



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Federal Glover, Chair Margaret Abe-Koga, Vice Chair

Wednesday, March 13, 2024

9:35 AM

Board Room - 1st Floor

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84569843419>

iPhone One-Tap: US:

+13462487799,,84569843419# US (Houston)

+17193594580,,84569843419# US

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 845 6984 3419

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Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/84569843419>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances, there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Clerk: Carsie Bonner

Roster

**Federal Glover (Chair), Margaret Abe-Koga (Vice Chair),
Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,
Hillary Ronen, Sheng Thao**

Non-Voting Members: Dina El-Tawansy, Libby Schaaf

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Commission/Committee/Authority shall be a majority of its voting members (5).

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Consent Calendar

- 4a.** [24-0218](#) Approval of BATA Oversight Committee Minutes of the February 14, 2024 Meeting.
- Action:** Committee Approval
- Attachments:** [4a 24-0218 2-14-2024 BATA O Draft Meeting Minutes.pdf](#)
-
- 4b.** [24-0126](#) Contract Change Order- FasTrak® Regional Customer Service Center Processing of Violation Backlog: Conduent State and Local Solutions, Inc. (\$255,000).
- Action:** Committee Approval
- Presenter:** Eric Davis
- Attachments:** [4b 24-0126 Contract CO FasTrak Regional Violation Backlog.pdf](#)
-
- 4c.** [24-0212](#) Contract Amendment - Silicon Transportation Consultants, Inc. for On-Call Tolling Support (\$250,000)
- Action:** Committee Approval
- Presenter:** Jeff Gerbracht
- Attachments:** [4c 24-0212 Contract Amendment Silicon Transportation Consultants.pdf](#)
-
- 4d.** [24-0257](#) Contracts - On- Call Asset Management Services: HDR Engineering, Inc for Southern Toll Bridges Asset Management Support: (\$1,600,000).
- Action:** Committee Approval
- Presenter:** Rosalynn Chongchaikit
- Attachments:** [4d 24-0257 Asset Mgmt Southern Bridges.pdf](#)

- 4e. [24-0273](#) Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended January 31, 2024 (Unaudited).

Action: Information

Presenter: Derek Hansel

Attachments: [4e 24-0273 FY23-24 Revenues Expenses January 2024.pdf](#)
[4e 24-0273 Attachment A BATA MFR January 2024.pdf](#)

5. Approval

- 5a. [24-0256](#) Contract Amendment - Richmond-San Rafael Forward:
i. Open Road Tolling and Interstate 580 Westbound High Occupancy Vehicle Lane Project; and
ii. Richmond-San Rafael Bridge Westbound Upper Deck Design Alternative Assessment
- Kimley-Horn and Associates, Inc. (\$2,500,000)

Request for approval of a contract amendment with Kimley-Horn and Associates, Inc. (Kimley-Horn) to add \$2,500,000 for the following activities as part of Richmond-San Rafael (RSR) Forward:
(i) Complete the final design phase for the Open Road Tolling (ORT) and Interstate 580 (I-580) High Occupancy Vehicle (HOV) Lane Project; and
(ii) Perform the RSR Bridge Westbound Upper Deck Design Alternative Assessment (DAA).

Action: Committee Approval

Presenter: Ingrid Supit

Attachments: [5a 24-0256 Contract Amendment Richmond-San Rafael Bridge Forward.pdf](#)
[5a Public Comment Consolidated.pdf](#)

6. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on April 10, 2024 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0218 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 1/25/2024 **In control:** Bay Area Toll Authority
On agenda: 3/13/2024 **Final action:**
Title: Approval of BATA Oversight Committee Minutes of the February 14, 2024 Meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [4a 24-0218 2-14-2024 BATA O Draft Meeting Minutes.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Approval of BATA Oversight Committee Minutes of the February 14, 2024 Meeting.

Recommended Action:
Committee Approval

Attachments: List any attachments.



Metropolitan Transportation Commission

Meeting Minutes

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Bay Area Toll Authority Oversight Committee

Federal Glover, Chair Margaret Abe-Koga, Vice Chair

Wednesday, February 14, 2024

10:00 AM

Board Room - 1st Floor

Roster

**Federal Glover (Chair), Margaret Abe-Koga (Vice Chair),
Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,
Hillary Ronen, Sheng Thao**

Non-Voting Members: Dina El-Tawansy, Libby Schaaf

Chair Glover called the meeting to order at 10:00 a.m. and Commission Chair Pedroza was deputized to make quorum of the Committee.

1. Call to Order / Roll Call / Confirm Quorum

Present: 6 - Vice Chair Abe-Koga, Commissioner Fleming, Chair Glover, Commissioner Papan, Commissioner Pedroza, and Commissioner Ronen

Absent: 3 - Commissioner Chavez, Commissioner Miley, and Commissioner Thao

Non-voting members present: Commissioner El-Tawansy and Commissioner Schaaf

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Consent Calendar

Upon the motion by Commissioner Ronen and seconded by Vice Chair Abe-Koga, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Vice Chair Abe-Koga, Commissioner Fleming, Chair Glover, Commissioner Papan, Commissioner Pedroza and Commissioner Ronen

Absent: 3 - Commissioner Chavez, Commissioner Miley and Commissioner Thao

- 4a.** [24-0143](#) Approval of BATA Oversight Committee Minutes of the January 10, 2024, Meeting.

Action: Committee Approval

- 4b. [24-0144](#) Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended December 31, 2023 (Unaudited).

Action: Information

Presenter: Derek Hansel

- 4c. [24-0139](#) Contract Amendment - Collection Services: Law Enforcement Systems, LLC

Action: Committee Approval

Presenter: Victor Wong

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on Wednesday, March 13, 2024 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0126 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 3/13/2024 **Final action:**

Title: Contract Change Order- FasTrak® Regional Customer Service Center Processing of Violation Backlog: Conduent State and Local Solutions, Inc. (\$255,000).

Sponsors:

Indexes:

Code sections:

Attachments: [4b 24-0126 Contract CO FasTrak Regional Violation Backlog.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Contract Change Order- FasTrak® Regional Customer Service Center Processing of Violation Backlog: Conduent State and Local Solutions, Inc. (\$255,000).

Presenter:
Eric Davis

Recommended Action:
Committee Approval

Attachments: List any attachments.

Bay Area Toll Authority

Oversight Committee

March 13, 2024

Agenda Item 4b–24-00126

Contract Change Order– FasTrak® Regional Customer Service Center Processing of Violation Backlog: Conduent State and Local Solutions, Inc. (\$255,000)

Subject:

A request for Committee approval to enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) to process a backlog of unpaid violation notices for the region's toll operators in an amount not to exceed \$255,000.

Background:

Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for the management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

During the pandemic, several toll agencies including BATA temporarily paused the process for escalating unpaid violation notices to DMV and/or collections. These processes were restarted in 2023, and all violations for unpaid tolls that occurred since May 1, 2023 have been sent to DMV for registration hold or to collections. However, BATA violations that occurred for unpaid tolls between January 2021 and April 2023 have not yet been sent to DMV or collections. Because the FasTrak CSC system was designed to handle ongoing daily processing of transactions to DMV or collections, it cannot easily process the two-plus years of backlogged transactions. Capacity constraints would result in an estimate of up to two years to process the backlog to DMV.

However, similar constraints do not exist for the collections processes, and the backlog can be processed in a maximum of eight months. As transactions age, payment rates drop. Additionally, DMV will not accept transactions older than three years for placement on registration hold. Based on these considerations, BATA staff has determined that sending the backlog directly to collections instead of sending to DMV for registration hold is the best approach.

This Change Order would include:

1. The design, development, and deployment of changes to bypass the DMV hold process and send the backlog of unpaid violations for BATA directly to collections. Similarly, BAIFA's backlogged transactions will also be sent directly to collections.
2. Processing a small backlog of unpaid violations for VTA, San Mateo, and ACTC to DMV for registration hold. This volume of transactions is much smaller than the BATA and BAIFA volumes and will take approximately two weeks to process to DMV.
3. Update to an existing Express Lanes business rule for BAIFA and ACTC Express Lanes that sets a minimum cumulative toll amount required before escalating unpaid violations to DMV or collections to include all Express Lanes operators.

Attachment A includes a summary of Conduent and its project team's small business and disadvantaged business enterprise status.

Issues:

None identified.

Recommendations:

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent to support the design, development and deployment required to process the backlog of unpaid violation notices for the region's toll operators in an amount not to exceed \$255,000.

Attachments:

- Attachment A - Small Business and Disadvantaged Business Enterprise Status; and
- Request for Committee Approval - Summary of Proposed Contract Change Order



Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

| | Firm Name | Role on Project | DBE* Yes / No | If DBE Yes, List # | SBE** Yes / No | If SBE Yes, List # |
|------------------|------------------|--------------------------------------|--------------------------|-------------------------------|---------------------------|-------------------------------|
| Prime Contractor | Conduent | System Development and Operations | No | | No | |
| Subcontractor | Atos | Network Management | No | | No | |
| | Protiviti | Support for Financial Reconciliation | No | | No | |

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Change Order

| | |
|-----------------------------|---|
| Work Item No.: | 1252 |
| Consultant: | Conduent State and Local Solutions, Inc. (Conduent) San Francisco, CA |
| Work Project Title: | FasTrak® CSC Processing of Unpaid Violations Backlog |
| Purpose of Project: | Process backlog of unpaid violations for Bridges and Express Lanes. |
| Brief Scope of Work: | Design, software development, test, and deploy minor updates to system and provide oversight of the processing by September 30, 2024. |
| Project Cost Not to Exceed: | This Change Order: \$255,000 Current contract amount before this Change Order Amendment: \$797,559,496 Maximum contract amount after this Change Order Amendment: \$797,814,496 |
| Funding Source: | BATA Operating Funds |
| Fiscal Impact: | Funds included in the FY 2023-24 BATA Toll Bridge Program Operating Budget |
| Motion by Committee: | That the Executive Director or designee is authorized to negotiate and enter into a contract change order with Conduent for services described above and in the BATA Oversight Summary Sheet dated March 13, 2024 and that the Chief Financial Officer is authorized to set aside \$255,000 for such contract change order. |
| BATA Oversight Committee: | <div>blank</div> <hr/> Federal D. Glover, Vice Chair <div>blank</div> |
| Approved: | March 13, 2024 |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 24-0212 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/24/2024 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 3/13/2024 **Final action:**

Title: Contract Amendment - Silicon Transportation Consultants, Inc. for On-Call Tolling Support (\$250,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_24-0212_Contract_Amendment_Silicon_Transportation_Consultants.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Contract Amendment - Silicon Transportation Consultants, Inc. for On-Call Tolling Support (\$250,000)

Presenter:
Jeff Gerbracht

Recommended Action:
Committee Approval

Attachments: List any attachments.

