS SUSPECT TO THE EXECUTIVE DIRECTOR OR HER DESIGNEES EXERCISING SUCH OPTIONS AND ADOPTION OF THE BAIFA OPERATING AND CAPITAL BUDGETS IN EACH OF THE FISCAL YEAR. NEXT PAGE PLEASE. SO, FOR THESE REASONS, STAFF RECOMMENDS OR REQUESTS APPROVAL TO SEEK AUTHORIZATION FROM BAIFA FOR THE EXECUTIVE DIRECTOR OR HER DESIGNEE TO NEGOTIATE AND EXECUTE A CONTRACT AMENDMENT WITH

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TRANSCORE TO ADD SCOPE TO DELIVER THE SOLANO 80 PROJECTS AND EXTEND THE MAXIMUM CONTRACT COMPLETION DATE FOR MAINTENANCE OF THE BAIFA EXPRESS LANE NETWORK TO 2027. THAT CONCLUDES THE PRESENTATION. I'M HAPPY TO TAKE ANY QUESTIONS.

ALFREDO PEDROZA, CHAIR: THANK YOU FOR YOUR PRESENTATION. AND IF WE CAN JUST GO BACK TO GATHER REVIEW, JUST SO I CAN SEE IF ANY COMMISSIONERS HAVE ANY QUESTIONS. AT THIS TIME DO WE HAVE COMMISSIONER QUESTIONS? IF NOT I'LL ENTERTAIN APPROVAL.

JAMES P. SPERING: SPERING WILL MAKE THE MOTION.

ALFREDO PEDROZA, CHAIR: MOTION BY COMMISSIONER SPERING.

FEDERAL D. GLOVER: SECOND.

ALFREDO PEDROZA, CHAIR: FIRST BY SPERING -- COMMISSIONER WORTH DID YOU HAVE ANY COMMENT?

AMY R. WORTH, VICE CHAIR: I WAS GOING TO SECOND.

ALFREDO PEDROZA, CHAIR: MOTION BY SPERING, SECOND BY GLOVER. KIMBERLY ANY PUBLIC COMMENT?

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

ALFREDO PEDROZA, CHAIR: LET'S COMPLETE THE GOOD DAY FOR SOLANO COUNTY TODAY, LET'S DO THE ROLL CALL VOTE, PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE] THANK YOU. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA, CHAIR: ALL RIGHT LET'S MOVE TO AGENDA ITEM 4A: I-880 EXPRESS LANES PERFORMANCE AND MTC EXPRESS LANES QUARTERLY REPORT: FIRST QUARTER (JANUARY MARCH 2021). BARBARA LAURENSON IS GOING TO PRESENT THIS ITEM. INFORMATIONAL ITEM. TAKE IT AWAY.

BARBARA LAURENSON: GOOD MORNING COMMISSIONERS. JESS, WE HAVE A PRESENTATION FOR THIS. THANK YOU. TYPICALLY, PERFORMANCE DATA IS SHARED WITH THIS COMMITTEE INCLUDING QUARTERLY REPORT IN YOUR PACKET, BUT TODAY I'M HERE IN A UNIQUE SITUATION BECAUSE WE ARE RESPONDING TO COMMISSIONERS REQUESTS FOR AN 880 DEBRIEF AFTER SIX MONTHS OF OPERATIONS. NEXT SLIDE, PLEASE. THIS MAP SHOWS THE EXPRESS LANE NETWORK. AND BAIFA NET LANES ARE SHOWN IN COLOR -- IN LANES MANAGED BY OTHER AGENCIES ARE SHOWN IN BLACK AND GRAY. TODAY A PRESENTATION IS FOCUSED ON I-880

