METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

WEDNESDAY, SEPTEMBER 22, 2021, 9:50 A.M.

ALFREDO PEDROZA, CHAIR: GOOD MORNING EVERYONE. MY NAME IS ALFREDO PEDROZA CHAIR OF THE BAY AREA INFRASTRUCTURE FINANCE AUTHORITY ALONG WITH VICE CHAIR AMY WORTH. I'M GOING TO START THE MEETING. MAY WE HAVE THE PROCEDURES RECORDING? 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 IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

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. LET'S MOVE TO ITEM ONE. ROLL CALL AND CONFIRM WE HAVE A QUORUM.

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA, CHAIR: HERE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK OF THE BOARD: EL-TAWANSY IS ABSENT. GLOVER?

FEDERAL D. GLOVER: HERE.

CLERK OF THE BOARD: THANK YOU. SPERING?

JAMES P. SPERING: PRESENT.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK OF THE BOARD: THANK YOU. AND WORTH?

AMY R. WORTH, VICE CHAIR: HERE.

CLERK OF THE BOARD: QUORUM IS PRESENT.

ALFREDO PEDROZA, CHAIR: THANK YOU VERY MUCH. ITEM TWO, OUR CONSENT CALENDAR. I WILL ENTERTAIN A MOTION TO APPROVE OUR CONSENT CALENDAR.

JAMES P. SPERING: SPERING WILL MOVE.

CAROL DUTRA-VERNACI: DUTRA-VERNACI WILL SECOND.

ALFREDO PEDROZA, CHAIR: MOTION BY SPERING. SECOND BY DUTRA-VERNACI. KIMBERLY HAVE WE RECEIVED 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.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. I'LL BRING IT BACK TO THE AUTHORITY. IF THERE ARE NO FURTHER QUESTIONS. WE HAVE FIRST BY SPERING, SECOND BY DUTRA-VERNACI. ROLL CALL VOTE, PLEASE.

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

ALFREDO PEDROZA, CHAIR: ITEM THREE. INTERSTATE 880 EXPRESS LANES OPERATIONS REPORT. STAFF WILL PROVIDE A PRESENTATION ON THE EARLY OPERATIONS. BARBARA LAURENSON WILL PROVIDE THIS ITEM.

BARBARA LAURENSON: THANK YOU. WHEN THIS COMMITTEE APPROVED THE 880 TOLLING POLICIES STAFF WERE ASKED TO RETURN TO PRESENT EARLY PERFORMANCE FINDINGS ON UNIQUE TOPICS THAT ARE NOT TYPICALLY PART OF THE REGULAR QUARTER LEER PERFORMANCE REPORTS THAT WE PROVIDE IN THE COMMITTEE PACKETS. TODAY I'M HERE TO PRESENT THIS MORE DETAILED LOOK. JESS, NEXT SLIDE. THIS MAP SHOWS THE BAY AREA EXPRESS LANE NETWORK. BAIFA'S LANES ARE SHOWN IN COLOR, AND THE LANES MANAGED BY OUR AGENCY PARTNERS ARE SHOWN IN BLACK AND GRAY. I'M TALKING ABOUT THE 880 LANES WHICH ARE CIRCLED IN PURPLE ON THE MAP. NEXT SLIDE. IN DISCUSSING PERFORMANCE, WE NEED TO BE REMINDED OF WHAT WE ARE TRYING TO ACHIEVE BAIFA'S EXPRESS LANES GOAL IS TO PROVIDE TRANSIT AND HIGH-OCCUPANCY VEHICLE TO MOVE FASTER THAN THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

GENERAL PURPOSE LANES, AND ARE NOT CONGESTED AND THOSE CONDITIONS ARE EXPECTED ON A RELIABLE BASIS. THE FOLLOWING SLIDES SHOW THAT THE 880 EXPRESS LANES ARE DOING THAT JOB, CONGESTION FREE AND OFFERING THAT FASTER TRIP. I WILL ALSO EXPLAIN SOME OPERATIONAL ASPECTS OF THE LANES THAT STAFF ARE WORKING ON TO IMPROVE. JESS, NEXT SLIDE. BEFORE I DIVE INTO PERFORMANCE, I WANT TO REFRESH OUR MEMORIES ABOUT WHAT CHANGED WHEN TOLLING BEGAN ON THE 880, AND ALSO WHEN I USE THE TERM "MANAGED LANES" I'M REFERRING TO THE CARPOOL LANES BEFORE TOLLING BEGAN IN OCTOBER OF 2020. EXPRESS LANES BEGAN. BEFORE TOLLING LANES WERE RESTRICTED TO TWO PLUS PERSON CARPOOLS AND ELIGIBLE FOR CLEAN AIR VEHICLE DRIVERS DURING THE A.M. AND P.M. PEAK HOURS MONDAY THROUGH FRIDAY AFTER TOLLING VEHICLES RESTRICTED TO THREE PLUS PERSON CARPOOLS AND CARPOOLS AND CLEAN AIR VEHICLE BEFORE TOLLING ELIGIBLE VEHICLES COULD USE LANES WITH NO SPECIAL EQUIPMENT. DOUBLE STRIPING WAS ADDED BETWEEN EXPRESS LANES AND ADJACENT GENERAL PURPOSE LANES TO ADD IMPROVED MANAGEMENT OF LANE PERFORMANCE TODAY I ADDRESS TRAFFIC SPEED VEHICLE THROUGHPUT OCCUPANCY TYPE AND FUEL TYPE AS OBSERVED BY STAFF AND OCCUPANCY DECLARED BY DRIVERS EITHER BY TOLL TAG SETTINGS AND CAN BE OBTAINED THROUGH MANUAL/VISUAL OBSERVATION. BEGAN DUCTING BEFORE TOLLING LANES ACCOUNTED IN 2020 AND CONTINUED IN MARCH 2021. TO PROVIDE A FULLER PICTURE OF PERFORMANCE SOME MORE RECENT TOLL SYSTEM DATA IS INCLUDED ASIDE WELL AS SOME PRECOVID DATA A NEW NOTES ABOUT THESE DATA