Bay Area Toll Authority
Oversight Committee

March 13, 2024

Agenda Item 4c - 24-0212

Contract Amendment – Silicon Transportation Consultants, Inc. for On-Call Tolling Support, (\$250,000)

Subject:

A request for Committee approval to enter into a contract amendment with Silicon Transportation Consultants, Inc. to extend the contract one additional year and add an amount not to exceed \$250,000, subject to approval of the FY 2024-25 BATA budget.

Background:

In December 2020, after a competitive procurement, the Operations Committee approved a bench of consultants through the Request for Qualifications (RFQ) for Electronic Payments Consultant Assistance. Under this bench, selection for entry into a contract with one of the pre-qualified consultants may take place by direct selection or via mini-procurement, pursuant to the terms of the solicitation governing the bench. In 2021, BATA entered into a contract with Silicon Transportation Consultants based on a direct selection from the bench to support national interoperability initiatives, emerging toll technologies, and statewide tolling coordination.

The scope of this work includes continuing technical assistance for national interoperability initiatives, emerging toll technologies, and statewide toll initiatives and coordination. Under this contract, STC supported BATA's transition to the 6c protocol in 2019, a statewide change in tolling operations. Silicon Transportation Consultants is a disadvantaged business enterprise. Attachment A includes a summary of Silicon Transportation Consultants' small business and disadvantaged business enterprise status.

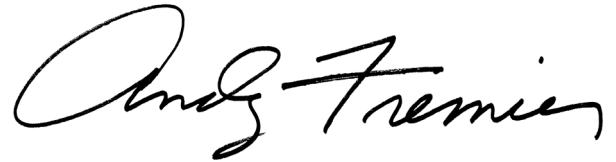
Recommendations:

Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with Silicon Transportation Consultants, Inc. in an amount

not to exceed \$250,000 to continue providing toll interoperability support, subject to approval of the FY 2024-25 BATA budget.

Attachments:

- Attachment A: Small Business and Disadvantaged Business Enterprise Status; and
- Request for Committee Approval – Summary of Proposed Amendment

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent and the last name "Fremier" following in a similar style.

Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

| | Firm Name | Role on Project | DBE* | If DBE Yes, | SBE** | If SBE Yes, |
|------------------|--|-----------------------------|----------|-------------|----------|-------------|
| | | | Yes / No | List # | Yes / No | List # |
| Prime Contractor | Silicon Transportation Consultants, Inc. | Prime; technical assistance | Yes | 43097 | No | |

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

| | |
|-----------------------------|--|
| Work Item No.: | 1252 |
| Vendor: | Silicon Transportation Consultants, Inc. |
| Work Project Title: | Silicon Transportation Consultants, Inc for On Call Tolling Support, LP |
| Purpose of Project: | Support national interoperability initiatives, emerging toll technologies, and statewide tolling coordination. |
| Brief Scope of Work: | Provide technical assistance for national interoperability initiatives, emerging toll technologies, and statewide toll initiatives and coordination. |
| Project Cost Not to Exceed: | This amendment: \$250,000 Current contract amount before this amendment: \$200,000 Maximum contract amount after the amendment: \$450,000 |
| Funding Source: | BATA Toll Bridge Program Operating Funds |
| Fiscal Impact: | \$100,000 is allocated in the FY 2023-24 BATA Toll Bridge Program Operating Budget. The balance of funding will be added in the FY 2024-25 BATA budget. |
| Motion by Committee: | That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Silicon Transportation Consultants, Inc. to support national interoperability initiatives, emerging toll technologies, and statewide tolling coordination as described above and in the BATA Oversight Committee Summary Sheet dated March 13, 2024, and the Chief Financial Officer is authorized to set aside funds in the amount of \$250,000 for such contract amendment, subject to the approval of the FY 2024-25 BATA budget. |
| BATA Oversight Committee: | <hr/> Federal D. Glover, Chair |
| Approved: | March 13, 2024 |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0257 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/31/2024 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 3/13/2024 **Final action:**

Title: Contracts - On- Call Asset Management Services: HDR Engineering, Inc for Southern Toll Bridges Asset Management Support: (\$1,600,000).

Sponsors:

Indexes:

Code sections:

Attachments: [4d 24-0257 Asset Mgmt Southern Bridges.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Contracts - On- Call Asset Management Services: HDR Engineering, Inc for Southern Toll Bridges Asset Management Support: (\$1,600,000).

Presenter:
Rosalynn Chongchaikit

Recommended Action:
Committee Approval

Attachments: List any attachments.

Bay Area Toll Authority Oversight Committee

March 13, 2024

Agenda Item 4d - 24-0257

Contracts – On- Call Asset Management Services: HDR Engineering, Inc for Southern Toll Bridges Asset Management Support: (\$1,600,000)

Subject:

A request for Committee approval to enter into a contract with HDR Engineering, Inc. in an amount not to exceed \$1,600,000 to provide toll bridge asset management plan support services on the Southern Toll Bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge)

Background:

On January 6, 2021, BATA issued a Request for Qualifications (RFQ) to select a panel of pre-qualified consulting firms to provide on-call asset management program support for the seven state-owned toll bridges (“Bridges”). In response to the RFQ, the Committee authorized a bench of six consultants to provide BATA with Asset Management Support. On December 21, 2023, BATA issued an RFQ to the consultant bench seeking a team of subject matter experts to assist BATA and Caltrans staff with asset management for the Southern Toll Bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge). Efforts are similar to those already underway for the Northern Toll Bridges and will include Life Cycle Cost Analysis, cost estimating to inform BATA’s financial decision making, assessment of all system elements for electrical, mechanical, navigational, piping, and toll maintenance infrastructure and to perform specialty studies as needed. Studies may include, but are not limited to, analysis of structural steel painting, mechanical and electrical maintenance strategies, fatigue analysis, and other items of importance with long span bridges. Specialty studies may expand to include other bridges as necessary for consistency of analysis. The RFQ also included optional work for asset management support of the Yerba Buena Island Tunnel (part of the San Francisco–Oakland Bay Bridge corridor) and the Antioch Bridge toll crossing.

Procurement Process:

In response to the RFQ, staff received Statements of Qualifications (SOQs) from two consulting firms on the bench. An evaluation panel consisting of BATA and Caltrans staff reviewed the SOQs and scored them based on weighted evaluation criteria including: the firm’s and key staff’s

knowledge, expertise, and experience; approach to completing the project; resource availability of key staff and the team's personnel; presentation, as evidenced in the written proposal, work sample; and interviews. The two firms in order, starting with the strongest, were HDR Engineering, Inc and Michael Baker International. Their scores were as follows:

| Consultants | Overall Scoring |
|-----------------------------|------------------------|
| HDR Engineering, Inc | 88 |
| Michael Baker International | 80 |

Following a comprehensive evaluation process, which included a review of the SOQs and interviews, all participating firms were found to be qualified. However, the evaluation panel reached a unanimous decision, recommending HDR Engineering, Inc as the highest-ranked firm. HDR Engineering, Inc was determined to be the most qualified firm, with a team that brings in-depth practical experience and technical knowledge related to asset management and bridge analysis. HDR is also under contract to BATA to provide similar asset management support for the Northern Toll Bridges; BATA approved this contract in May 2022 based on an RFQ issued to the bench. Attachment A includes a summary of the selected firm and its project teams' small business and disadvantaged business enterprise status.

Recommendation:

Staff recommends that this Committee authorize the Executive Director or his designees to negotiate and enter into the following contracts for toll bridge asset management services on the Southern Toll Bridges, in an amount not to exceed \$1,600,000:

- with HDR Engineering, Inc, and, should the Executive Director or his designee fail to reach an agreement with this top ranked firm;
- with Michael Baker International.

Attachments:

- Attachment A: HDR Engineering, Inc Small Business and Disadvantaged Business Enterprise Status ; and
- Request for Committee Approval – Summary of Proposed Contract



Andrew B. Fremier

Attachment A – HDR Engineering, Inc.

Disadvantaged Business Enterprise and Small Business Enterprise Status

| | Firm Name | Role on Project | DBE * Yes | If DBE Yes, List # | DBE No | SBE* * Yes | If SBE Yes, List # | SBE No |
|------------------|------------------------|--|--------------|-----------------------|-----------|------------------|--------------------------|-----------|
| Prime Contractor | HDR Engineering, Inc. | Asset management support services | | | X | | | X |
| Subcontractor | Zoon Engineering | Mechanical, Electrical and Plumbing (MEP) assessment | | | X | X | 58549 | |
| Subcontractor | SEM, Inc | Mechanical, Electrical and Plumbing (MEP) assessment | | | X | | | X |
| | Spy Pond Partners, LLC | Life Cycle Cost Analysis and deterioration modeling asset management services, | | | X | | | X |

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract

| | |
|-----------------------------|---|
| Work Item No.: | 1251 |
| Vendor: | HDR Engineering, Inc. |
| Work Project Title: | Toll Bridge Asset Management Program Support for Southern Toll Bridges |
| Purpose of Project: | To provide Asset Management Program Support for Southern Toll Bridges |
| Brief Scope of Work: | Support toll bridge asset management plan, perform specialty bridge studies, and advise on long span bridge asset management |
| Project Cost Not to Exceed: | \$1,600,000 |
| Funding Source: | Toll Bridge Rehabilitation Program Funds |
| Fiscal Impact: | Funds are included in the FY 2023-24 Toll Bridge Rehabilitation Program Budget |
| Motion by Committee: | That the Executive Director or his designee is authorized to negotiate and enter into a contract with HDR Engineering, Inc. or with Michael Baker International should the Executive Director or his designee fail to enter into a contract with HDR Engineering Inc., to provide toll bridge asset management services for the Southern Toll Bridges as described above and in the Executive Director's memorandum dated March 13, 2024, and the Chief Financial Officer is directed to set aside funds up to \$1,600,000 for this contract. |

BATA Oversight Committee:

Federal D. Glover, Chair

Approval Date: March 13, 2024



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0273 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 2/1/2024 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 3/13/2024 **Final action:**

Title: Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended January 31, 2024 (Unaudited).