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CIRCLED IN PURPLE. AND FOR THE SAKE OF TIME TODAY I'M ONLY GOING TO TALK ABOUT THE 880 LANE PERFORMANCE. I WANT TO POINT OUT THE I 680 CONTRACTS ARE IN ORANGE ON THE MAP AND THE SOUTHBOUND EXTENSION OF THESE LANES SHOWN IN ORANGE ABOVE THE ORANGE CIRCLE WILL BEGIN TOLLING AUGUST 20TH OF THIS YEAR. NEXT SLIDE PLEASE. BAIFA'S EXPRESS LANE PRIMARY GOAL IS TO PROVIDE MANAGED LANES FOR AND HIGH-OCCUPANCY VEHICLES THAT MOVE FASTER THAN THE GENERAL PURPOSE LANES AND THAT DO NOT FEEL CONGESTED AND THAT THOSE CONDITIONS CAN BE EXPECTED TO BE RELIABLE ON A REGULAR BASIS THE 880 LANES ARE DOING THE JOB AS THEY HAVE CLEARED UP CONGESTION AND OFFER A FASTER TRIP THAN GENERAL PURPOSE LANES BUT SHOWING OPERATIONAL ASPECTS THAT WE NEED TO WORK ON WHICH IS EXPECTED. NEXT SLIDE. THIS TABLE SHOWS THE POLICY CHANGES -- [AUDIO DIFFICULTIES]

ALFREDO PEDROZA, CHAIR: I'M NOT SURE IF BARBARA JUST FROZE ON MY SIDE?

CLERK OF THE BOARD: NO. SHE IS FROZEN FOR ALL OF US AT THIS MOMENT.

ALFREDO PEDROZA, CHAIR: OKAY. I'M GOING TO ASK IF THERE IS --

ANDREW FREMIER: I'M WONDERING IF MR. WOLFF CAN HELP US OUT?

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ALFREDO PEDROZA, CHAIR: THANKS ANDY FOR JUMPING IN.

SPEAKER: I'M NOT GOING TO DO MUCH JUSTICE AND ONE OPTION WOULD BE TO DEFER THIS TO SEPTEMBER. BUT I'M HAPPY TO TAKE IT AWAY AT YOUR PLEASURE.

ALFREDO PEDROZA, CHAIR: ANDY IN TERMS OF COMMISSIONER WHO IS ARE ON, ARE WE ABLE TO DEFER THIS? I THINK IT'S A GREAT REPORT-OUT AND WE HAVE BEEN ASKING FOR IT.

ANDREW FREMIER: BARBARA HIT THE KEY POINTS. WE HAVE SOME THINGS THAT ARE WORKING WELL OPERATIONALLY WHICH WE WANT TO PUT INTO BUS PRIORITY DISCUSSIONS AND WE HAVE SOME CHALLENGES BECAUSE WE KNOW THERE ARE LIMITATIONS WITH THE TECHNOLOGY AND FOOTPRINT. WE WOULD LOVE TO COME BACK.

BARBARA LAURENSON: I'M BACK. I APOLOGIZE, EXTREMELY.

ALFREDO PEDROZA, CHAIR: OH GOOD. NO WORRY.

BARBARA LAURENSON: LET ME BRING UP MY -- I'M VERY SORRY. NEXT SLIDE PLEASE. THE DATA I'M GOING TO TALK ABOUT TODAY ARE TRAFFIC SPEED, VEHICLE THROUGHPUT, VEHICLE OCCUPANCY, AND VEHICLE TYPE, AS OBSERVED BY FIELD STAFF, AND VEHICLE OCCUPANCY AS DECLARED BY DRIVERS VIA THEIR TOLL TAG SETTINGS.

