



METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript



MAY 14, 2025

BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE

WEDNESDAY, MAY 14, 2025 9:35 AM

in 2024, the mtc executive team, with the participation of staff, finalized the mission statement, along with the vision, values, goals and objectives, to guide staff's work in the service of supporting a strong bay area, now and in the future. Mission mtc's mission is to advance shared local and regional priorities for transportation, housing and the environment. Vision a vibrant bay area that is connected, equitable and sustainable. Values collaboration: commitment to partnership and valuing all voices and perspectives. Equity: advancing a fair, just and inclusive bay area through policies, actions and investments. Excellence: commitment to high-quality work products and services. Innovation: commitment to continuous improvement through the exploration of new tools, technologies and approaches. Integrity: be transparent, accountable and responsible in providing information and making decisions. Goals & objectives regional leadership initiate, empower and drive collaborative solutions to cross-jurisdictional challenges in transportation, housing and the environment. Objectives: pursue opportunities and partnerships to lead regional work on strategies and implementation priorities in plan bay area. Provide strategic support to local partners to advance shared priorities and respond to local needs and capacities. Advocate for regional policy and funding priorities at the local, state and federal levels in close collaboration with partners. Operational excellence approach work and align resources to ensure efficiency, impact, and continuous improvement. Objectives: provide exceptional work and deliver high-quality services that meet regional needs. Continuously improve efficiency and decision-making through cutting-edge tools, best practices, and collaboration. Demonstrate integrity and financial responsibility to ensure sustainability for the agency's work. Healthy workplace foster a collaborative, inclusive and supportive work environment that promotes equity, accountability and diverse perspectives. Objectives: promote open communication, mutual respect, teamwork and creativity. Encourage knowledge sharing, skill enhancement and continuous growth for staff. Embrace a diversity of backgrounds and thought to enhance our work. [Meeting will begin shortly] In 2024, the mtc executive team, with the participation of staff, finalized the mission statement, along with the vision, values, goals and objectives, to guide staff's work in the service of supporting a strong bay area, now and in the future. mission mtc's mission is to advance shared local and regional priorities for transportation, housing and the environment. Vision a vibrant bay area that is connected, equitable and sustainable. Values collaboration: commitment to partnership and valuing all voices and perspectives. Equity: advancing a fair, just and inclusive bay area through policies, actions and investments. Excellence: commitment to high-quality work products and services. Innovation: commitment to continuous improvement through the exploration of new tools, technologies and approaches. Integrity: be transparent, accountable and responsible in providing information and



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16 mission is to advance shared local and regional priorities for
17 transportation, housing and the environment. [Meeting will begin shortly]
18 Metropolitan transportation commission [Meeting will begin shortly]
19 Metropolitan transportation commission bay area toll authority oversight
20 committee [Meeting will begin shortly].

21
22 **chair, margaret abe-koga:** good morning, everyone. I'm margaret
23 abe-koga chair of the bay area toll authority committee.
24 Apologies for not being there in-person today. It's our county
25 budget hearing this afternoon and we need to be here in the
26 counties. I would like to call this meeting to order and
27 welcome my vice chair in the room. This meeting is webcast on
28 the mtc web site commissioners and members of the public
29 wishing to speak should use the raised hand feature or dial
30 star nine and we'll call upon you at the appropriate time.
31 With that we'll start agenda item one, roll call and
32 confirmation of quorum, clerk, please?

33
34 **board clerk:** chair abe-koga?



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1 chair, margaret abe-koga: here.

2

3 board clerk: el-tawansy?

4

5 dina el-tawansy: here.

6

7 board clerk: manfree? Melgar? Papan?

8

9 gina papan: here.

10

11 board clerk: ramos?

12

13 chair, belia ramos: here.

14

15 board clerk: non-voting schaff is absent. We have a quorum.

16

17 chair, margaret abe-koga: thank you. If you could please join
18 me, stand if you are and to the republic for which it stands,
19 one nation under GOD, indivisible, with liberty and justice
20 for all." thank you. Item three.

21

22 counsel, kathleen kane: note for you vice chair miley has
23 arrived.

24



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1 **chair, margaret abe-koga:** great. Thank you. We'll go to item
2 three which is the compensation announcement. Clerk, would you
3 mind reading the announcement?

4

5 **board clerk:** agency. This amount is a provided as a result of
6 convening a meeting for which each member is entitled to
7 collect such amount.

8

9 **chair, margaret abe-koga:** great. Thank you. We'll go to agenda
10 item four, the consent calendar. This includes items 4a
11 through 4f. Are there any commissioners wishing to pull an
12 item or speak to an item from the consent calendar?