Sponsors:

Indexes:

Code sections:

Attachments: [4e 24-0273 FY23-24 Revenues Expenses January 2024.pdf](#)
[4e 24-0273 Attachment A BATA MFR January 2024.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended January 31, 2024 (Unaudited).

Presenter:
Derek Hansel

Recommended Action:
Information

Attachments: List any attachments.

Bay Area Toll Authority Oversight Committee

March 13, 2024

Agenda Item 4e-24-0273

Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended January 31, 2024 (Unaudited)

Subject:

Statement of revenues and expenses for the period ended January 31, 2024 (unaudited)

Background:

The Bay Area Toll Authority manages the electronic toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans). BATA also manages FasTrak[®], which is the electronic toll payment system for the bridges and express lanes. Caltrans is responsible for the operation and maintenance of these bridges.

The Statement of Revenues and Expenses has been prepared in accordance with the generally accepted accounting principles (GAAP). The columns have been designed to provide an easy comparison of current year-to-date actuals to the prior year-to-date actuals, including dollar and percentage variances.

Operating Revenue:

Regional Measures (RM) 1, 2, and 3 are tolls on the state-owned bridges to finance specific bridge and roadway improvements and transportation projects. Year-to-date toll revenues collected were \$466.6 million, which was \$1.1 million more than the prior year-to-date actual. The increase in revenues is primarily driven by an increase in traffic across the Bay Area bridges.

Violation revenues and other revenues collected were \$12.7 million, which was \$1.7 million more than prior year-to-date actual violation revenues and other revenues. Higher violation revenues were driven by BATA fully re-commencing the DMV hold violation process as of October 2023.

Operating Expenses:

As of January 31, 2024, Operating Expenses were \$73.1 million, which is \$3.7 million more than the prior year-to-date actual. Higher operating expenses in FY 2024 were driven by an increase in DMV hold fees and advertising costs, offset by timing difference in vendor invoices received.

Non-Operating Revenues and Expenses:

As of January 31, 2024, Total Non-operating Revenues (Expenses) were (\$146.8 million), which was \$71.1 million more than the non-operating expenses in prior year-to-date actual. The primary driver of this fluctuation is a change in method for the recording of bond interest expenses.

In FY 2023, bond interest expenses were recorded when they were incurred. A majority of BATA's bond payments are made on a semi-annual basis, every October/April. To reflect expenses more accurately, Treasury has started to accrue interest expenses each month. The large increase in non-operating expenses was slightly offset by an increase in interest income for the current fiscal year driven by a higher interest rate environment.

Contributions and Transfers:

As of January 31, 2024, Total Contributions and Transfers were \$118.6 million, an increase of \$99.0 million compared to prior year-to-date actual. The large increase in transfers is attributed to RM3 revenues being transferred to the capital fund in FY24. These transfers did not occur as of Q2 FY23 due to RM3 funds being locked under litigation at the time. The State Supreme Court dismissed this lawsuit in January 2023, and RM3 revenues began to be transferred to the capital fund in Q4 FY23.

Budget & Forecast Updates:

FY 2023-24 total operating expenses are currently projected to be within budget. A more detailed budget to actual analysis will be provided at a later date.

Recommendations:

None. Information only.

Attachments:

- Attachment A: BATA Statement of Revenues and Expenses for the Period Ended January 31, 2024 (unaudited)



Andrew B. Fremier

| <p align="center">BAY AREA TOLL AUTHORITY (BATA) STATEMENT OF REVENUE AND EXPENSE Fiscal Year 2024 For the Period Ended January 31, 2024</p> | | | | | | |
|---|----------------------|----------------------|----------------------|----------------|----------------------|--------------------------|
| | CURRENT ACTUAL | PRIOR YEAR ACTUAL | \$ VARIANCE | % VARIANCE | APPROVED BUDGET | ANNUAL % OF BUDGET |
| OPERATING REVENUES | | | | | | |
| RM1 revenue and Seismic | 281,968,167 | 281,706,372 | 261,795 | 0.09% | 542,600,000 | 51.97% |
| RM2 revenue | 60,272,736 | 60,238,299 | 34,437 | 0.06% | 117,400,000 | 51.34% |
| RM3 revenue | 124,317,398 | 123,529,416 | 787,982 | 0.64% | 233,600,000 | 53.22% |
| Toll revenues collected | 466,558,300 | 465,474,087 | 1,084,214 | 0.23% | 893,600,000 | 52.21% |
| Toll violation revenues | 12,008,406 | 10,511,831 | 1,496,576 | 14.24% | 26,000,000 | 46.19% |
| Other revenues | 670,948 | 447,865 | 223,083 | 49.81% | - | - |
| Other operating revenues | 12,679,354 | 10,959,695 | 1,719,659 | 15.69% | 26,000,000 | 48.77% |
| TOTAL OPERATING REVENUES | 479,237,654 | 476,433,782 | 2,803,872 | 0.59% | 919,600,000 | 52.11% |
| OPERATING EXPENSES | | | | | | |
| Operating expenses incurred by Caltrans | 1,190,871 | 1,738,765 | (547,894) | -31.51% | 2,780,000 | 42.84% |
| Operating expenses - Transbay JPA | - | 3,565,317 | (3,565,317) | -100.00% | 5,969,367 | 0.00% |
| Professional fees | 30,095,851 | 27,251,201 | 2,844,649 | 10.44% | 90,634,900 | 33.21% |
| Allocations to other agencies | 10,014,451 | 13,799,786 | (3,785,335) | -27.43% | 85,830,480 | 11.67% |
| Salaries and benefits | 9,689,026 | 9,499,869 | 189,157 | 1.99% | 19,841,666 | 48.83% |
| Other operating expenses | 22,141,028 | 13,609,004 | 8,532,024 | 62.69% | 61,257,768 | 36.14% |
| TOTAL OPERATING EXPENSES | 73,131,227 | 69,463,942 | 3,667,284 | 5.28% | 266,314,181 | 27.46% |
| OPERATING INCOME (LOSS) | 406,106,428 | 406,969,839 | (863,412) | -0.21% | 653,285,819 | 62.16% |
| NONOPERATING REVENUES (EXPENSES) | | | | | | |
| Other Agency Reimbursements | 8,181,656 | 7,696,719 | 484,937 | 6.30% | 17,920,000 | 45.66% |
| Investment income (charge) | 51,854,692 | 33,444,649 | 18,410,043 | 55.05% | 62,116,998 | 83.48% |
| Build America Bonds (BABs) interest subsidy | 40,296,856 | 9,425,176 | 30,871,680 | 327.54% | 70,339,448 | 57.29% |
| Interest expense | (238,694,190) | (119,869,781) | (118,824,409) | 99.13% | (546,105,299) | 43.71% |
| Financing fees and bond issuance costs | (2,653,694) | (2,136,223) | (517,472) | 24.22% | (7,500,194) | 35.38% |
| Distributions to other agencies for their capital purposes | (2,508,756) | (442,115) | (2,066,641) | 467.44% | - | - |
| Distributions to Caltrans for their capital purposes | (4,223,171) | (3,840,450) | (382,721) | 9.97% | (8,910,000) | 47.40% |
| Other nonoperating revenues (expenses) | 971,839 | - | 971,839 | 0.00% | 1,679,646 | - |
| TOTAL NONOPERATING REVENUES (EXPENSES) | (146,774,768) | (75,722,025) | (71,052,743) | 93.83% | (410,459,401) | 35.76% |
| INCOME (LOSS) BEFORE TRANSFERS | 259,331,660 | 331,247,814 | (71,916,154) | -21.71% | 242,826,418 | 106.80% |
| CONTRIBUTIONS AND TRANSFERS | | | | | | |
| Transfers to Metropolitan Transportation Commission | (9,817,170) | (10,407,000) | 589,830 | -5.67% | (19,634,340) | 50.00% |
| Transfer between programs ⁽¹⁾ | (108,747,970) | (9,152,634.70) | (99,595,336) | 1088.16% | (194,630,399) | 55.87% |
| TOTAL TRANSFERS | (118,565,140) | (19,559,635) | (99,005,506) | 506.17% | (214,264,739) | 55.34% |
| NET SURPLUS / DEFICIT before depreciation and unrealized gain (loss) on investment | 140,766,520 | 311,688,179 | (170,921,660) | -54.84% | 28,561,679 | 492.85% |

Bay Area Toll Authority
Cash and Investment
January 31, 2024

CASH

| | | |
|------------------------------------|----|-------------------|
| US Bank Checking - BATA | \$ | 57,328,582 |
| Bank of America Checking - FasTrak | | 156,189 |
| Total | | <u>57,484,770</u> |

INVESTMENTS*

| | | |
|--|--|----------------------|
| Government-Sponsored Enterprises (GSE) | | 1,061,526,711 |
| US Treasury | | 938,311,501 |
| Mutual Funds | | 278,562,940 |
| Municipal Bonds | | 16,700,000 |
| CAMP | | 498,349,554 |
| LAIF | | 125,014 |
| Total | | <u>2,793,575,720</u> |