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

SOURCES IS THAT IT'S CHALLENGING TO SEE INTO VEHICLES AND COLLECT VEHICLE OCCUPANCY WITH 100% ACCURACY SO TO PROVIDE THE BEST OBSERVATIONS POSSIBLE THE FIELD STAFF WE USED WERE CONSISTENT AND TRAINED AND EXPERIENCED. ANOTHER POINT IS THAT WHILE THE TOLL SYSTEM CERTAINLY ACCURATELY RECORDS THE VEHICLE OCCUPANCY THAT THE DRIVERS DECLARE, DRIVERS ARE CAPABLE OF SETTING THEIR TAGS INCORRECTLY. AND FINALLY THEY COMPARE IT, A NOTE ABOUT THE DATES, WHEN THIS DATA WAS COLLECTED IS THAT THE FIELD, THE AUGUST, MARCH, AND JUNE DATA ARE ALL DURING THE COVID-19 PANDEMIC BUT COVID COULD ALSO BE AFFECTING SOME OF THE COMPARISONS. NEXT SLIDE PLEASE. FIRST, WE'LL LOOK AT SPEED. THESE SPEED HEAT MAPS FOR THE NORTH BOUND LANES SHOW THAT THE EXPRESS LANE IMPLEMENTATION HAS IMPROVED MANAGEMENT SPEED THERE IS SOME SLOWING IN THE GENERAL PURPOSE LAWNS AND THAT COULD BE CAUSED BY LESSENING SHELTER-IN-PLACE BAY AREA AND EXPRESS LANE POLICY. LOCATION REPRESENTED BY VERTICAL AXIS AND TIME OF DAY HORIZONTAL AXIS GREEN REPRESENTS SPEEDS 50 MILES PER HOUR AND ACCEPTABLE THRESHOLD MANAGED LANES 45 MILES PER HOUR AND GENERAL PURPOSE 35 MILES PER HOUR YELLOW SPEEDS IN BETWEEN. LET'S LOOK AT THE NORTH BOUND MANAGED LANCE ON THE LEFT SIDE OF THE SLIDE. IN MAY 2019 THE NORTHBOUND CARPOOL LANES SUFFERED TRAVELING BELOW 45 MILES PER HOUR THROUGHOUT MOST OF THE CORRIDOR IN AFTERNOON AND EVENING NOT CONDITIONS THAT WOULD ENCOURAGE HOVS. NOW LOOK AT THE CARPOOL LANE IN AUGUST OF 2020 WHICH IS THE CIRCLE MAP. EVEN WITH COVID THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

1 NORTHBOUND HOV LANE SPEEDS FELL BELOW 45 MILES PER HOUR IN THE
2 CORRIDOR IN THE AFTERNOON AND IN JUNE 2021, WITH TOLLING
3 HOWEVER THAT AVERAGE SPEED IN THE EXPRESS LANE LOOKS A LOT
4 BETTER. FALLS BELOW 45 MILES PER HOUR LESS OFTEN AND IN FEWER
5 LOCATIONS. NOW LOOKING AT THE GENERAL PURPOSE LANE DATA ON THE
6 RIGHT SHOWS THAT IN MAY 2019, BEFORE COVID, SPEED WAS BELOW 35
7 MILES PER HOUR THROUGHOUT MOST OF THE CORRIDOR IN THE
8 AFTERNOON AND EVENINGS. COVID CHANGED THINGS. IN AUGUST OF
9 2020 THE SLOWEST PART OF THE CORRIDOR SHIFTED TO BE A BIT
10 FARTHER NORTH AND SLOWING WAS NOT AS WIDESPREAD. ONCE TOLLING
11 BEGAN, THE JUNE MAP SHOWS THAT THE SLOWING THAT WE SAW IN
12 AUGUST COVERED MORE HOURS AND ALSO SPREAD THROUGH MORE
13 LOCATIONS IN THE CORRIDOR. AGAIN, THIS IS LIKELY DUE TO A
14 COMBINATION OF BOTH TOLLING POLICIES, AS WELL AS A LESSENING
15 OF SHELTER-IN-PLACE. THESE JUNE 2021 SPEEDS, HOWEVER,
16 REMAINED, OBVIOUSLY, FASTER THAN IN MAY, 2019. AND THE GENERAL
17 PURPOSE LANE SLOWING REPRESENTS ABOUT A FOUR MINUTE TRAVEL
18 TIME DELAY FOR DRIVERS TRAVELING THE WHOLE CORRIDOR AND THIS
19 AMOUNT OF SLOWING IS NOT ALARMING AND IT'S NOT AN UNEXPECTED
20 OUTCOME OF THE EXPRESS LANE POLICIES AS I'LL EXPLAIN AS WE GO
21 FORWARD. NEXT SLIDE. THIS SLIDE SHOWS SOUTHBOUND HEAT MAPS
22 BEFORE COVID THE MANAGED LANE MOSTLY TRAVELED BELOW 45 MILES
23 PER HOUR IN THE MORNING. BUT THAT CONGESTION WAS GONE IN
24 AUGUST, 2020 AND STAYED THAT WAY THROUGH JUNE, WITH SPEEDS
25 ABOUT 50 MILES PER HOUR SOUTHBOUND BEING THE NORM. FROM AUGUST