13

14 **board clerk:** seeing none in the boardroom, commissioner.

15

16 **chair, margaret abe-koga:** are there any members of the public
17 wishing to speak on a consent item?

18

19 **board clerk:** yes, chair, we have one member on zoom. How much
20 time would you like to provide?

21

22 **chair, margaret abe-koga:** two minutes.

23

24 **speaker:** thank you. Good morning chair margaret abe-koga and
25 members. Aleta dupree for the record, she and her representing



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1 team folds. Wish I could be with you today. I should be in the
2 bay area soon. I'm going to talk about some consent items
3 here. Minutes look good. And the charts with the -- what's the
4 term used? In transit, they call it ridership, our traffic
5 numbers, look like they're on a good steady path of increase.
6 I would like to see sometime our comparison with pre-pandemic.
7 But I think we are pretty close. And our finances show a very
8 robust balance sheet here. I'm seeing that we have about \$3
9 billion in investments. And these look like good, safe
10 investments. Can't really go wrong with government securities.
11 So, I have to give credit to derek for overseeing this. So, I
12 think our consent calendar -- yes, and we have the transcore
13 contract, 16.2 billion. This is really important. I talk about
14 toll equipment all the time. And this is part of our upgrading
15 our systems as we move into open road tolling. So, I think we
16 have a good consent calendar today with items that I believe
17 should be approved. Thank you.

18

19 **board clerk:** thank you caller. There is no further public
20 comment in the zoom space, no one in the boardroom no written
21 correspondence received and as noted commissioner non-voting
22 schaff has arrived and I believe prior to public comment
23 commissioner papan was motioning to move the consent calendar.

24

25 **chair, margaret abe-koga:** thank you. Is there a second?



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1

2 **board clerk:** a second by commissioner melgar.

3

4 **chair, margaret abe-koga:** great. Thank you. If there are no
5 other comments, could you do a roll call vote, please, clerk?

6

7 **board clerk:** absolutely. Chair abe-koga?

8

9 **chair, margaret abe-koga:** aye.

10

11 **board clerk:** vice chair miley?

12

13 **nathan miley:** aye.

14

15 **board clerk:** fleming?

16

17 **victoria fleming:** yes.

18

19 **board clerk:** manfree? Melgar? Papan.

20

21 **gina papan:** aye.

22

23 **board clerk:** ramos?

24

25 **chair, belia ramos:**



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1

2 **board clerk:** unanimously by all members present.

3

4 **chair, margaret abe-koga:** thank you very much. We're going to
5 agenda item five a this is for committee approval the open
6 road tolling update and contract action, a statutes report on
7 the program to transition from all electric tolling to open
8 road tolling and contract actions to approve contracts
9 amendments for all electric tolling implementation program
10 management, oversight, and planning and design. And this, we
11 will receive a presentation from david mann. welcome, david.

12

13 **david mann:** thanks chair and good morning committee members
14 I'm dave mann new section director here for capital delivery
15 asset management roadside tolling it's been a pleasure to be
16 able to provide an update on our open road tolling program
17 that this committee approved starting 2018 we have schedule
18 returned to this various actions over the last few years I
19 would like to provide a bit of background I'll give a project
20 statutes update with the committee actions at hands. As you
21 can see over the past few years we have been working closely
22 with partners including caltrans we have been making great
23 progress converting our facilities to open road tolling. We
24 actually currently are in a form of cashless tolling which is
25 on the top there. The whole electronic tolling, and currently



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1 we're moving towards the open road tolling operation. And as
2 you probable know, we are familiar with this particular mode
3 of operation, strategy and technology. It's currently
4 operating at the benicia martinez bridge and also at the bay
5 bridge as well. On the slide there to provide context, what's
6 the difference between all electronic tolling and what's the
7 difference between that and ort, which is open road tolling.
8 As you can see on the top right there, there are toll booths
9 and traffic is needing to slow down to go through those
10 booths. But the bottom there, you can see that traffic is able
11 to move through the toll plaza at highway speeds. We will have
12 additional shoulders, and if the benefits improved should
13 provide additional safety reduction and waving and merging as
14 the facility is designed for highway speed. As a result, we
15 believe this transition to open road tolling will provide safe
16 and effective operations and help improve the efficiency of
17 our system as we look to provide additional benefits to
18 carpools and transit. Next slide please. As I mentioned, this
19 is a joint partnership effort with many team members. On this
20 slide we just want to highlight the various program elements
21 to deliver this project,ed on slide we have the new toll
22 system integrator, also known as tsi they are bringing in new
23 technology electrical components for tolling and those systems
24 communicate with their back office for payment. We also have
25 in the second to the left there, we also have civil design