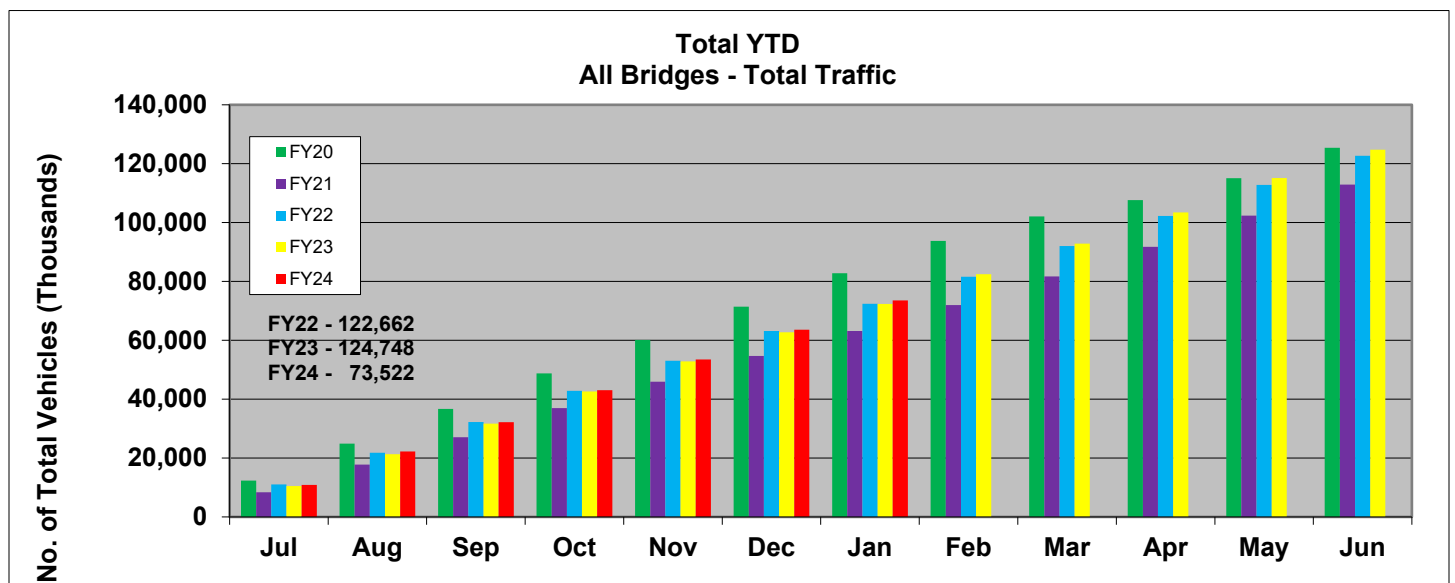
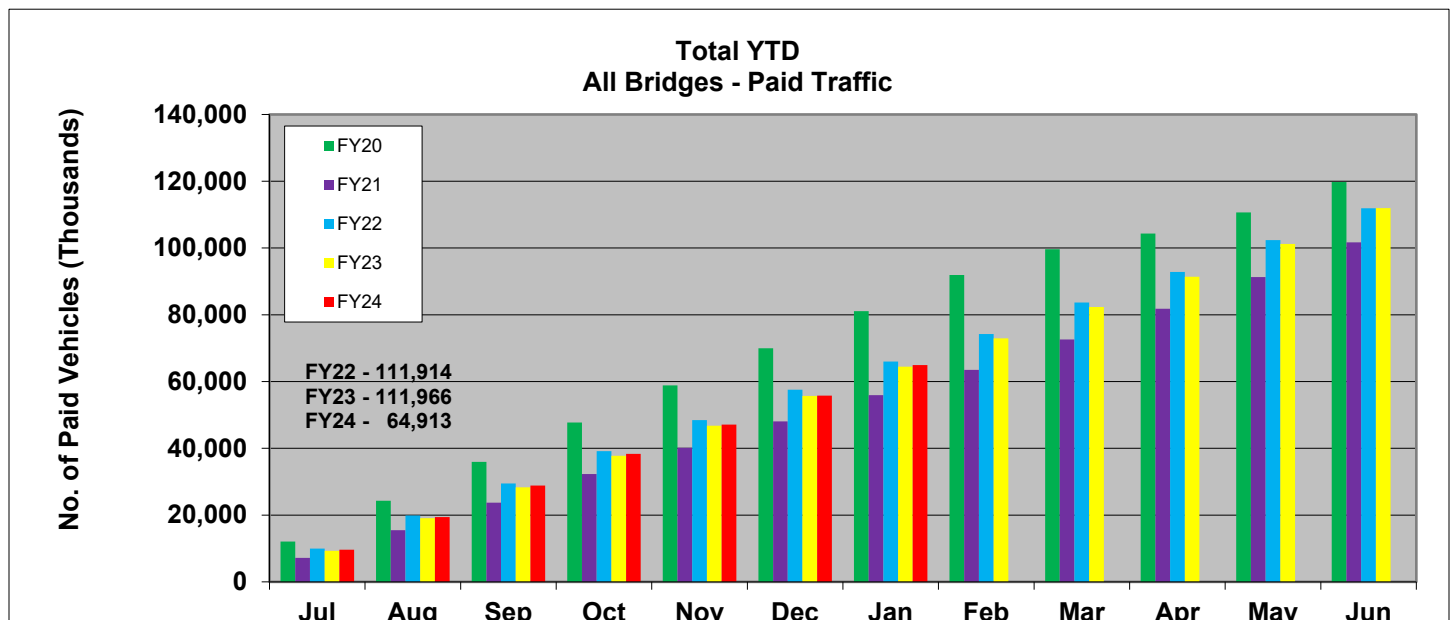
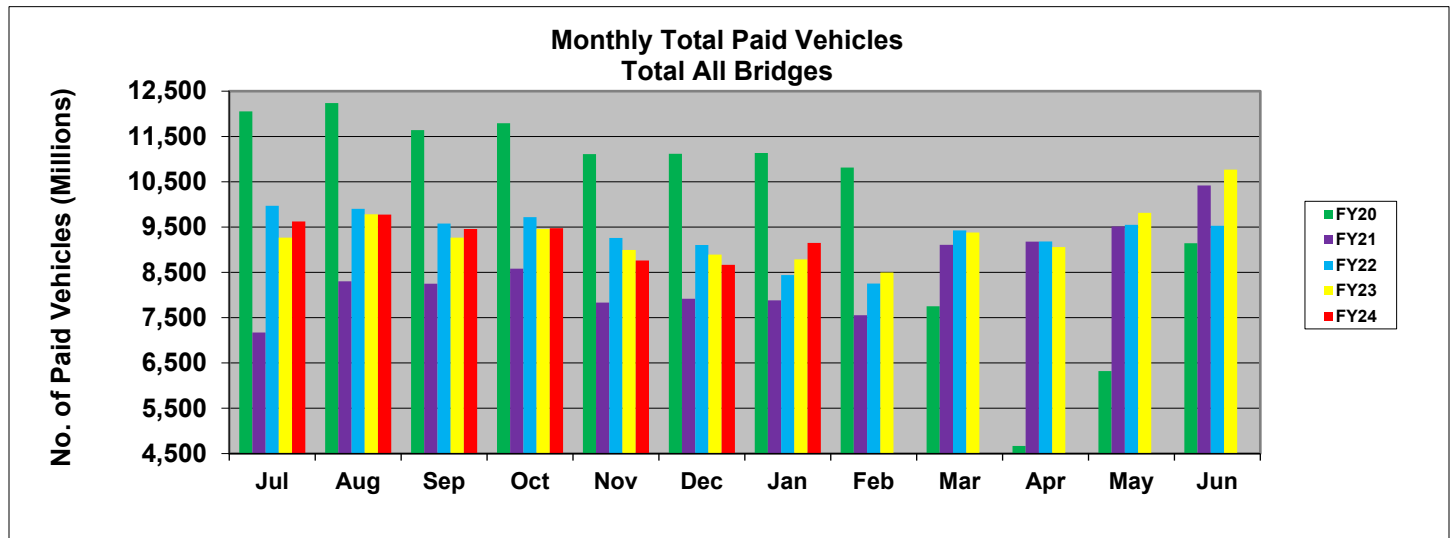
TOTAL CASH AND INVESTMENTS

| | |
|-----------|-----------------------------|
| \$ | <u>2,851,060,490</u> |
|-----------|-----------------------------|