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TO JUNE THE SOUTHBOUND GENERAL PURPOSE LANES SLOWED MORE FREQUENTLY AND IN MORE LOCATIONS BUT MOSTLY STAYED ABOVE 35 MILES PER HOUR GENERAL PURPOSE LANES DECLINE WITHIN RANGE AS EXPECTED REPRESENTING THREE MINUTE TRAVEL TIME INCREASE FOR SOMEONE DRIVING THE ENTIRE CORRIDOR. WITH REGARDS TO SPEED PERFORMANCE DATA SHOWS LITTLE TO NO CONGESTION IN THE EXPRESS LANES AND NORTHBOUND LANES MOVING BETTER THAN BEFORE. NEXT SLIDE. WE'LL SHIFT TO TALKING ABOUT VEHICLE VOLUMES. WE WANT TO MAKE SURE THAT THE EXPRESS LANES ARE NOT NEGATIVELY IMPACTING THE VOLUME OF VEHICLES THAT WE CAN GET DILUTE CORRIDOR AT PEAK TIMES IT'S DURING THESE PEAK TIMES WHEN EXPRESS LANES ARE MOST IMPORTANT TO PROVIDE BETTER TRIP FOR CARPOOLS AND TRANSIT VEHICLES. NON-COMPLIANT VEHICLES ARE LIKELY TO BE IDENTIFIED AND BAIFA BEGAN CHARGING CARPOOLS HALF PRICED TOLLS THESE POLICIES ARE INTENDED TO LIMIT VEHICLE VOLUME IN THE EXPRESS LANES AND TO KEEP LANES MOVING DURING TRAFFIC CONGESTION TOLLING DATA SHOWS THAT VEHICLE THROUGHPUT IN THE A.M. HAS BEEN MAINTAINED IN THE CORRIDOR AND THERE HAS BEEN SHIFT FROM VEHICLES FROM THE MANAGED LANES TO GENERAL PURPOSE AS INTENDED. THE MORNING 80 TRAFFIC HEAVY SOUTHBOUND SAW A DROP IN MANAGED LANES VEHICLE VOLUME OF 7% AND GENERAL PURPOSE LANE PICKED UP BY TWO PERCENT AND INCREASE IN ONE% IN THE AFTERNOON ON 880 TRAFFIC IS HEAVY NORTHBOUND WITH A 16% DECLINE IN VEHICLE THROUGHPUT IN THE MANAGED LANE DECLINE WAS LARGELY TO ABSORB COST OF GENERAL PURPOSE LANES WHERE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THROUGHPUT INCREASED 1%. NEXT SLIDE. THIS SLIDE ILLUSTRATES VEHICLE OCCUPANCY DATA COLLECTED BY STAFF BEFORE AND AFTER TOLLING. BLUE BARS ARE THE AUGUST 2020 OBSERVATIONS AND THE ORANGE BARS ARE THE MARCH 2021 OBSERVATIONS. THE AM ON THE LEFT, P.M. PEAK ON THE RIGHT. OF COURSE ON THE FAR LEFT SIDE OF BARS ON EACH SIDE OF THE SLIDE. THESE ARE THE SINGLE O'CLOCK PANT VEHICLES OBSERVED BY STAFF. IN AUGUST 2020 THE BLUE BAR SHOULD HAVE BEEN 0%, BECAUSE SOLO DRIVERS OF NON-CLEAN AIR VEHICLES SHOULD NOT HAVE BEEN IN THE CARPOOL LANES FIELD STAFF HOWEVER COUNT 40% SINGLE OCCUPANCY VEHICLES IN THE MORNING AND 30% IN THE EVENING AS A REMINDER PRECOVID WE SAW 60% IN THE MORNING AND 40% IN THE EVENING IN MARCH 2021 WHEN FIELD STAFF WENT BACK OUT AND COUNTED CARS THEY OBSERVED HALF OF THE CARS IN THE EXPRESS LANE WERE SINGLE OCCUPANCY VEHICLES WHICH WERE ALLOWED WITH THE EXPRESS LANE POLICY. SECOND SET OF BLUE AND ORANGE COLUMNS THREE PLUS PERSON CARPOOLS, OBSERVING 9% FEWER TWO OR THREE PLUS PERSON CARPOOLS IN THE A.M. AND 23% IN THE P.M. IN MARCH COMPARED TO AUGUST. FINALLY WITH THE START OF TOLLING SINGLE OCCUPANT CLEAN AIR VEHICLES WERE REQUIRED TO PAY HALF PRICE TOLLS. IN THE THIRD SET OF BLUE BARS BLUE AND ORANGE COLUMNS THE SHARE OF CLEAN AIR VEHICLES AND MANAGED LANES STAYED LARGELY STABLE IN THE A.M. AND P.M. PEAKS FROM BEFORE TOLLING TO AFTER TOLLING. NEXT SLIDE. MOVING TO A TOLLED ENVIRONMENT IS A STEP TOWARD REDUCING CARPOOL LANE VIOLATIONS. BUT DRIVERS CAN AVOID TOLLS BY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

SETTING THEIR FASTRAK FLEX TAGS IN PROPERLY. WHAT THIS GRAPH IS DOING IS COMPARING TOLL SYSTEM DATA WHICH IS SHOWN IN THE BLUE BARS WITH FIELD OBSERVATIONS. THE GREEN BARS. SO IT'S COMPARING WHAT THE TOLL SYSTEM PICKS UP AS REPORTED BY THE PERSON SWITCHING THEIR TAG VERSUS WHAT THE FIELD STAFF ARE SEEING IN THE CARS. AND SO THE FIELD STAFF -- THE FIELD OBSERVATIONS ARE NECESSARY TO MAKE THIS COMPARISON BUT JUST AS A REMINDER OBSERVING THE NUMBER OF PEOPLE IN A CAR, ESPECIALLY THREE PEOPLE, IT IS DIFFICULT. SO I HAVE CIRCLED THE HOV THREE DATA IN RED ON THE GRAPH. THE TOLL SYSTEM DATA SHOWED THAT 28% OF THE VEHICLES SET THEIR TAGS TO THREE PLUS. BUT FIELD STAFF OBSERVED ABOUT 3% OF VEHICLES AS THREE PLUS CARPOOLS THAT'S THE GREEN BAR AND THIS DISCREPANCY SUGGESTS THE DRIVERS ARE INCORRECTLY SETTING THEIR TAGS TO TRAVEL TOLL-FREE AND LOOKING AT THE REST OF THE DATA IT APPEARS THAT TWO PLUS TWO PERSON CARPOOLS WHICH IS CIRCLED IN DARK BLUE LINE ARE THE PRIMARY CAUSE OF THE INACCURATE TOLL SETTINGS. CLEAN AIR VEHICLE DATA ON THE RIGHT FEWER THAN ONE% OF THE VEHICLES RECORDED BY THE TOLL SYSTEM USED WERE CLEAN VEHICLE TOLL TAGS IDENTIFIED BY THE BLUE BAR AND 7% HAD CLEAN AIR VEHICLE STICKERS SUGGESTING THAT CLEAN AIR VEHICLE DRIVERS ARE NOT USING THEIR REQUIRED CLEAN AIR VEHICLE TAGS. THIS IS NOT WHERE WE WANTED TO BE AS OF MARCH WHEN THIS DATA WAS COUNTED AND I'LL TALK MORE ABOUT THIS IN THE UPCOMING SLIDES. NEXT SLIDE. SO THE FINDINGS FROM WHAT I HAVE SHARED ARE THAT THE 880