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1 firm we have split the program up into three separate
2 project. We have kimley-horn, HDR, and bay bridge, one is
3 working on the richmond san rafael bridge then we have a
4 package for the northern bridges from benicia martinez,
5 carquinez bridge, and antioch bridge and southern bridge to
6 dumbarton bridge and san mateo bridge, bay bridge due to its
7 complexity is a separate effort we have civil construction
8 component we actually partner with Caltrans to deliver this
9 through, under construction with manager contractor CMGC we
10 have contractor on board, cost estimates to ensure the bids
11 we're getting are in line with our expectations and BATA will
12 be handling construction management activities in partnership
13 with Caltrans, Caltrans is the owner operator of the bridges
14 and highways they work closely with us to review our designs
15 and they will also administer the CMGC contract. Next slide.
16 So this, slide shows the overall program schedule. As I
17 mentioned before, we have split this program into multiple
18 packages. We're starting into the northern bridges and then
19 moving our way towards the south. I do want to highlight that
20 the richmond san rafael bridge is the first bridge we're
21 working on. It's a separate package. As you can see there on
22 the screen those are the estimated completion dates that we
23 hope to open to traffic. We expect construction activities to
24 begin at the richmond bridge later this year. The northern
25 bridges sometime late in 2026 followed by the work at the



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1 southern bridges and then the bay bridge which is going to be
2 done separately. I want to highlight that what you see there,
3 the bay bridge which is project one, it's going to be done in
4 multiple phases due to complexity of the toll plaza, the width
5 of the roadway and we expect that bridge to be the last bridge
6 to be completed. Next slide, please. So, just getting more
7 detailed quickly. Where we're at in the overall design process
8 currently we're working with our consultant teams and caltrans
9 currently in the middle design which we call 65% we have
10 initial design of the roadway and placement of some of the
11 equipment that we have out there and the geometries. As you
12 can see there, those are the high-level summaries of what's
13 going to be the ultimate configuration of the three bridges in
14 the north as you can see antioch reducing to 1 traffic lane
15 benicia martinez reducing the number of lanes on the approach
16 and also lining the roadway a bit to make sure for smooth flow
17 and carquinez bridge, we will have a similar approach to
18 reduce the number of lanes approaching the plaza. An example
19 of our proposal we want to highlight the amount of work going
20 into this as you can see on the left, a high-level overview of
21 the lay out design of the carquinez bridge we have to remove
22 an existing toll gantry and we also need to remove the toll
23 canopy and also the toll booths as well that you can see on
24 the left. And of course at the end of this we also have to add
25 a new toll gantry with the new thinner width of the roadway



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1 that we have, and the pictures on the right are a simulation
2 of what you could expect to see as you go through the toll
3 plaza when we finish construction. Next slide. I also want to
4 highlight while they're a bit farther behind in terms of
5 design progress we're in design for the southern bridges the
6 dumbarton bridge we're planning to reduce the number of lanes
7 again update the geometry and alignment similar for san mateo
8 bridge and san francisco oakland bay bridge there is quite a
9 bit of work that needs to be done so we anticipate to remove -
10 - excuse me -- to install a few overhead capitary for the new
11 toll system equipment and potentially come back with a later
12 project to make adjustments at the toll plaza with all the
13 existing toll booths. I want to highlight that our goal is to
14 maintain traffic throughout the construction period, minimize
15 the impacts to the public, as a result there is quite a bit of
16 complex staging and effort and that's the reason some of the
17 design and construction has moved out to 2027 to 2028 for all
18 the bridges. Next slide. Well, certainly, thank you for
19 listening to the update. We do have two requests actions for
20 you. These are for two consultant team members than helping
21 bata and caltrans deliver the project, seeking approval to
22 amend the existing contracts for wsp who is our overall
23 program management oversight team, managing the entire ort
24 aspects and coordinating into various team members together
25 and also our design consultant hdr who is responsible for the



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1 northern bridge's design as a result appreciate your
2 consideration. Thank you. That concludes my presentation

3

4 **chair, margaret abe-koga:** thank you. And welcome. Are there
5 any commissioners with questions or comments?

6

7 **gina papan:** through the chair. Commissioner papan.

8

9 **chair, margaret abe-koga:** yes, please.

10

11 **gina papan:** thank you for the presentation. This is exciting
12 here. I have some questions here as to why we're using
13 different designers, different construction companies here.
14 You know, are we -- consistency, efficiency, I think is
15 something we're always looking for. So what was the reasoning
16 behind that?