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THE TOP TWO ARE THE MOST RELIABLE DATA SOURCES. VEHICLE OCCUPANCY AND VEHICLE TYPE DATA WERE COLLECTED BY MANUAL VISION OBSERVATION. THE FIELD STAFF DOING THE OBSERVATION WERE CONSISTENT, TRAINED, AND EXPERIENCED. BUT BEING ABLE TO SEE INTO VEHICLES CAN BE CHALLENGING. SO THIS DATA IS LIKELY LESS RELIABLE THAN THE TOLL SYSTEM DATA. FINALLY, THE DATA ANALYSIS USES THE TAG SETTINGS REPORTED BY THE TOLL SYSTEM, WHILE THE TOLL SYSTEMS REPORTINGS ARE RELIABLE DRIVERS MAY BE SETTING THEIR TAGS IN WAYS THAT WOULD LOWER THEIR TOLLS. THE ANALYSIS I WILL PRESENT IN THE NEXT SLIDE MOSTLY COMPARES DATA TO AUGUST OF 2020 BEFORE THE START OF TOLLING TO DATA FROM MARCH 2021 AFTER LANES WERE OPERATIONAL FOR FIVE AND A HALF MONTHS. WHILE BOTH THESE DATES WERE DURING THE COVID-19 PANDEMIC, THERE ARE POTENTIALLY SOME COVID TRENDS THAT AFFECT THE DATA. WHILE THIS PRESENTATION SHOWS JUST SIX MONTHS OF DATA STAFF IS COMMITTED TO CONTINUALLY MONITORING EXPRESS LANE PERFORMANCE AND USING THE OBSERVATIONS TO GUIDE OPERATIONS SO THAT THE LANES PROGRESS TOWARD MEETING THEIR GOAL. NEXT SLIDE. THIS SLIDE -- SO, I'M GOING TO TAKE YOU ON A LITTLE JOURNEY. THIS SLIDE SHOWS SPEED HEAT MAPS FOR NORTH BOUND 880. AT THE START OF TOLLING, NORTH BOUND TRAFFIC FLOW IN THE MANAGED LANE IS MOVING FASTER, BUT IT SLOWED IN THE GENERAL PURPOSE LANES. AND THE THAT SLOWING IS EXPECTED. BUT THE CORRIDOR, AS A WHOLE, MOVES WELL. SO BEFORE I EXPLAIN MORE, LET'S WALK

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THROUGH READING A HEAT MAP. CORRIDOR LOCATION IS ON THE VERTICAL AXIS.

ALFREDO PEDROZA, CHAIR: OKAY. IT LOOKS LIKE BARBARA FROZE, AGAIN.

ANDREW FREMIER: LET'S STICK WITH PLAN B THAT WE AGREED TO JUST A MINUTE AGO. WE'LL COME BACK. MAYBE WE'LL GET HER IN THE BUILDING.

ALFREDO PEDROZA, CHAIR: LET'S GO BACK. LET'S SEE IF WE HAVE ANY PUBLIC COMMENT ASSOCIATED WITH THIS ITEM.

CLERK OF THE BOARD: HERE WE HAVE A MEMBER OF THE PUBLIC WITH THEIR HAND RAISED, AND I HAVE RECEIVED NOTHING IN WRITING FOR THIS ITEM.

ALFREDO PEDROZA, CHAIR: LET ME JUST SAY, KIMBERLY, TO THE PUBLIC, THIS IS SOMETHING THAT THE COMMISSION HAS ASKED FOR, SO WE'LL COME BACK, AND HAVE THIS COMPLETE REPORT-OUT. SO, LET'S GO TO THE PUBLIC AND THEN WE'LL BRING IT BACK TO THE COMMISSION.

CLERK OF THE BOARD: SURE. RICK COATES, IF YOU WOULD LIKE TO UNMUTE YOURSELF, YOU HAVE TWO MINUTES.

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RICK COATES: YES. THANK YOU. OF COURSE, WE HAVEN'T SEEN THE ENTIRE PRESENTATION. BUT I WOULD BE INTERESTED IN KNOWING, AS A PERFORMANCE MEASURE, OF WHAT EFFECT THIS HAS HAD ON VEHICLE MILES TRAVELED. WHETHER IT INCREASES? DECREASES? OR STAYS UNCHANGED AS A RESULT OF THE NEW LANES? THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU.