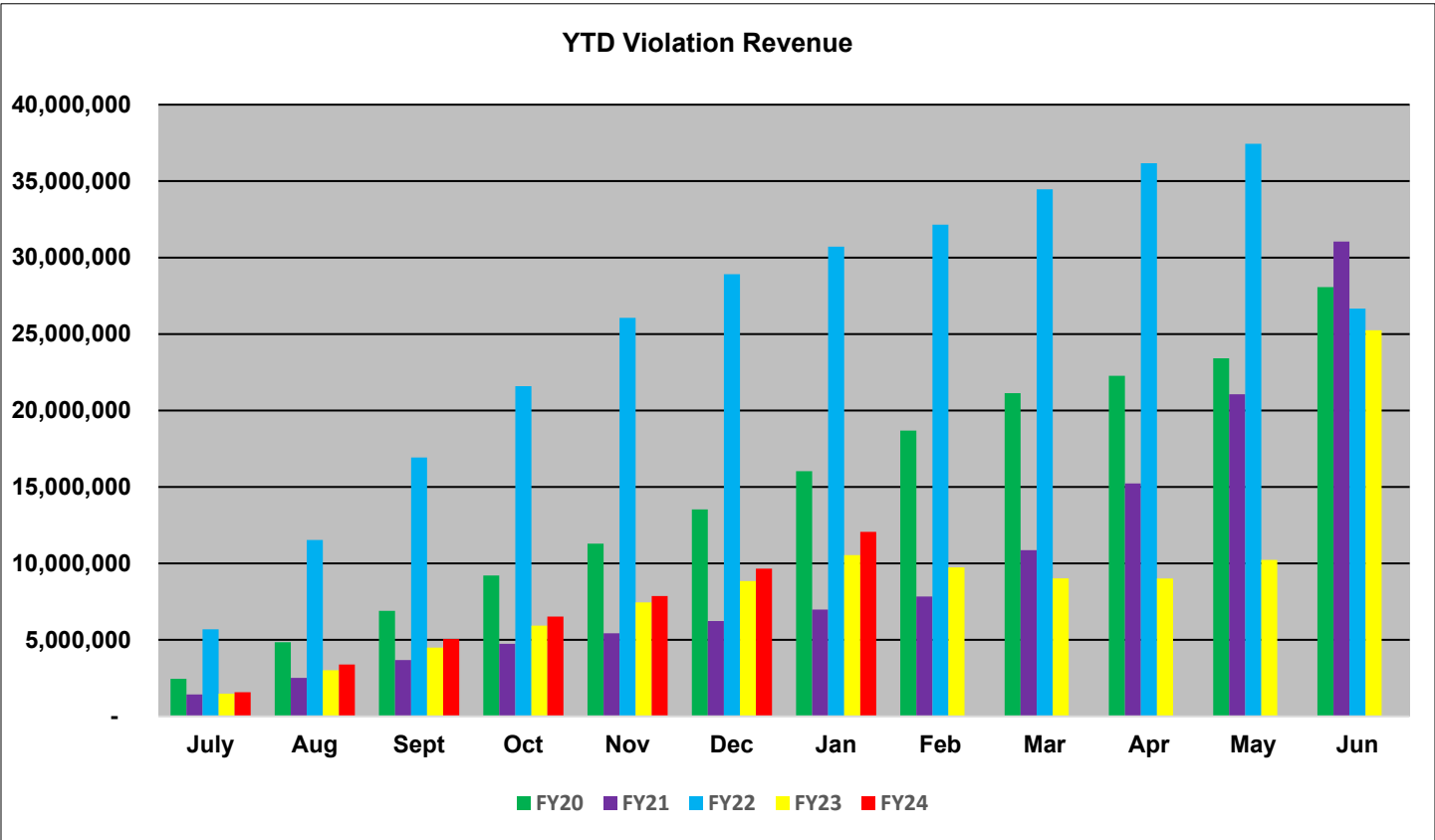
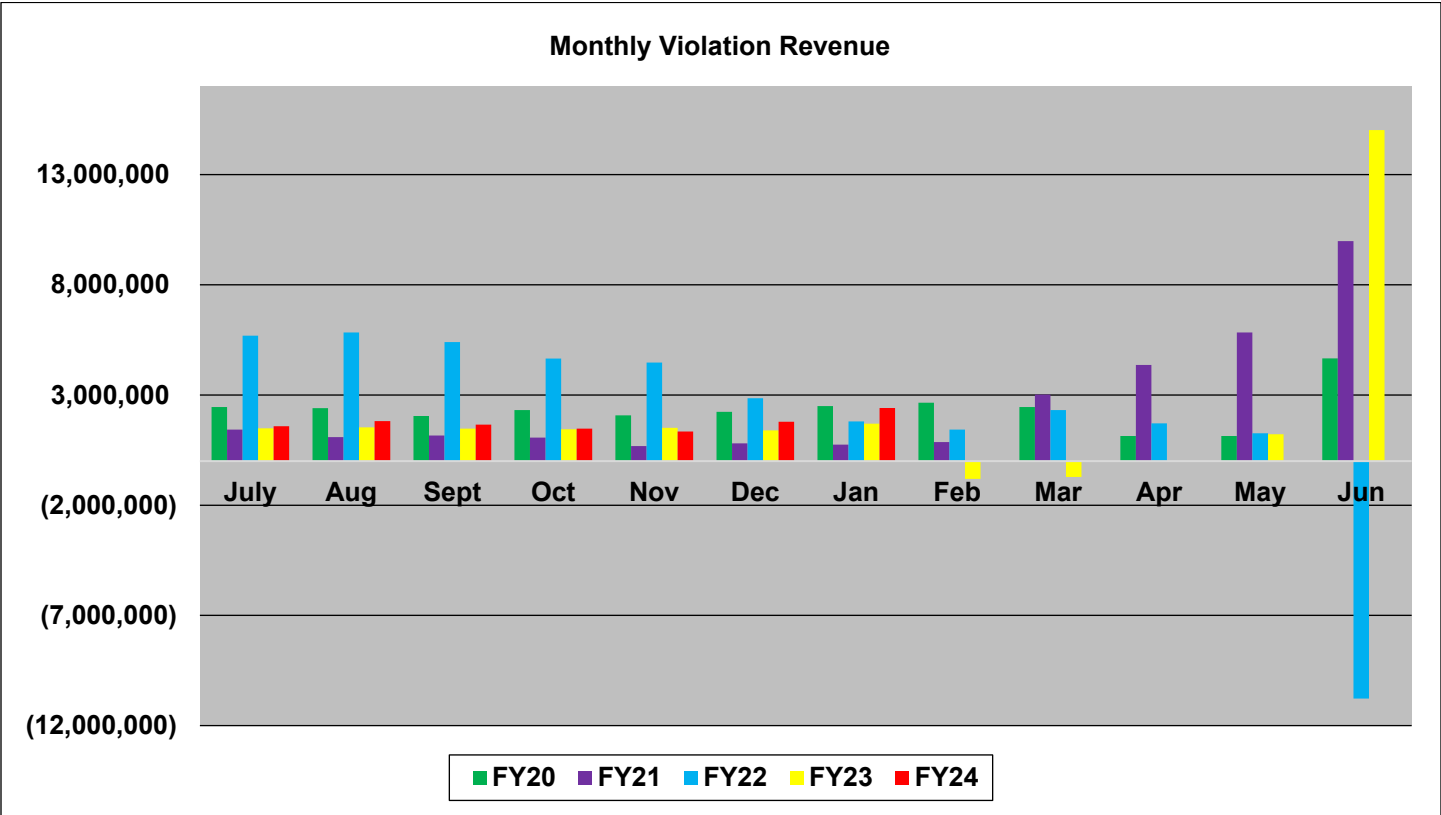
** Market values*

| | | |
|------------------------------------|----|------------|
| Interest Earnings for January 2024 | \$ | 8,361,949 |
| Cumulative Earnings FY2023-24 | \$ | 58,257,583 |

FY 2023-24 BATA TRAFFIC DATA
As of January 2024 (unaudited)



FY 2023-24 BATA VIOLATION REVENUE
As of January 2024 (unaudited)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|---|--|
| File #: | 24-0256 | Version: | 1 | Name: | |
| Type: | Contract | Status: | | Committee Approval | |
| File created: | 1/31/2024 | In control: | | Bay Area Toll Authority Oversight Committee | |
| On agenda: | 3/13/2024 | Final action: | | | |
| Title: | <p>Contract Amendment - Richmond-San Rafael Forward:</p> <p>i. Open Road Tolling and Interstate 580 Westbound High Occupancy Vehicle Lane Project; and</p> <p>ii. Richmond-San Rafael Bridge Westbound Upper Deck Design Alternative Assessment</p> <p>- Kimley-Horn and Associates, Inc. (\$2,500,000)</p> <p>Request for approval of a contract amendment with Kimley-Horn and Associates, Inc. (Kimley-Horn) to add \$2,500,000 for the following activities as part of Richmond-San Rafael (RSR) Forward:</p> <p>(i) Complete the final design phase for the Open Road Tolling (ORT) and Interstate 580 (I-580) High Occupancy Vehicle (HOV) Lane Project; and</p> <p>(ii) Perform the RSR Bridge Westbound Upper Deck Design Alternative Assessment (DAA).</p> | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 5a 24-0256 Contract Amendment Richmond-San Rafael Bridge Forward.pdf 5a Public Comment Consolidated.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Contract Amendment - Richmond-San Rafael Forward:

- i. Open Road Tolling and Interstate 580 Westbound High Occupancy Vehicle Lane Project; and
 - ii. Richmond-San Rafael Bridge Westbound Upper Deck Design Alternative Assessment
- Kimley-Horn and Associates, Inc. (\$2,500,000)

Request for approval of a contract amendment with Kimley-Horn and Associates, Inc. (Kimley-Horn) to add \$2,500,000 for the following activities as part of Richmond-San Rafael (RSR) Forward:

- (i) Complete the final design phase for the Open Road Tolling (ORT) and Interstate 580 (I-580) High Occupancy Vehicle (HOV) Lane Project; and
- (ii) Perform the RSR Bridge Westbound Upper Deck Design Alternative Assessment (DAA).

Presenter:

Ingrid Supit

Recommended Action:
Committee Approval

Attachments: List any attachments.

Bay Area Toll Authority Oversight Committee

March 13, 2024

Agenda Item 5a - 24-0256

Contract Amendment – Richmond-San Rafael Forward:

- i. Open Road Tolling and Interstate 580 Westbound High Occupancy Vehicle Lane Project; and**
 - ii. Richmond-San Rafael Bridge Westbound Upper Deck Design Alternative Assessment - Kimley-Horn and Associates, Inc. (\$2,500,000)**
-

Subject:

Request for approval of a contract amendment with Kimley-Horn and Associates, Inc. (Kimley-Horn) to add \$2,500,000 for the following activities as part of Richmond-San Rafael (RSR)

Forward:

- (i) Complete the final design phase for the Open Road Tolling (ORT) and Interstate 580 (I-580) High Occupancy Vehicle (HOV) Lane Project; and
- (ii) Perform the RSR Bridge Westbound Upper Deck Design Alternative Assessment (DAA).

Background:

The 5.5-mile long RSR Bridge has served the needs of North Bay and East Bay travelers for over 65 years. The RSR Forward initiative proposes a suite of near-term strategies to improve travel options in the bridge corridor, consistent with Plan Bay Area 2050 strategies to provide transit priority while also improving travel and safety for general traffic. BATA has been collaborating with partner agencies including Caltrans, the Transportation Authority of Marin (TAM), and the Contra Costa Transportation Authority (CCTA) on a series of projects and programs that work collectively to manage the bridge and improve mobility in the corridor.

Staff presented a status update on the RSR Bridge Access Improvement Pilot, RSR Forward Projects, and considerations for a westbound third lane on the bridge to the BATA Oversight Committee in November 2023. At that meeting, Chair Glover asked staff to work with Caltrans and return to the Committee with a scope, schedule, and budget for review of a bus or HOV lane, possibly on a part-time basis, on the bridge upper deck. A combined part-time HOV lane and a part time multi-use path could potentially maximize person throughput for both transit and non-motorized trips serving each when they are in most demand. In addition, BATA and Caltrans

staff continue to explore options for resolution of the pilot. New developments and progress on RSR Forward initiatives are highlighted below.

1. ORT and I-580 Westbound HOV Lane Project

The ORT and I-580 Westbound HOV Lane project (Project) will provide safety and operational improvements on the westbound I-580 bridge approach by replacing the existing toll plaza with ORT and will encourage carpooling and transit ridership by reinstating the previous HOV lane along westbound I-580.

BATA staff has developed an interim project to advance the start of open road tolling and the HOV lane while completing procurement of the new BATA ORT Toll System Integrator (TSI). BATA staff has completed preliminary engineering, environmental studies, and project approval documents and is ready to advance to final design of the Project. However, final design requires input from the new TSI for BATA's broader ORT program, who will not be available to start work on the RSR bridge until the end of 2025, as the services are being procured. The interim Project leverages the current TSI and ability of the ORT Construction Manager General Contractor to provide an interim toll system structure, typically a long-lead item. This approach should allow BATA to begin open road tolling and deliver the HOV lane extension at the RSR bridge before the end of 2025. The final ORT design will be completed once the new TSI is under contract and the RSR ORT system ultimately will be consistent with the broader BATA ORT system.

2. RSR Bridge Design Alternative Assessment – Westbound Upper Deck

In response to the Chair's direction at the November BATA Oversight Committee meeting, staff worked with Caltrans to develop a scope, cost and schedule for review of a 3rd HOV lane on the upper deck of the bridge. The first step is to conduct a DAA to narrow alternatives and identify any major challenges in advance of starting the environmental clearance, and this item requests Committee approval to start that pre-environmental effort expeditiously through a contract amendment.