17

18 **david mann:** thank you for the question. Summarizing the
19 answer, we have a program manager, wsp, they are responsible
20 for the entire program oversight to ensure consistency between
21 all design teams. I want to highlight the construction. It is
22 led by flat irons as noted on the slide there, and they're
23 responsible for the majority of the construction. However with
24 toll systems, there are specialists, equipment, that we have
25 to have the separate contractor do the work. We also



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1 consolidated some of the design efforts on a lot of the
2 bridges, as well. I believe there will be a lot of
3 consistency. We have broken the packages up for expediency and
4 delivery for example the richmond bridge deliver those
5 improvements sooner than later there will be an update on the
6 richmond bridge later.

7

8 **gina papan:** I would like to suggest something in your
9 presentation when you say reduce lanes I think those are just
10 the approaching lanes.

11

12 **speaker:** correct.

13

14 **gina papan:** okay it makes people nervous when you are saying
15 reduce lanes. [Laughter] If you could be more descriptive in
16 that because I get it when we approach the bridge then it
17 splits off so you can get through the gates there so I would
18 suggest you word that in a different way because we don't want
19 people being nervous there. But this is very exciting to see.
20 I think we're all looking forward to this and particularly
21 your last comment there, not going to be interrupting the flow
22 as this happens. I think this is a great project looking
23 forward to it. One last thing I had, in your diagram here, is
24 there something that you -- I don't know, you might help me



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1 here, you keep people in their lane as they approach there,
2 are they going to use the little what we call the --

3

4 **speaker:** there will be striping in the delineation details and
5 something our traffic engineers would actually review and make
6 sure that have enough merge distance and that makes sense.

7

8 **gina papan:** delineation, yeah we don't want people like going
9 in between two and not being changed so that would be good.

10 Thank you so much.

11

12 **chair, margaret abe-koga:** thank you. Any other comments or
13 questions from commissioners? If not could we go to public
14 comment?

15

16 **board clerk:** we have two members of the public online. How
17 much time would you like to provide?

18

19 **chair, margaret abe-koga:** two minutes, please.

20

21 **board clerk:** aleta dupree, please unmute yourself. Your two
22 minutes begins now.

23

24 **speaker:** thanks again, chair margaret abe-koga and members.

25 Aleta dupree for the record, she and her with team folds. This



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1 is very important work, and I advocate that these contracts be
2 approved. I have been talking about this for about eight
3 years. Yes, it's really complex. And to be able to do this
4 without closing bridges is a very big deal. Yes, it's taking
5 time. And I know that some other projects around the country
6 appear like they took less time but they also had long lead
7 times too. Seven bridges is a lot of work and I'm looking
8 forward to seeing further diagrams of what this is going to
9 look like, especially with the bay bridge. And I acknowledge
10 that there is only so much bandwidth that we have to get the
11 work done. We can't get them all done at the same time. But,
12 certainly, I think that the order of work is reasonable. I
13 think I have only been over the richmond bridge maybe two or
14 three times and it is a superintendant bridge that we want to
15 get finished, then the smaller ones, we should be able to do
16 those in fairly quick second succession. And I look forward to
17 seeing us planned for the bay bridge which is what I use the
18 vast majority of the time. I think sometime next year we'll
19 have our richmond bridge done and I'm looking forward to us
20 having the open road completed certainly make it easier for
21 everyone. Thank you.

22
23 **board clerk:** next we have roland. Please unmute yourself. Your
24 two minutes begins now.



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1 **speaker:** good morning, chair abe-koga, committee members.
2 Thank you for the opportunity. The reason I'm addressing the
3 committee is two-fold. First of all, it is customary when you
4 are being asked to approve a contract amendment, that the
5 total amount of the contract should also be disclosed, not
6 just the amendment. Which in this case, the total is \$7
7 million and total for hdr is \$13.8 million. So, through the
8 chair here, the ask moving forward is that this information be
9 included in future presentations in the interest of
10 transparency. My final comment is that, also moving forward,
11 through the chair, I would like the commission to come to the
12 transitioning oversight activities to the commission itself,
13 not leaving it over to consultants to oversight other
14 consultants. Thank you.

15

16 **board clerk:** there is no further correspondence in the zoom
17 space no written correspond received and no one in the
18 boardroom wishing to speak.

19

20 **chair, margaret abe-koga:** all right close public comments
21 bring it back to the committee MAY I have a motion and second
22 please.

23

24 **gina papan:** papan move approval.

25



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1 **victoria fleming:** fleming second.

2

3 **chair, margaret abe-koga:** okay if there is no other
4 discussion, clerk would you please do the roll call vote.

5

6 **board clerk:** chair abe-koga?