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

EXPRESS LANES ARE PERFORMING AS EXPECTED IN TERMS OF TRAFFIC FLOW THEY MOVE ABOVE 45 MILES PER HOUR AND ARE FASTER THAN THE GENERAL PURPOSE LANES AND THOSE EXPRESS LANE SPEED GAINS HAVE NOT NEGATIVELY IMPACTED CORRIDOR VEHICLE THROUGHPUT AND THE PERFORMANCE INFORMATION HAS ALSO IDENTIFIED THAT TAG COMPLIANCE NEEDS TO BE IMPROVED. NEXT SLIDE. TO INCREASE AND IMPROVE PROPER TOLL TAG USE, BATA AND BAIFA INVESTED OVER HALF A MILLION DOLLARS LAST FALL TO GET THE WORD OUT ABOUT THE TOLLING RULES. AND BATA AND BAIFA CONTINUE TO MESSAGE THE REQUIREMENTS ON THE AVAILABLE TOLL MESSAGING SIGNS IN THE CORRIDOR, ADVERTISING ON CLEAN AIR VEHICLE STATIONS, CLEAN AIR VEHICLE CHARGING STATIONS, AND ALSO THROUGH SOCIAL MEDIA, OVER THE SUMMER THERE WAS AN ADVERTISING CAMPAIGN ENCOURAGING DRIVERS TO GET TAGS, SET THEM TO THE PROPER POSITION, AND GO WITH THEM IN THE CAR, IN THE EXPRESS LANES, AND ALSO BATA VERY RECENTLY LAUNCHED A SERIES OF VIDEOS INCLUDING HOW TO USE TOLL TAGS AND EXPRESS LANES. BUT WE KNOW WE STILL HAVE WORK TO DO TO GET DRIVERS TO USE THE TAGS AND SET THEM CORRECTLY. AND STAFF WILL CONTINUALLY LOOK AT MORE WAYS TO REACH AUDIENCES. AND I WILL SAY THAT WE HAVE SEEN IMPROVEMENT IN THE LAST FEW MONTHS IN THE CID TAG USE AND ALSO PEOPLE WITH FASTRAK ACCOUNTS AND WITH TAGS IN THEIR CARS. THEN, OF COURSE, ENFORCEMENT IS ANOTHER WAY TO IMPROVE POLICY IMPLEMENTATION. BAIFA HAS A VERY STRONG PARTNERSHIP WITH CHP WHO ENFORCE THE EXPRESS LANES. IN THE FIRST TWO QUARTERS OF 880 EXPRESS LANE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

SEPARATIONS CHP ISSUED OVER 400 OCCUPANCY CITATIONS AND OVERALL THEY HAVE 300 CONTACTS WITH VEHICLES IN THE CORRIDOR EACH MONTH SO THEY'RE MAKING THEIR PRESENCE VISIBLE. WE ALSO RECENTLY INCREASED THEIR PRESENCE IN THE CORRIDOR OVER THE SUMMER TO DO A SWAT ACTION THERE ON 880. AND WE ARE REALLY PAYING ATTENTION TO THE NATIONAL TRENDS ON ENFORCEMENT OTHER EXPRESS LANES OR HOV LANES THROUGHOUT THE COUNTRY ARE ALSO INTERESTED IN HOW TO IMPROVE ENFORCEMENT AND BAIFA, BATA HAS WORKED AS YOU KNOW FROM OTHER COMMITTEE MEETINGS ARE PURSUING TWO AUTOMATED ENFORCEMENT PILOTS. NEXT SLIDE. SO, I KNOW THAT'S A LOT OF DATA. AND THANK YOU VERY MUCH FOR YOUR ATTENTION. SO MY COLLEAGUES AND I CAN NOW TAKE YOUR QUESTIONS.

ALFREDO PEDROZA, CHAIR: THANK YOU, BARBARA. GREAT PRESENTATION. I ANTICIPATE YOU'RE GOING TO HAVE A FEW QUESTIONS HERE. LET'S START WITH COMMISSIONER SPERING, THEN COMMISSIONER JOSEFOWITZ, JUST TO KICK IT OFF.

JAMES P. SPERING: THANK YOU. GREAT PRESENTATION. WHEN YOU SAID THAT THE DRIVERS SETUP THE TRANSPONDER INCORRECTLY, COULD IT BE THAT THEY'RE SETTING IT ON THREE SO THEY DON'T HAVE TO PAY THE TOLL. YOU SEEM TO MAKE AN ASSUMPTION THAT THEY'RE ALL A MISTAKE. THAT'S QUESTION ONE. QUESTION TWO, I DON'T KNOW IF THIS IS FOR ANDY, CAN SOMEBODY GO IN AND OUT OF THE EXPRESS LANES WITHOUT BEING DETECTED? I NOTICED THAT YESTERDAY WHEN I

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WAS DOWN AT THE 680 CORRIDOR, SEVERAL CARS WERE JUMPING IN AND OUT, JUMPING IN, I WAS CURIOUS ARE THEY DOING IT NOT TO BE DETECTED?

SPEAKER: THANK YOU FOR THAT QUESTION. I WOULD SUSPECT THAT MOST OF THE PEOPLE WHO SET THEIR TAGS IN THREE THAT ARE NOT THREE ARE DOING IT INTENTIONALLY TO AVOID. SO THEY'RE TAKING A RISK, AS WE DO HAVE THE CHP IN THE CORRIDOR WHO LOOK AT THE BEACONS AND SEE WHEN THAT'S OCCURRING. AND LIKE I SAID, THEY HAVE ALREADY -- THEY PULL OVER 300 PEOPLE A MONTH, IN THE CORRIDOR. AS AFAR AS JUMPING IN AND OUT OF THE LANES, THAT IS SOMETHING THAT WE HAVE HEARD OVER TIME. AND WHEN WE HAVE DONE SOME OBSERVATIONS, EITHER BY DRIVING THE CORRIDOR, OR BY LOOKING AT OUR CAMERAS, WE DON'T SEE IT THAT MUCH. IT DOES OCCUR. 880 HAS A FEW SECTIONS OF RESTRICTED ACCESS. THERE THE CHP CAN PULL PEOPLE OVER IF THEY SEE THEM JUMPING. FOR THE MOST PART, THE DRIVERS THAT DO THAT, IT'S INTERESTING THAT THEY THINK THAT THEY'RE NOT GOING TO GET TOLLED BECAUSE IT WOULD BE VERY DIFFICULT OPERATIONALLY TO AVOID THE TOLLING BY DOING THAT. SO I BET THAT'S PROBABLY WHAT THEY'RE TRYING TO DO.

JAMES P. SPERING: IT JUST SEEMS LIKE THEY'RE GOING IN AND OUT BETWEEN THE READINGS OF PLATFORMS. AND THE LAST QUESTION S I NOTICED YESTERDAY, IN THE 6080 CORRIDOR, CHP WAS ON A

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

MOTORCYCLE IN THAT LANE. ARE THEY DOING ENFORCEMENT ON A MOTORCYCLE. IT SEEMED LIKE HE WAS ABLE TO GO IN AND OUT OF TRAFFIC VERY EFFICIENTLY.

SPEAKER: I DON'T KNOW THE ANSWER TO THAT QUESTION. WHEN THEY HAVE BEEN OUT IN PATROL CARS, IT'S POSSIBLE.

ANDREW FREMIER: I WAS IN THE LANE AND I OBSERVED A MOTORCYCLE COP TAKING SOMEBODY OUT OF LANE AND PULLING THEM OVER SO THEY DO DO IT AND I THINK THE MOTORCYCLE IS AN EFFECTIVE WAY FOR THEM TO REALLY PAY ATTENTION TO THOSE LANES. IT WAS GOOD TO SEE.