CLERK OF THE BOARD: NO ADDITIONAL MEMBERS OF THE PUBLIC.

ALFREDO PEDROZA, CHAIR: THIS IS GREAT. STAFF IS TAKING NOTES SO THEY CAN ADDRESS THIS WHEN THE PRESENTATION COMES BACK. THANK YOU. VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ, V. CHAIR: I AM GLAD THAT MY INTERNET IS ALLOWING ME TO GET ON BRIEFLY POINTING OUT HOW MANY PEOPLE ARE SCAMMING US ON THE TOLL TAGS AND HOW IF WE DON'T DO MEANINGFUL OCCUPANCY ENFORCEMENT WE JUST HAVE 28% OR 25% OF THE LAY USERS SEEM TO BE, KIND OF, STEALING OUR LANES. AND IT'S [AUDIO DIFFICULTIES]

NICK JOSEFOWITZ, V. CHAIR: NICK, YOU'RE ALSO HAVING INTERNET CONNECTION ISSUES. ALL RIGHT. I HAVE LOST CONNECTION FOR OUR VICE CHAIR. SO, LET'S MOVE ON TO COMMISSIONER DUTRA-VERNACI.

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CAROL DUTRA-VERNACI: YES. THANK YOU. SO, YESTERDAY, I WAS ON THE 880 EXPRESS LANES, AND EVEN THOUGH I HAVE SEEN THE PRESENTATIONS ABOUT PROPER USE AND WHAT HAVE YOU, A COUPLE OF QUESTIONS DID COME TO MIND, SO I WANT TO ASK THOSE HERE SO MAYBE I CAN REMEMBER THIS TIME. BUT MY POINT BEING, IT DOES HAVE THE SIGN UP THAT SAYS THREE PLUS IS FREE, SO NO PROBLEM THERE. AND THEN IT HAS THE TOLL LISTED. SO THERE I AM LOOKING FOR THE AMOUNT, IF IT'S ONE PERSON OR TWO PERSONS. AND OF COURSE, THAT'S NOT LISTED. SO JUST FOR CLARIFICATION, IS THE TOLL THAT'S FROM POINT A TO POINT B FOR ONE PERSON ONLY THEN IF THERE IS TWO IN THE VEHICLE, YOU JUST DIVIDE THAT IN HALF? I SEE HIM SHAKING HIS HEAD YES.

SPEAKER: THAT'S CORRECT.

CAROL DUTRA-VERNACI: THE NEXT POINT OF CLARIFICATION, BECAUSE I FEEL LIKE I'M DOING SOMETHING ILLEGAL, THE DOUBLE WHITE LINES, ONCE YOU GET IN THE LANES YOU HAVE THE DOUBLE WHITE LINES, OF COURSE, BUT IN YOUR INTERSECTION OR OFFRAMP COMES UP BEFORE THOSE DOUBLE WHITE LINES HAVE EXPIRED YOU'RE NOT DOING ANYTHING ILLEGAL BY CROSSING OUT OF THOSE DOUBLE WHITE LINES TO GET TO YOUR OFFRAMP, IS THAT CORRECT?

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ANDREW FREMIER: THAT IS NOT CORRECT, YOU CANNOT CROSS THE DOUBLE WHITE LINES, AND I SEE CAPTAIN GEORGE COREY IF YOU WOULD LIKE TO ANSWER?

SPEAKER: THAT IS CORRECT.