Specifically, BATA, in collaboration with Caltrans, CCTA and TAM, proposes to prepare a DAA to consider alternatives that provide a full- or part-time (on a weekday or weekend basis):

- (a) Shoulder,
- (b) Third Lane for HOV, and
- (c) Multi-use Path.

The analysis will consider but is not limited to: environmental impacts, consideration of traveler demographics (e.g., race, ethnicity and income), vehicle miles traveled (VMT); traffic operation analysis; impacts on safety and incident response, geometry and structural requirements; transportation demand management and transit strategies; and cost estimates.

The typical time for a DAA of this nature is approximately 12 months. Given the urgent needs in this corridor, staff will do their best to complete the DAA in approximately nine months. The estimated cost of the DAA is \$1,000,000.

Environmental clearance would follow the DAA and can be expected to be very similar to that for the current pilot, which included a part-time lane on the lower deck of the bridge. That effort took two years and cost \$3 million. It required, among other things, sign off from the State Historic Preservation Officer due to the historic nature of the structure, review of construction impacts on marine mammals and a permit action by the Bay Conservation and Development Commission. In addition, clearing a new project on the upper deck will require VMT impact analysis and mitigation, a new state environmental requirement that became effective after the current pilot was approved. In addition, the third HOV lane would need to be included in Plan Bay Area 2050+ in order to complete the environmental phase.

Contract Amendment:

In November 2019, following a competitive procurement process and a unanimous recommendation by an evaluation panel, BATA approved the selection of Kimley-Horn as the prime consultant to complete the initial phase of the ORT and I-580 Westbound HOV Lane Project, including preliminary engineering, environmental studies, and project approval. The current contract value is \$3,963,000. Staff requests approval of a contract amendment with Kimley-Horn to add \$2,500,000, bringing the contract to a new total not to exceed the amount of \$6,463,000. The proposed amendment would allow Kimley-Horn to complete the final design for the interim and final Project (estimated to cost \$1,500,000) and prepare the DAA (estimated

to cost \$1,000,000). Kimley-Horn was determined to be the sole source provider of the DAA based on compelling business reasons. Kimley-Horn is uniquely qualified to prepare the DAA given their direct experience working on multiple projects along the RSR corridor, including the TAM's westbound 3rd lane study (2020) and the Richmond Parkway Interchange DAA (2023). The Kimley-Horn team's familiarity with the corridor and issues gives them an advantage to complete the DAA in an efficient and timely manner.

Kimley-Horn and its project team's small business and disadvantaged business enterprise status is included in Attachment A.

Recommendations:

Staff recommends that the BATA Oversight Committee authorize the Executive Director or designee to enter into a contract amendment with Kimley-Horn in an amount not to exceed \$2,500,000 to provide:

- (i) Design services to complete Final Design phase for the Interim and Final ORT and Westbound I-580 HOV Lane Project, and
- (ii) Design Alternative Assessment for the westbound upper deck of the Richmond-San Rafael Bridge.

Attachments:

- Attachment A: Contractor Disadvantage Business Enterprise and Small Business Enterprise Status; and
- Request for Committee Approval – Summary of Proposed Contract



Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

| | Firm Name | Role on Project | DBE* Yes / No | If DBE Yes, List # | SBE** Yes / No | If SBE Yes, List # |
|------------------|------------------------------|--|------------------|-----------------------|-------------------|-----------------------|
| Prime Contractor | Kimley-Horn & Associates | Project Management; Environmental; Civil Design | No | | No | |
| Subcontractor | Associated Right of Way | Right-of-Way | No | | No | |
| Subcontractor | Circlepoint | Environmental and Public Outreach | Yes | 50993 | Yes | 40528 |
| Subcontractor | Cogstone | Paleontology | Yes | 49374 | No | |
| Subcontractor | Farwestern | Archeology | No | | No | |
| Subcontractor | JRP Historical Consulting | Architecture History | No | | Yes | 1509783 |
| Subcontractor | Fehr and Peers | Traffic Engineering | No | | No | |
| Subcontractor | Parikh Consultants, Inc. | Geotechnical | Yes | 20259 | Yes | 9631 |
| Subcontractor | Towill | Land Surveying and Mapping | No | | No | |
| Subcontractor | HDR/WRECO | Biology and Water Quality | No | | No | |

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

| | |
|-----------------------------|--|
| Work Item No.: | 1258 |
| Consultant: | Kimley-Horn and Associates, Inc. (Kimley-Horn) Pleasanton, CA |
| Work Project Title: | Richmond-San Rafael (RSR) Forward: I-580 Westbound Open Road Tolling (ORT) and Westbound High Occupancy Vehicle (HOV) Lane Extension Project |
| Purpose of Project: | To improve westbound I-580 traffic operations by reducing bottlenecks and travel time, and to encourage shifts in travel mode away from single occupant vehicles. |
| Brief Scope of Work: | Move forward with the Final Design Phase of the Interim and Final ORT and HOV Lane project and perform a Design Alternatives Assessment (DAA) that studies various options and alternatives for the westbound upper deck of the RSR Bridge. |
| Project Cost Not to Exceed: | This amendment: \$2,500,000 Current contract amount before this amendment: \$3,963,000 Maximum contract amount after this amendment: \$6,463,000 |
| Funding Source: | Toll Bridge Rehabilitation Program Funds |
| Fiscal Impact: | Funding is included in the BATA budget for FY 2023-2024 |
| Motion by Committee: | That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Kimley-Horn to provide additional design services as described above and in the BATA Oversight Committee Summary Sheet dated March 13, 2024 and that the Chief Financial Officer is authorized to set aside \$2,500,000 for such contract amendment. |
| Bay Area Toll Authority: | <hr/> Federal Glover, Chair |
| Approved: | March 13, 2024 |

From: Chris Tufts [REDACTED]
Sent: Tuesday, March 12, 2024 1:34 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - March 13th for BATA Oversight Committee - Agenda Item 5a

You don't often get email from tufts.christopher@gmail.com. [Learn why this is important](#)

External Email

Hi,

My wife commutes on the RSR bridge twice every weekday and I ride it occasionally for recreation. We don't understand how moving the traffic chokepoint (and the emissions it generates) from one end of the bridge to the other is worth spending \$1 million while killing off access to green, active transportation, particularly as pedal-assistance bicycles proliferate and further enable the average person to ride the span.

Thanks,
Chris Tufts
[REDACTED]

From: David E [REDACTED]
Sent: Monday, March 11, 2024 6:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from david.epstein56@gmail.com. [Learn why this is important](#)

External Email

I am writing in support of the RSR Bridge multi-use path on the upper deck.
Our beloved Bay Area is plagued by automobile traffic from north to south and east to west.

And yes, the RSR Bridge upper deck approach suffers some hours every week also.

And yes, I too have sat in said traffic waiting to cross over to Marin County.

Having said that, I think it would be sad to remove the lane, which would likely:

- encourage more auto usage (and traffic);
- discourage ... no. Actually eliminate any alternative forms of transportation over the bridge, a form of discrimination towards those without cars.
- kick the bottleneck "can" to the other end of the bridge where Hwy 580 continues with two lanes to Hwy 101 - either before the bridge or after bridge, there are two lanes.
- as mentioned, the entire Bay Area experiences auto traffic at different times. Trying to cure the several hours of traffic that occur on the RSR Bridge approach doesn't seem to have any positive impact on the Greater Bay Area
- and for a few hours of "traffic cure" it seems unbalanced and unfair to remove access to all forms of alternative transportation across the bridge.

Again, I support maintaining the status quo - keep the multi-use path.

Thank you,
David Epstein
[REDACTED]

From: DENISE ROSALES [REDACTED]
Sent: Tuesday, March 12, 2024 1:40 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from dmitidieri@comcast.net. [Learn why this is important](#)

External Email

Please save the bike lane on the Richmond Bridge. I cross the bridge four days a week in my car only because I work too far from home making it impossible to ride my bike. I drive across the bridge during commute hours and have noticed several people on bikes or walking across the bridge everyday that I am on it. Everyone should have access to the bridge. It's good for the environment and good for the community.

Denise Rosales

From: Ella Morgulis [REDACTED]
Sent: Monday, March 11, 2024 6:34 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from emorgulis@gmail.com. [Learn why this is important](#)

External Email

Hi,

I support the bike path - we use it routinely for rides to and in Marin. I see people walking, biking, and the number of riders and walkers increases. What can we do to keep this wonderful recreational path alive? Every time I drive across the bridge, I remember the excitement of riding it. We need more zones like this, safe for riders and pedestrians!

All the best,

Ella Morgulis, MBA, PCC
Life and Leadership Coach, [REDACTED]

The antidote to burnout is fulfillment.

From: Anna Froker [REDACTED]
Sent: Wednesday, March 6, 2024 7:24:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>; Andrew Fremier <AFremier@bayareametro.gov>; Kimberly Ward <KWard@bayareametro.gov>; Federal Glover <dist5@bos.cccounty.us>; BATA <Margaret.abe-koga@mountainview.gov>; Cindy Chavez <cindy.chavez@bos.sccgov.org>; BATA Committee <vfleming@srcity.org>; BATA Committee <bosdist4@acgov.org>; Gina Papan <GPapan@ci.millbrae.ca.us>; Hillary Ronen <hillary.ronen@sfgov.org>; BATA Committee <officeofthemayor@oaklandca.gov>; Richmond City Council Dist. 2 <Cesar@cesarzepeda.com>; Richmond Mayor <eduardo_martinez@ci.richmond.ca.us>
Subject: Richmond-San Rafael Bridge

External Email

Re: Westbound Richmond-San Rafael Bridge pilot bike/pedestrian lane program

We are Point Richmond residents who must regularly travel across the Richmond-San Rafael Bridge and who are extremely frustrated by the increase in westbound traffic congestion and pollution since the bike/pedestrian lane pilot program began. The data show that the cost to motorists far outweighs the benefit to cyclists & pedestrians. Therefore:

We are AGAINST continuing the bike/pedestrian path as it is currently configured. On the upper deck (westbound), the physical barrier erected for the pilot program forces maintenance crews to close the right lane to traffic when they need to do maintenance on the bridge. It also prevents disabled vehicles from pulling out of an active traffic lane. Both scenarios result in more severe congestion than if no barrier existed. According the PATH report, the cyclists (very few relative to the number of motorists) who use the lane do so for recreation/exercise, mostly on Saturdays and mostly during summer months. Ideally, an easily removable barrier could be installed so that the third lane could be opened to vehicular traffic during commute hours and blocked off for cyclists' use at other times, however, it is doubtful that an easily moveable barrier would be safe for cyclists or pedestrians. Thus, the obvious course of action for the greatest good is to eliminate the barrier and utilize the westbound third lane in the same manner as the eastbound third lane.