JAMES P. SPERING: ANDY IS IT POSSIBLE THEY'RE DOING IT IN BETWEEN THE READERS?

ANDREW FREMIER: YES. IT CERTAINLY IS POSSIBLE. I WOULD SAY LEARNING HOW TO NAVIGATE IT MYSELF FOR THE FIRST TIME IN REAL SPACE WITH THE TRAFFIC VERY CONGESTED ON ONE SIDE AND TRYING TO UNDERSTAND WHERE I WAS EXITING BECAUSE I WASN'T ALL THAT FAMILIAR WITH THE SOUTHERN CONTRA COSTA AREA, YOU PROBABLY HAVE SOME THAT IT'S JUST PEOPLE TRYING TO FIGURE OUT HOW TO BE SAFE TO GET TO THEIR EXIT EVEN THOUGH IT'S WELL SIGNED, AND THERE IS WAYS TO DO IT. BUT I THINK THERE WILL ALWAYS BE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

PEOPLE WHO TRY TO SLALOM THROUGH THERE AND IT WON'T BE POSSIBLE TO DO THAT UNTIL TECHNOLOGY CATCHES UP.

JAMES P. SPERING: YOU CAN STOP CALLING IT THE LEXUS LANE, BECAUSE MOST OF THE CARS ON IT ARE TESLA. SO IT'S NOW THE TESLA LANE.

ALFREDO PEDROZA, CHAIR: COMMISSIONER JOSEFOWITZ?

NICK JOSEFOWITZ: I THINK THIS IS TERRIFIC THAT WE HAVE THIS DATA IT UNFORTUNATELY VALIDATES SOME OF OUR WORST FIERCE ABOUT HOW OUR MANAGED LANES ARE OPERATING. 40% OF THE PEOPLE IN THE HOV LANES, PRIOR TO THE CONVERSION TO HOT LANES WERE THIEVING THE HOV LANE SPACE. THEY WERE SINGLE OCCUPANCY DRIVERS THAT SHOULDN'T BE IN THERE. THAT'S STUNNING. AND WHILST I WOULD LIKE TO BELIEVE THERE IS SOMETHING PECULIAR ABOUT THAT SECTION OF ALAMEDA COUNTY MEANS IT'S KIND OF THE VIOLATORS THERE AND ISN'T IN THE REST OF THE HOV LANES, I DOUBT IT, AND IT MAKES ME THINK THAT WE SHOULD BE COLLECTING THIS TYPE OF DATA MORE BROADLY ON OUR MANAGED LANES NETWORK. WE GOT -- I'M AS BIG A BOOSTER OF MANAGED LANES AS YOU'RE GOING TO FIND. AND EVERYBODY KNOWS THAT, BECAUSE I BANG ON ABOUT THEM ALL THE TIME. BUT IF THEY'RE NOT WORKING WE HAVE GOT TO KNOW THAT AND FIND A WAY TO FIX IT AND WE DON'T HAVE ALL THE POWERS OURSELVES PICKS IT BUT THE STATE CAN CERTAINLY GIVE US MORE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

POWERS. -- -- AND I DON'T THINK THE BEST WAY IS TO DUMP A BUNCH OF CHP OFFICERS ON THERE. I COULDN'T DO THE MATH IN MY HEAD BUT ON THE HOT LANES IF YOU SEE THE 25% THAT ARE DECLARING THREE PLUS THAT AREN'T, THAT'S HUNDREDS OF THOUSANDS OF PEOPLE, AND CHP IS PULLING OVER A FEW HUNDRED. NOT THEY PARTICULARLY WANT TO BE IN THE BUSINESS OF ADDING MORE COPS TO HIGHWAYS, EITHER, FOR VARIOUS OTHER REASONS. SO, I DON'T KNOW. I MEAN, THIS FEELS LIKE THIS IS A LITTLE BIT OF A WAKE-UP CALL ON OUR MANAGED LANE NETWORK IN TERMS OF HOW MANY PEOPLE ARE ABUSING IT, AND I JUST WANTED TO -- I KNOW WE'RE DOING THESE PILOTS ON -- ANYWAY -- IS THERE A PLAN TO START, SORT OF, TRYING TO COLLECT THIS DATA REGULARLY ON OTHER MANAGED LANES SO THAT WE CAN GET A BETTER SENSE HOW FAR WIDESPREAD THESE PROBLEM ARE? ARE WE TRYING TO PULL TOGETHER THINKING ON HOW WE CAN MAKE THESE MANAGED LANES SERVE PURPOSE? WHAT'S HAPPENING HERE?

SPEAKER: CALTRANS DOES AN INVENTORY ON A REGULAR BASIS. I BELIEVE IT'S EITHER EVERY YEAR OR EVERY OTHER YEAR.

BARBARA LAURENSON: THEY MAY DO THESE COUNTS. A LOT OF THAT REASON WAS THE DATA THAT HAVE GONE INTO THE EXPRESS LANES SO THAT WE CAN LIMIT THE VIOLATORS OF THE POLICY, LIKE YOU SAID WE'RE PURSUING THE TWO PILOTS. LISA, DID YOU HAVE ANYTHING TO ADD IN THIS AREA?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

LISA KLEIN: GOOD MORNING COMMISSIONERS. LISA KLEIN WITH MTC. YOU COVERED IT. CALTRANS DOES COLLECT DATA THROUGHOUT THE NETWORK ON VOLUMES AND CHEATING. COMMISSIONER JOSEFOWITZ, YOU'RE RIGHT, THIS IS ONE OF OUR BIGGEST CHALLENGES NOT LIMITED TO THE BAY AREA, NOT LIMITED TO CALIFORNIA. IT'S A CHALLENGE NATIONALLY. THE PILOTS GIVE US SOME HOPE THAT WE'LL BE ABLE TO DO BETTER IN THE MANAGED LANES N PARTICULAR, ONE OF THE BIGGEST CONUNDRUMS THOUGH IS TO DO ANY KIND OF AUTOMATED ENFORCEMENT, YOU REALLY NEED ROBUST DETECTION THROUGHOUT YOUR FREEWAY NETWORK, WHICH MEANS YOU NEED POWER AND COMMUNICATIONS, YOU KNOW, REALLY THROUGHOUT YOUR HOV NETWORK. AND THE VAST MAJORITY OF OUR EXISTING HOV LANES ARE NOT EQUIPPED WITH THAT KIND OF POWER AND COMMUNICATIONS RIGHT NOW SO THAT YOU COULD OPERATE THIS KIND OF AUTOMATED DETECTION. SO I DO THINK IT'S -- IT'S SOMETHING THAT WE'RE WORKING ON IN PARTNERSHIP WITH CALTRANS, IS GETTING BETTER COMMUNICATIONS, NETWORK FIBER THROUGHOUT THE FREEWAY NETWORK, BUT IT'S AN EXPENSIVE PROCESS. IT'S A LONG PROCESS, AND, YOU KNOW, IT'S NOT SOMETHING THAT WE'RE GOING TO BE ABLE TO FIX OVERNIGHT. BUT OUR EXPRESS LANES DO HAVE THAT POWER IN COMMS SO ONCE WE FIND A TECHNOLOGY THAT'S AVAILABLE FIR EXPRESS LANES, I THINK WE HAVE A PATHWAY THERE. I WOULD SAY THE PLAN IS -- IT'S GOING TAKE SOME TIME -- BUT THE PLAN IS, OF COURSE TO CONVERT THE VAST MAJORITY OF HOV LANES IN THE REGION TO EXPRESS LANES, AND