ANDREW FREMIER: THE BASIC CONCEPT THERE, COMMISSIONER, IT'S A GOOD TRAFFIC MANAGEMENT TOOL REGARDLESS OF WHETHER AN EXPRESS LANE OR HOV LANE OR FREEWAY BECAUSE YOU'RE TRYING TO MINIMIZE THE NUMBERS THAT HAPPEN IN THAT PARTICULAR ZONE. WE DO HAVE OPENINGS WHERE THE EXITS ARE IMPORTANT AND WHERE IT MAKES SENSE. THEY'RE NOT DESIGNED TO LIMIT YOU TO MISS AN EXIT BUT REMEMBER THE EXPRESS LANES ARE DESIGNED TO GET THROUGH TRAFFIC THROUGHOUT SYSTEM AND NOT A MAIN STREET KIND OF ACTIVITY THAT REACTION FRICTION. THE DOUBLE WHITE LINE THAT YOU WILL SEE IN HOV AREAS WHERE YOU GET A LOT OF CONGESTION AROUND A BIG INTERSECTION OR ALTERNATE INTERSECTION THAT IS HAVING TROUBLE WITH MERGES THAT HAS THE BIGGEST IMPACT TO KEEP OUR ABILITY TO KEEP TRAFFIC FLOWING.

CAROL DUTRA-VERNACI: IF THAT'S THE CASE, DO WE HAVE ONLINE A MAP THAT SOMETHING CAN LOOK AT TO UNDERSTAND WHERE THOSE DOUBLE WHITE LINES ARE OR NOT? BECAUSE THIS IS -- I CAN RECALL ONE OTHER INSTANCE LAST MONTH, WHERE IT WAS THE SAME THING, UP AND AROUND THE 238 AREA, YOU KNOW, YOU'RE USING THE EXPRESS

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LANES BECAUSE YOU WANT TO SAVE TIME TO GET WHERE YOU'RE GOING, BUT YOU CAN'T GET OFF IT AT THAT LOCATIONS. SO FOR SOMEBODY LIKE ME THAT DOESN'T HAVE ALL THE DOUBLE WHITE LINES MEMORIZED, IF THERE IS A MAP THEY COULD GO SOMEWHERE THAT I COULD LOOK AT TO SAY, OKAY, I KNOW I HAVE TO STAY OUT OF THIS SECTION BECAUSE I KNOW I NEED TO TAKE AN OFFRAMP AND I DON'T WANT TO BE IN VIOLATION OF THE RULES.

ANDREW FREMIER: LET'S GIVE BARB A MOMENT TO CLEAR UP HER INTERNET CONNECTION. BARB?

BARBARA LAURENSON: IT'S ON THE 511 WEB SITE AND I WOULD ALSO BE HAPPY TO E-MAIL YOU A COPY.

CAROL DUTRA-VERNACI: THANK YOU. I'LL KEEP IT IN MY CAR. BECAUSE I KNOW I WON'T REMEMBER. IT WOULD BE A GOOD THING. THANK YOU BARBARA.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. ANY OTHER QUESTIONS FROM COMMISSIONERS AT THIS TIME. THIS WILL COME AS NO SURPRISE BUT WHAT I THINK VICE CHAIR JOSEFOWITZ IS GOING TO BE TALKING ABOUT, ENFORCEMENT, AUTOMATIC ENFORCEMENT, LET'S JUST MAKE SURE WHEN THIS ITEM COMES BACK THAT IS AN ELEMENT THAT WE TALK ABOUT IF THERE ARE NO FURTHER QUESTIONS, BARBARA WE LOOK FORWARD TO THIS PRESENTATION COMING BACK. I KNOW YOU WERE

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EAGER TO GIVE IT. THANK YOU FOR THAT. I WILL NOW TAKE PUBLIC COMMENT AND ASK THE CLERK IF THERE WERE ITEMS ASSOCIATED WITH THIS ITEM RECEIVED AT INFO AT BAY AREA METRO BY 5:00 P.M.?

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

ALFREDO PEDROZA, CHAIR: THANK YOU. WE'RE GOING TO MOVE TO ADJOURNMENT, ITEM SIX NEXT MEETING IS SCHEDULED FOR WEDNESDAY SEPTEMBER 22ND REMOTELY OR BY WEBCAST CHANGES WILL BE DULY NOTE. THANK YOU FOR HANGING IN THERE. THANK YOU EVERYONE. HAVE A GREAT DAY. [ADJOURNED]

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