We are IN FAVOR of opening the westbound third lane to motorists during peak usage times. This would decrease congestion and pollution. (Note: The statement in the PATH report that peak morning weekday commute is limited to one hour between 7am—8am is false; morning commute traffic congestion begins earlier than 7am and ends later than 8am. In addition, weekend traffic congestion can be quite pronounced from mid-morning to early afternoon.)

We are IN FAVOR of continuing the opening the eastbound third lane to motorists during evening commute hours. From personal experience using the bridge, and from

reading the PATH report, we know that on the lower deck (eastbound), opening the third lane to afternoon commuter traffic has decreased congestion and traffic accidents.

Sincerely,
Anna and Dave Froker



From: John Goodwin <JGoodwin@bayareametro.gov>

Sent: Wednesday, March 6, 2024 9:40 AM

To: Anna Froker [REDACTED]

Cc: MTC-ABAG Info <info@bayareametro.gov>; Kimberly Ward <KWard@bayareametro.gov>

Subject: RE: Richmond-San Rafael Bridge

Dear Mr. and Mrs. Froker:

Thank you for your message. You may be pleased to know that the MTC-BATA staff expects to report to MTC's BATA Oversight Committee at the committee's March 13 meeting on a design alternatives assessment that would evaluate options for converting the shoulder of the westbound upper deck on the Richmond-San Rafael Bridge to a bus/carpool lane that could be used during peak travel periods. This will be a public meeting and you are welcome to participate and offer comment, either in person or via Zoom. The meeting is slated to begin at 9:35 a.m. A detailed meeting agenda will be posted on the MTC website at <https://mtc.ca.gov/meetings-events> at least three days prior to the meeting.

You also may be pleased to know that the Richmond-San Rafael Bridge will be the first of the state-owned toll bridges to transition to open-road tolling, and that this transition may take place by the end of 2025. The existing toll plaza and the now-obsolete toll booths will be removed, allowing for a comprehensive reconfiguration of the bridge approach. This holds promise for a significant reduction in congestion through the entire Richmond-San Rafael corridor. We appreciate your interest in the myriad challenges of travel through the Richmond-San Rafael corridor, and we appreciate you taking the time to share your recommendations with us.

John Goodwin

Asst. Director, Communications

Metropolitan Transportation Commission/Bay Area Toll Authority

375 Beale Street, Suite 800

San Francisco, CA 94105

415.778.5262 — office

510.384.7291 — mobile

MTC main phone number: 415.778.6700

www.mtc.ca.gov

From: James Kinney [REDACTED]
Sent: Tuesday, March 12, 2024 1:51 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from jamesrkinney@gmail.com. [Learn why this is important](#)

External Email

Hello,

I am writing to express my opinion regarding the discussion around removing the multiuse path on the RSR bridge. I believe the path on the bridge is a huge asset to the North and East bay communities that should not be removed.

As an Albany resident, I use the RSR to ride my bike to work in SF 1-2 times per week and I ride in Marin recreationally at least 1 additional time per week. All of that brings me an immense amount of joy and is made possible by the RSR bridge.

I understand that the traffic on the bridge is bad at times and drivers would like something to be done about that. I do not think taking away the path is the solution. Would there also be an expansion of 580 in Marin or would this just move the bottleneck from the toll plaza to the western point of the bridge? I believe the study done in 2021 found that would cost \$70 to \$90 million. I also understand that there are concerns about air quality in Richmond due to idling cars. That feels like a very empty argument as if you were to expand traffic on the bridge and 580 in Marin, you would induce further demand, creating additional emissions from traffic. I think that spending time focused on moving the chevron oil refinery would be a more valuable idea if the issue at hand is local emissions. Lastly, we are living in a time in which the world is grappling with incoming climate change. Personal transportation is a large factor in carbon emissions worldwide and we should be planning for a future in which low emissions transportation such as bikes and public transit are central.

It takes time for demand to increase for the RSR bridge. I for one moved to the East Bay knowing that I would be able to ride the bridge to Marin. Leaving the path in place will yield others doing similar things and over time usage will grow. Kids will grow up knowing they can use the bridge. Bike groups will continue to lead rides on it. Please allow this great multi use path to continue to serve our community and draw new riders!

Thank you
James Kinney

From: James Lent [REDACTED]
Sent: Monday, March 11, 2024 9:40 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from lentamentalisk@gmail.com. [Learn why this is important](#)

External Email

I ride across the bridge at least once a week (on an admittedly somewhat silly long ride from Berkeley to SF) and see a lot of people who have clearly purchased expensive e-bikes to enable them to ride to work every day. If we plan to ban bicycles on the bridge, my question to the committee is what plans have you put in place to buy back their bikes that they can no longer use? Will there be a program that allows them to trade in their bicycles for cars? People who clearly can't afford cars have laid down large sums of money on these bicycles to get to their jobs, and we're threatening to make them lose their jobs.

From: Madeleine M Levac [REDACTED]
Sent: Tuesday, March 12, 2024 2:14 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from madeleine.levac@berkeley.edu. [Learn why this is important](#)

External Email

Hello,

I am writing in support of maintaining the multi-use pathway on the Richmond Bridge. I want to speak both to its personal value for me and its public value.

The Richmond Bridge provides the only direct access for cyclists and pedestrians to the North Bay, and also opens a route to San Francisco via the Golden Gate Bridge. During the pandemic, this bridge was a lifeline for me; I would escape every couple of weeks from the stress of my shared apartment in Berkeley, bike to the ocean, have a swim, and ride back. It's been the starting point of many glorious bike camping trips, both alone and with friends. It means that I can set out from the East Bay, spend the night somewhere as different as Samuel P. Taylor or China Camp, and ride back in time for lunch the next day. The bridge gives me such a sense of freedom, especially as someone who doesn't have a car.

I've passed many a happy cyclist or pedestrian on this bridge. I recognize that the number of people biking and walking across the bridge is lower than the number of people who drive. But to my mind this is not the central question. One needs to consider also the kind of service that the bridge provides to its various users, and the promise it holds.

The bike lane on the Richmond Bridge makes accessible parts of the Bay, enjoyable activities, adventures, cultural resources and forms of exercise that otherwise are not accessible. It *invites* members of our community to cross it by foot or by bike--that invitation is valuable however rarely or gradually they take it up. It represents hope for a different future and not a concession to the status quo--highways and bridges clogged by motor traffic, a worsening climate crisis.

When I moved to the Bay Area from Canada seven years ago, I came expecting to find an environmentally progressive, bike-friendly region. I was dismayed to find that the only way of crossing into SF or the North Bay was by BART or car. The installation of the Richmond Bridge multi-use pathway moved the Bay Area one big step closer to conforming with the image it projects of itself. I implore you to keep it in place!

Sincerely,
Madeleine Levac

From: marc@velofelo.com [REDACTED]
Sent: Tuesday, March 12, 2024 10:08 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from marc@velofelo.com. [Learn why this is important](#)

External Email

We know from good science (and MTC's own presentation) that adding more automobile travel lanes on the bridge will likely:

1. Worsen air pollution in surrounding communities.
2. Increase greenhouse gas emissions.
3. Produce congestion benefits that are short-lived at best.

Aren't these the very things that MTC is seeking to avoid? Let's keep the bike lane and educate the motoring public about the reality of the situation.

Thank you,
Marc Vendetti

On Mon, Mar 11, 2024 at 4:23 PM Warren Wells <warren@marinbike.org> wrote:
Hi there, Richmond-San Rafael Bridge advocates,

This Wednesday March 13th at 9:35 AM, there will be an MTC meeting about the Richmond-San Rafael Bridge.

TLDR: MTC is going to spend \$1M evaluating removing the multiuse path or returning it to a shoulder. You can email a comment [using this link](#) (send before 5 PM on 3/12), or [join the meeting by clicking here](#).

Long version:

You can read the [whole agenda item here](#), but I will summarize. At the conclusion of the four-year pathway pilot period in November 2023, MTC held a meeting on the pilot ([details and recording here](#)). Despite the fact that a formal evaluation of the pilot won't be complete until summer 2024, and 70 comments supporting the path, MTC Commissioner Glover asked staff to make preparations to evaluate other options for the westbound top deck.

The 3/13 meeting will be to sign a \$1M contract to evaluate the costs and benefits of a (A) shoulder, (B) HOV lane, (C) remaining a multiuse path. Each of these would be evaluated as a full-time or part-time basis. This evaluation process will be complete at the end of 2024, at which point one of the alternatives would be pursued.

We know from good science and MTC's own presentation ([see item 5](#)), that adding more travel lanes on the bridge will likely worsen air pollution in surrounding communities, will increase greenhouse gas emissions, and will produce congestion benefits that are short-lived at best. It was evident from the November meeting that MTC leadership is intent on moving forward with a plan to put more cars on the bridge, but we should make sure they hear why they should not.

As always, let me know if you have any questions, and thank you for your time and attention.

--

Warren J. Wells, AICP

Policy and Planning Director

Marin County Bicycle Coalition

cell: (415) 703.9898 | marinbike.org

pronouns: he, him, his



We're creating a healthy, connected, and sustainable Marin by promoting bicycling for everyday transportation and recreation. Love to ride? [Join us today](#).



From: Margie Baer <membership@marincyclists.com>

Sent: Monday, March 11, 2024 4:58 PM

To: MTC-ABAG Info <info@bayareametro.gov>

Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from membership@marincyclists.com. [Learn why this is important](#)

External Email

Please do not remove the multi use bike and pedestrian pathway from the RSR bridge. It is a vital link for non car drivers from the East Bay to the North Bay. Adding more car lanes is not a solution as cars will just back up on the other side of the bridge and there will be more pollution and congestion.



Margie Baer
Vice President
Membership Chair

PO Box 2611 San Rafael, CA 94912
membership@marincyclists.com
415.378.9371

Marin Century
2024



From: Molly Rose-Williams [REDACTED]
Sent: Tuesday, March 12, 2024 10:52 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from mrosewilliams9@gmail.com. [Learn why this is important](#)

External Email

Please save the bike lane on the Richmond Bridge! The lane is an invaluable resource to the community that I use at least a few times a month. I can't express how devastating it would be to remove a truly emissions-free way of getting from the East Bay to Marin and back. If we're serious about moving into a green future, we need to take those steps in earnest, and that includes making bike travel possible throughout the bay. Save the multi-use path!