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT'S IN PLANNED BAY AREA 2050, AND IT'S ALSO IN THE EXPRESS LANES STRATEGIC PLAN. SO I DON'T HAVE A QUICK ANSWER FOR YOU, COMMISSIONER JOSEFOWITZ.

ANDREW FREMIER: COMMISSIONER, IF I COULD ADD, CALTRANS DOES DO THE ACCOUNTS BUT THEY DO THEM SPORADICALLY, AND THEY DON'T DO THEM HOLISTICALLY. THEY JUST PICK CERTAIN AREAS AND UPDATE EVERY FEW YEARS. I WILL SAY THE INFORMATION THAT BARBARA AND LISA ARE PRESENTING SHOWS HOW MUCH MORE DATA WE CAN GENERATE IN THESE EXPRESS LANES THAT AT LEAST HELPS US WITH VALIDATING THE PROBLEM BUT I ASSURE YOU THE PROBLEM IS JUST AS BAD IN THE HOV LANES, AND I THINK WE HAVE AN OBLIGATION TO FIGURE IT OUT FOR THE WHOLE SYSTEM AND NOT JUST THE EXPRESS LANES. WE JUST HAPPEN TO KNOW MORE ABOUT THEM.

NICK JOSEFOWITZ: FROM MY PERSPECTIVE, I THINK IT WOULD BE WORTHWHILE TO UNDERSTAND HOW MUCH IT WOULD COST AND WHERE WEEKEND FIND THE RESOURCES TO DO THIS TYPE OF ANALYSIS REGULARLY ON OUR DIFFERENT PARTS OF OUR EXPRESS LANE NETWORK. BECAUSE, I KNOW WHEN I -- SAN FRANCISCO HAS PUT IN SOME EXPRESS LANES, AND I'M REALLY CONCERNED THAT THEY'RE GOING TO BE FILLED WITH VIOLATORS. I HAVE BEEN DRIVING UP QUITE A BIT ON THE MANAGED LANES AND ON THE 101, AND GOING NORTH, AND IT'S, SORT OF, A STRUGGLE TO FIND A CARPOOL IN THOSE LANES. I THINK IT REALLY BEHOOVES US GIVEN WE'RE TRYING TO MANAGE THIS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NETWORK, AND WE HAVE TO MAKE CHOICES ABOUT WHERE WE ALLOCATE OUR RESOURCES BUT I THINK IT'S FROM MY PERSPECTIVE WORTH IT.

ANDREW FREMIER: I THINK WE COULD DO AN UPDATE IN THE OPERATIONS COMMITTEE MEETING ABOUT THE WORK WE'RE DOING IN PARTNERSHIP WITH CALTRANS TO IMPROVE THE BASIC INFRASTRUCTURE AROUND TRAFFIC MANAGEMENT BUT I THINK RELATIVE TO THE CONVERSATIONS AROUND BLUE RIBBON ET CETERA THE INVESTMENT IN KEEPING THE LANES CLEAR BECAUSE THOSE ARE BUS LANES THAT WE'RE TALKING ABOUT TO WORK THAT WAY WE HAVE TO FIGURE OUT THOU MANAGE THEM WITH AS MUCH TECHNOLOGY AS POSSIBLE AND THAT WILL REQUIRE SOME INVESTMENT AND ATTENTION TO MAKE THE BLUE RIBBON GOAL SUCCESSFUL MAYBE THE APPROACH WOULD BE TO BRING SOME OF THAT INFORMATION FORWARD. WE DO IT PERIODICALLY BUT MAYBE WITH THIS PICTURE IN MIND IT MIGHT BE HELPFUL IN THE COMING MONTHS.

NICK JOSEFOWITZ: YEAH. AND I THINK ALSO, IF OTHERS ARE OPEN TO IT, HOW WE'RE MEASURE, WITH CALTRANS MEASURING THESE LANES AROUND THE REGION SO WE CAN GET A BETTER SENSE OF WHEN THAT'S COMING. ANYWAY. THANK YOU VERY MUCH FOR THIS PRESENTATION. AND IT'S DEPRESS -- IT'S ENCOURAGING AND DEPRESSING AT THE SAME TIME.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANKS COMMISSIONER JOSEFOWITZ. COMMISSIONER WORTH?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

AMY WORTH, V. CHAIR: THANK YOU, MR. CHAIR. I WANT TO ECHO THE QUESTIONS AND THE COMMENTS THAT HAVE COME BEFORE ME. I DON'T WANT TO REPEAT THEM. I SHARED SOME OF THE SAME ISSUES AND QUESTIONS AROUND ENFORCEMENT AND VIOLATIONS. AND FIRST OF ALL, BARBARA I WANT TO THANK YOU. PART OF MUCH OF WHAT WE DO AT MTC IS REACHING OUT TO OUR PARTNERS, CALTRANS, HIGHWAY PATROL, AND CONGESTION MANAGEMENT AGENCIES AND I HAVE WORKED CLOSELY WITH THE ON THE 680 CORRIDOR, THE CITIES AND COUNTY AND TRANSPORTATION AUTHORITY HAVE BEEN INVOLVED WITH THIS REALLY APPRECIATED THE DIRECT CONTACT THAT WE HAVE HAD AT OUR PUBLIC MEETINGS OUT IN THE FIELD AND COUNTIES TO GET THE SAME UPDATE AND IT'S REALLY IMPORTANT THAT WE KEEP OUR PARTNERS INFORMED. AND I REALLY APPRECIATE THAT. AND SECOND OF ALL, THIS CONSCIOUS LOOK AT THE ISSUES AROUND THEM, I THINK IS REALLY HELPFUL. WE HAVE TRIED OVER THE YEARS TO GET SOME LEGISLATION IN SACRAMENTO THAT WOULD ENABLE US TO DO MORE USING TECHNOLOGY, AND I ALSO AGREE WITH COMMISSIONER JOSEFOWITZ THAT THAT'S WHERE WE NEED TO BE PUTTING RESOURCE IN TERMS OF THE COST BENEFIT OF ADDRESSING VIOLATIONS. SO, AND AS THE STATE LOOKS MORE AND MORE AT THIS, NOT JUST EXPRESS LANES, BUT BROADER, I THINK IT'S IMPERATIVE THAT WE TRY DO THAT. BUT I THINK ANDY YOUR SUGGESTION ABOUT NEXT STEPS MAKE A LOT OF SENSE AS WE MOVE FORWARD. THE GOOD THING IS, WE'RE GETTING THE INFORMATION. THE CHALLENGING THING S OKAY, WE'RE SEEING THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

INFORMATION AND HOW DO WE ADDRESS IT. AND AS YOU SAID, OUR GOAL IS NOT ONLY TO HAVE EFFICIENT EXPRESS LANES BUT ALSO THE HOV LANES. SO, THANK YOU. THANK YOU VERY MUCH.

ALFREDO PEDROZA, CHAIR: THANK YOU, COMMISSIONER WORTH. COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: YES: THANK YOU CHAIR PEDROZA. IN LISTENING TO EVERYBODY'S COMMENTS, I AGREE WITH THEM ALL, THE 880 CORRIDOR IS IN MY NECK OF THE WOODS, AND I THINK I NOTICED THAT THE COUNTY WAS DONE VERY CLOSE TO UNION CITY, AS WELL. SO MY OBSERVATIONS IN THE LIMITED TIMES I AM UP-AND-DOWN ON THE FREEWAY ARE THAT -- AND AS A MATTER OF FACT, WHEN IT TALKS ABOUT THE PUBLIC OUTREACH TO TRY AND EDUCATE THE PUBLIC, I ACTUALLY WAS A LITTLE BIT SURPRISED BECAUSE I THOUGHT, WELL, I HASN'T NOTICED TOO MUCH OF THAT OUTREACH MYSELF, AND AS FAR AS THE SIGNAGE UP ON THE READER BOARDS OR WHAT YOU HAVE, AS I'M DRIVING DOWN THE ROADWAY AND TRYING TO READ THAT, THAT'S -- EVEN THOUGH MAKES SENSE TO THE PERSON PUTTING YOU WANT SIGN, AS I TRY TO READ IT, I GET A BIT CONFUSED. SO MY THOUGHT AS I HAVE WATCHED THIS EVOLVE IS, YES, NUMBER ONE, WE DO KNOW THAT THERE ARE PEOPLE OUT THERE THAT ARE ALWAYS GOING TO TRY TO GAIN THE SYSTEM AND BE THE VIOLATORS. SO I AGREE WITH THAT. BUT I WONDER HOW MANY ARE LIKE ME TRYING TO LEARN THE SYSTEM FOR THE APPROPRIATE TIMES TO GET IN AND OUT. AND TO

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

COMMISSIONER SPERING'S COMMENTS, TALKING ABOUT THE PEOPLE KIND OF WEAVING IN AND OUT, YOUR OBSERVATION WAS THAT THEY APPEAR TO BE DOING IT JUST BEFORE THE TOLLING PART OF IT. WHAT I NOTICED WAS THAT SOME FOLKS WERE USING THE LANE AS A PASSING LANE. THE TRAFFIC, OF COURSE, IS SLOWER IN THE NON-MANAGED LANES, SO I'M WATCHING FOLKS JUMP INTO THE EXPRESS LANES THEN JUMP BACK OUT AND SO IT'S NOT NECESSARILY ALWAYS THE VEHICLE SAME VEHICLE, BUT DIFFERENT LANES DOING THAT. AND IF I'M NOT IN THE EXPRESS LANE I STAY IN MY LANE AND DON'T BE TEMPTED TO USE THAT AS A PASSING LANE. I THINK ALL OF THIS DATA IS GREAT TO TRY TO IMPROVEMENT SYSTEM AND I JUST WANTED TO SHARE MY OBSERVATIONS SINCE IT IS THE 880 CORRIDOR THAT WE'RE TALKING ABOUT.

ALFREDO PEDROZA, CHAIR: THANK YOU, COMMISSIONER DUTRA-VERNACI. SEEING NO FURTHER HANDS RAISED. BARBARA GREAT PRESENTATION. JUST ECHO THE COMMENTS AROUND ENFORCEMENT, IT'S ONLY GOING TO CONTINUE TO BE A GROWING PROBLEM. I THINK ANDY MAKING A DEEPER DIVE AT THE RIGHT TIME WOULD BE APPROPRIATE. AND SOME OF THE THINGS I'LL NOTE IS THE REQUIREMENT OF FASTRAK, I THINK THAT'S GREAT. SO I LIKE THAT MOVEMENT IN TERMS OF WHAT WAS HAPPENING BEFORE OCTOBER 2ND TO PRESENT CONDITIONS. REQUIRING THE FASTRAK TAG IS GOOD STUFF ANY TIME WE CAN INCENTIVE FOLKS TO USE FASTRAK THE BETTER FOR THE COLLECTIVE SYSTEM. NOW TIME FOR

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

PUBLIC COMMENT. ANYONE WISHING TO PROVIDE PUBLIC COMMENT AT THIS TIME?

CLERK OF THE BOARD: YES. I SEE SEVERAL MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. AND I HAVE RECEIVED NOTHING IN WRITING. FIRST UP IS ALETA DUPREE, PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