Sincerely,
Molly Rose-Williams

--

(she/they) | [REDACTED]

From: Philip Mooney [REDACTED]
Sent: Tuesday, March 12, 2024 11:01 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from philip.r.mooney@gmail.com. [Learn why this is important](#)

External Email

Dear Members of the Metropolitan Transportation Commission,

I am writing to express grave concerns regarding the potential of removing the bike path and creating a shoulder or HOV lane on the Richmond-San Rafael Bridge. This decision, as outlined in your recent meeting agenda, has serious implications for both the environment and the well-being of our communities.

First and foremost, it is imperative to address the environmental impact of adding more travel lanes on the bridge. As highlighted in both scientific research and MTC presentations, such actions are expected to worsen air pollution in surrounding communities, increase greenhouse gas emissions, and provide only short-lived congestion benefits at best. These are clear and unambiguous outcomes to adding travel lanes. You should not disregard the harm this will cause.

Furthermore, the proposal to remove the bike path raises significant concerns about the impact on traffic congestion and air quality. Analysis of westbound traffic during peak morning commute hours has shown no significant change in congestion levels, despite traffic volumes nearing pre-pandemic levels. Additionally, the proposed westbound third lane may not improve air quality as expected, potentially increasing non-exhaust emissions associated with road dust, brake wear, and tire wear. It is essential to recognize the broader contributors to air quality concerns in the City of Richmond, including local refineries and traffic volume along I-80.

Moreover, the challenges associated with adding a westbound third lane on the bridge cannot be overlooked. Not only does this proposal conflict with the State's climate goals, but it also poses considerable environmental and financial challenges. Environmental clearance for such a lane would require a thorough VMT impact analysis and mitigation, potentially increasing project costs significantly. Additionally, the overall effectiveness of adding a third lane on the bridge is contingent upon complementary improvements in Marin County, which remain unfunded at present.

In light of these concerns, I urge the MTC to reconsider its decision and prioritize sustainable transportation solutions that benefit both our communities and the environment. Instead of focusing on short-term fixes that may exacerbate existing problems, I encourage the MTC to explore alternative options that promote multi-modal networks, reduce greenhouse gas emissions, and improve public health through active transportation.

Thank you for considering these important points. I trust that the MTC will take appropriate action to address these concerns and prioritize the well-being of our communities.

Sincerely,
Philip Mooney
[REDACTED]

From: Sean Camden [REDACTED]
Sent: Tuesday, March 12, 2024 4:48 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from sean@seancamden.com. [Learn why this is important](#)

External Email

No one thinks curing ourselves of car dependency is going to be easy. But we must.

We need fewer cars, not more. It's crazy that we're still doing this. More cars = more congestion.

We need transportation alternatives. By continuing to devote all the available space to cars, how are we ever going to give ourselves other options?

How about you use the \$1M to incentivize e-bike purchases? I'm pretty sure we could fit all of the daily bridge traffic onto the multi-use path if we could just get everyone onto bikes. And we would all be so much better off.

Sean Camden
[REDACTED]

From: Eris Weaver <eris@bikesonoma.org>
Sent: Tuesday, March 12, 2024 11:22 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from eris@bikesonoma.org. [Learn why this is important](#)

External Email

Dear Oversight Committee Members:

The Richmond-San Rafael Bridge is an important active transportation connection between the North Bay and the East Bay. I've ridden it several times, sometimes combining it with a SMART train ride. I've been able to attend a Calbike conference in Oakland car-free, as well as visit attractions like the Rosie the Riveter National Historic Park. The trip was not much longer than driving during rush hour, but was far more pleasant – and it was satisfying to know that I wasn't contributing to climate change!

Proponents of transforming the bike lane to a third vehicle lane have made spurious claims that the bike lane somehow creates more pollution than would their proposal. The research is clear: adding vehicle lanes DON'T decrease congestion and would increase pollution.

If we're to ever meet our climate goals, we HAVE to STOP this autocentric nonsense! The community would be better served by improved transit service across the Bay than by adding another vehicle lane; there is no convenient means

The Sonoma County Bicycle Coalition urges you to keep the bicycle/pedestrian pathway and reject the third vehicle lane option.

Thank you for your consideration.

Eris Weaver



Eris Weaver, Executive Director
Sonoma County Bicycle Coalition
eris@bikesonoma.org
707-545-0153 office • 707-338-8589 cell
www.bikesonoma.org
[Book time to meet with me](#)



I'm riding 120 miles to raise money
for SCBC – [DONATE HERE](#)

From: Susan Nawbary [REDACTED]
Sent: Monday, March 11, 2024 5:07 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

External Email

Dear MTC,

As you are aware, adding more travel lanes on the bridge will worsen air pollution in surrounding communities, will increase greenhouse gas emissions, and will produce congestion benefits that are short-lived at best. Your very own presentation makes this clear, yet you continue to move against the grain of your own science by commissioning studies and pandering to the calls of those who wish to see an additional lane. https://mtc.ca.gov/sites/default/files/meetings/agendas/5835_A_Bay_Area_Toll_Authority_Oversight_Committee_23-11-08_Standing_Committee_2.pdf

I continue to be perplexed that MTC leadership seems so intent on moving more cars across the bridge instead of encouraging and expanding accessible and affordable transit.

Roadway congestion continues to grow as do the costs to the economy. Current estimates are that congestion costs the economy more than \$165 billion each year in lost productivity and wasted fuel. Transportation planning focuses on expanding highways, but this is largely unsustainable and cost ineffective.

Really, you should watch this video and ask yourself, why waste tax payer dollars on creating worse traffic? You would be far better off adding a ferry from Richmond to Larkspur to connect to the North Bay.



More Lanes are (Still) a Bad Thing
[youtube.com](https://www.youtube.com/watch?v=...)

Here is more empirical evidence; i.e., something you already know but choose not to acknowledge <https://link.springer.com/article/10.1007/BF00166218>

APPENDIX B

INDUCED TRAFFIC AND INDUCED DEMAND

Douglass B. Lee, Jr.

"Induced" is a term implying that a particular condition is indirectly caused by another condition. In the case of traffic volumes, the term arose from the phenomenon that improvements to a highway -- especially capacity improvements -- seemed to result in more traffic choosing to use the road than would be the case if the highway were not improved. To an economist, this is an example of demand elasticity. Simply recognizing that travel demand is elastic, however, is not sufficient to reconcile the conflicting views of engineers, planners, and environmentalists. On one side are those who argue that transportation facilities are provided to serve land uses and support economic activity; on the other are those who claim that whatever capacity is provided soon fills up to the same level of congestion, gaining nothing. The truth can be better understood by defining induced demand in a way that uses the concept of elasticity.

This appendix describes the concepts guiding several modifications that were made to the HERS model for the 1997 Conditions and Performance report to Congress. With minor exceptions noted below, the model implements the concepts as they are described here.

Concepts of Induced Demand

Frequent references are made in transportation planning to the concept of induced demand, but the term remains ambiguous. The intent here is to define the relevant concepts, and show how they can be operationalized in representing demand for purposes of benefit-cost evaluation of capital improvement projects.

Acknowledgments: The author thanks Ross Crichton, William Goldsmith, and Anthony Rufolo for valuable comments and suggestions. Lisa Klein and Gregorio Camus were instrumental in the development of the algorithms.

[REDACTED] User of the RSR bike lane.

Sent from my iPhone

From: Tiff Chang [REDACTED]
Sent: Monday, March 11, 2024 5:32 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from tiffanychangdesign@gmail.com. [Learn why this is important](#)

External Email

Hi there,

Even if not many people are currently using the bike lane on the Richmond Bridge, the long term solution to make everyone's lives better with a better transit ecosystem is to keep the bike lane.

The issue is not that the bike lane is a failure but that there isn't good enough infrastructure on either side of the bridge, not enough people with e-bikes, not enough ebike highways, not enough bike lanes in cities, not enough Bart in the North Bay, not enough good elevators on public transit, etc.

It should remain open. Don't the studies show that more lanes of cars (and I am a car driver, too!) don't speed up traffic very much?

We need long term solutions and visions and this bike lane is one of them. Don't use your precious energy on debating closing this bike lane - use it on improving the surrounding infrastructure and asking Rotterdam how they got to where they are now.

Best,
Tiff Chang

[REDACTED]

From: Tom Lent [REDACTED]
Sent: Tuesday, March 12, 2024 4:23 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Public Comment - 3/13 BATA Oversight Committee - Item 5a

You don't often get email from tom.d.lent@gmail.com. [Learn why this is important](#)

External Email

Dear Oversight Committee:

I am deeply distressed to learn that you are showing indications of bowing to uninformed political pressure to make changes to the current pedestrian and bicycle path on the Richmond San Rafael Bridge in the face of your own staff findings that any such changes are likely to be detrimental to the health of Richmond residents. Many studies have shown that any car congestion relief, if it happens at all, is likely to just move west slightly and be very short lived. If the congestion reduction even happens, any health impacts will be overwhelmed by the effects of increased volume of traffic.

For one example of the analysis you should be following, look at your own MTC staff findings in this meeting' [item 5](#),

"Air Quality – Contributors to air quality concerns in the City of Richmond are not only from I-580, but also the local refineries and the traffic volume along I-80. The proposed westbound 3rd lane may not improve air quality since non-exhaust emissions (particulate matter associated with road dust, brake wear, and tire wear) could increase due to more Vehicle Miles Traveled (VMT). And although exhaust emissions (e.g., particulate matter from passenger cars and heavy-duty trucks) could decrease due to reduced congestion, this effect could be offset by non-exhaust particulate matter emissions, especially those from additional heavy truck traffic."

Do not let uninformed political pressures from people who have hopes about mythic congestion benefits that are not substantiated by the studies keep you from looking at the science and being forward looking, and making the best decision for both the health of Richmond residents and the future of active, equitable, climate friendly and environmentally sound transportation.

Don't mess with the RSR path. It is working.

Thank you

Tom Lent
E-bike Project Coordinator, [Walk Bike Berkeley](#)
[ClimateAction Center E-bike Guide](#)
[E-Bike 1000 MPG Study](#)