SPEAKER: THANK YOU CHAIR ALFREDO PEDROZA. ALETA DUPREE, SHE AND HER FOR THE RECORD. VERY TIRED TODAY. LOOKING FORWARD TO SEEING THE REPORT WITH THE NUMBERS. AS ONE WHO DOESN'T HAVE A CAR THIS IS RELEVANT TO ME BECAUSE I USE RIDE-SHARE SOMETIMES, AND BUSES, AND HOPEFULLY A DAY WILL COME WHEN WE WILL BE ABLE TO GET BACK TO SHARED RIDE-SHARE BECAUSE THEN WE CAN HAVE THREE OR FOUR PEOPLE TRAVELLING IN THE CAR AS OPPOSED TO JUST TWO. AS FAR AS FASTRAK, I ABSOLUTELY SUPPORT IT. I FEEL, THOUGH, THAT WE WANT TO IMPROVE OUR TECHNOLOGY WE USE FOR FASTRAK TO MINIMIZE THE AMOUNT OF PHYSICAL HARDWARE THAT MAY BE ABLE TO MOVE TOWARD APP RELATED TECHNOLOGY BECAUSE OF A DISCONNECTION THAT IS GROWING BETWEEN THE OWNERSHIP AND USE OF VEHICLES. SO, FOR ME, I DO NOT HAVE A CAR, BUT IF I WANT TO USE A CAR, I WOULD WANT TO BE ABLE TO USE FASTRAK, BUT IT DOESN'T MAKE SENSE FOR ME TO HAVE A TRANSPONDER RIGHT NOW. I'M HOPING THAT WE CAN FIND WAYS TO PROPERLY ASCERTAIN HOW MANY PEOPLE ARE IN A VEHICLE AND ENFORCE THAT APPROPRIATELY AND I'M

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NOT SURE WITH THE TINTED WINDOWS AND ESPECIALLY AT NIGHT AND WE NEED TO GET MORE ELECTRICITY AND COMMUNICATIONS ON TO THE LANES SO WE CAN HAVE THE POWER THAT WE NEED. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS RICH HEDGES, PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

SPEAKER: THANK YOU. REGARDING THE SCOFFLAW ON THE FREEWAYS MOMENT HUMAN BEINGS WILL ALWAYS TRY TO FIND AN EDGE AND SOMETIMES VIOLATE THE EDGE AND THE RULES. AS A TEENAGER I LEARNED THE EXAMPLE IT'S BETTER TO FOLLOW THE RULES AND MY SUGGESTION IS THAT JOHN GOODWIN WHO DOES A GOOD JOB OF REPRESENTING MTC DO SOME PRESS RELEASES AND SHOW SOME VIDEO ON THE NEW CHANNELS OF PEOPLE GETTING TICKETED. YOU REALLY NEED TO BRING TO HOME TO THEM WHAT THE DISADVANTAGE IS OF WHAT THEY'RE DOING. IF WE DON'T GET IT UNDER CONTROL THE ADVANTAGE FOR CLEAN AIR VEHICLES AND ADVANTAGE FOR OUR OVERALL INVESTMENT IN OUR INFRASTRUCTURE IS GOING TO GO AWAY. THANK YOU FOR LETTING ME SPEAK.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ROLAND LEBRUN. YOU HAVE TWO MINUTES.

SPEAKER: THANK YOU. AND FIRST OF ALL, I REALLY WANT TO THANK BARBARA AND THE TEAM FOR THIS TRULY REMARKABLE PRESENTATION

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

FOLLOWED BY THE COMMISSIONERS COMMENT. THIS IS REALLY WHAT MTC IS ABOUT. BUT MOVING FORWARD, I WOULD LIKE TO, AGAIN, THE COMMENT MADE BY COMMISSIONER JOSEFOWITZ, FREMIER AND KLINE, IS THAT IT WOULD TAKE A HOLISTIC APPROACH TO THIS PROBLEM, WE START WITH THE EXPRESS LANE TO A SEAMLESS BAY AREA LENS. BUT MY RECOMMENDATION MOVING FORWARD IS TO INTRODUCE LEGISLATION SO MTC CAN TAKE OVER EXPRESS LANE OPERATIONS ACROSS THE NINE BAY AREA COUNTIES AND ADDRESS THE FOLLOWING ISSUES UNIFORMLY. LANE MANAGEMENT, EQUITY, MEANS BASED TOLLING, AUTOMATED ENFORCEMENT, AND ENGINEERING. SPECIFICALLY ONE I'M TALKING ABOUT IS TO HAVE THE EXACT SAME INTERFACE AS YOU ENTER AND EXIT EXPRESS LANES THROUGHOUT THE NINE BAY AREA COUNTIES. THANK YOU.

CLERK OF THE BOARD: THANK YOU. I SEE NO ADDITIONAL HANDS RAISED MR. CHAIR.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU FROM THE PUBLIC FOR PARTICIPATING. I'LL BRING IT BACK TO THE COMMISSION. JUST AN INFORMATIONAL ITEM. GREAT COMMENTS. GREAT JOB BARBARA ON THE PRESENTATION. AND THANK YOU COMMISSIONERS FOR SOME GREAT COMMENTS. AT THIS POINT WE'RE GOING TO MOVE TO OUR NEXT ITEM, AGENDA ITEM FOUR, WE HAVE AN ITEM ON CLOSED SESSION THIS IS THE OPPORTUNITY TO PROVIDE PUBLIC COMMENT BEFORE WE GO INTO

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLOSED SESSION. KIMBERLY DO WE HAVE ANYONE WITH THEIR HAND RAISED? OR WRITTEN PUBLIC COMMENT.

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: ALL RIGHT. WE'RE GOING TO MOVE TO ITEM 4B CLOSED SESSION CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION AUTHORITY WILL MEET IN CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9A PARAGRAPH TWO OF SUBSECTION B GOVERNMENT CODE SECTION 54956.9 WITH REGARD TO SIGNIFICANT EXPOSURE TO LITIGATION ONE CASE. SO AT THIS POINT, I'M GOING TO ASK MEMBERS TO PLEASE GO TO THE LINK THAT KIMBERLY SENT A FEW MINUTES OCEAN. WE'LL REPORT-OUT ANY REPORTABLE ACTION. AT THIS POINT LET'S GO TO CLOSED SESSION. [CLOSED SESSION] [CLOSED SESSION CONTINUES]

ALFREDO PEDROZA, CHAIR: WE'RE BACK FROM CLOSED SESSION. WE'RE GOING TO PROCEED WITH AGENDA ITEM FIVE, OPEN SESSION. I'LL ASK COUNSEL IF WE HAVE ANY REPORTABLE ACTION.

KATHLEEN KANE: WE DO NOT HAVE ANY REPORTABLE ACTION TODAY. I'LL ASK FOR PUBLIC COMMENT RECEIVED TO BE RECEIVED INTO THE RECORD.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

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: ALL RIGHT. THANK YOU VERY MUCH. WE'RE GOING MOVE TO ITEM SEVEN ADJOURNMENT. WE'RE GOING TO ADJOURN TO A SPECIAL MEETING OF THE AUTHORITY WHICH IS SCHEDULED FOR WEDNESDAY OCTOBER 13TH BY WEBCAST. PUBLIC PARTICIPATION ALWAYS APPRECIATED. HAVE A GOOD DAY. THANK YOU, EVERYONE.

[ADJOURNED]

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NTT

Broadcasting Government