7

8 **chair, margaret abe-koga:** aye aye aye.

9

10 **board clerk:** vice chair miley?

11

12 **v. Chair, nate miley:** my.

13

14 **board clerk:** fleming?

15

16 **victoria fleming:** aye.

17

18 **board clerk:** manfree?

19

20 **amber manfree:** aye.

21

22 **board clerk:** melgar?

23

24 **myrna melgar:** yes.

25



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1 **board clerk:** ramos?

2

3 **chair, belia ramos:**

4

5 **board clerk:** motion passes unanimously by all members present.

6

7 **chair, margaret abe-koga:** thank you we'll move to five b this
8 is for authority approval and it's the richmond san rafael
9 bridge projects update I believe lisa klein will give an intro
10 and ingrid will present the item welcome both.

11

12 **lisa klein:** I'm lisa klein deputy executive director for
13 mobility I'm going to give a brief introduction before I hand
14 it over to ingrid. As you know there is a lot going on in the
15 richmond san rafael bridge corridor and we and my team have
16 reported to this committee and bata itself a number of times
17 over the past few years on all of these activities. The
18 fundamental challenge really in this corridor is we have a
19 constrained bridge and we're really asking it to serve a lot
20 of different mobility needs. Bata and caltrans are working in
21 close partnership to really optimize the mobility for all the
22 users in the corridor and really encourage transit options.
23 And so, to that end, staff is here today primarily to seek the
24 committee's support to continue our forward movement, looking
25 at a third lane on the bridge, itself, that would be an hov



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1 lane, potentially. And that work, will also continue to be
2 done in concert with a number of other ongoing efforts on the
3 corridor. That includes the richmond san rafael forward
4 presently and open road tolling which david just mentioned, as
5 well as proposed modifications that bata has directed us to
6 pursue to the existing pilot project that's on the bridge. So,
7 ingreg is going to provide more detail on all of that you
8 about I wanted to emphasize that we're looking at this
9 holistically and we -- I want to assure you that a theme
10 through the them is really moving -- looking for efforts to
11 expedite and move as quickly as we can that means actively
12 keeping our eye on risk that means when challenges come up
13 finding ways to work around and work through them as
14 expeditious he as possible. I'm now going to hand it over to
15 ingrid for more detail.

16

17 **ingrid supit:** thank you lisa. Good morning chair abe-koga and
18 commissioners. Ingreg, bata staff today I would like to
19 present three ongoing projects in the richmond san rafael
20 bridge corridor. Next slide. I want to orient everybody kind
21 of like a rough ap cakes of the three projects first one in
22 green with letter a is the richmond san rafael bridge pilot in
23 direction from bata we're currently pursuing modification to
24 the upper deck of the pedestrian and bicycle path. Letter b in
25 red is the richmond san rafael forward presently which has 2



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1 components open road tolling and the hov lane extension
2 project. In blue with the letter c is the westbound upper deck
3 study. The study was directed by bata chair last year to
4 evaluate alternatives for using the shoulder in the upper deck
5 of the best of my knowledge as a part-time hov lane while
6 maintaining the bike and beds path. This two projects were
7 collectively to improve safety, mobility, multi-modal access
8 and transit performance and this is consistent with the
9 planned bay area 2050 guiding principles. So first, for the
10 benefit of the new commissioners, I would like to give a quick
11 background and update on the richmond san rafael bridge pilot
12 project. In 2014 bata took responsibility for funding and
13 implementing the pilot, it's undertaken in partnership with
14 caltrans with the goals to address traffic congestion and
15 provide bicycle and pedestrian access to and across the
16 bridge. This was achieved through a series of projects that
17 innovative uses. In 2018 on the lower deck we converted the
18 emergency shoulder to a part-time traffic lane to reduce
19 congestion. And in 2019, on the upper deck, we converted the
20 emergency shoulder to a ten foot bike and pedestrian path
21 separated by movable barrier to provide bike and pedestrian
22 access. The pilot results for the bike and pedestrian path on
23 the upper deck were not conclusive, especially with regard to
24 incidents during the morning commute. It raised questions
25 about the role of the emergency shoulder on safety and



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1 incident response. So, as a result, in MAY, last year, bata
2 authorized staff to pursue changes to the initial four year
3 pilot. The two changes involved making the lower deck part-
4 time traffic lane permanent and modifying the upper deck by
5 pedestrian path operations part-time to restore emergency
6 shoulder during the weekday and preserve the path on weekends.
7 Bata submitted a permit amendment application to san francisco
8 bay conservation and development commission or bcde in JULY
9 last year seeking approval for the changes and after review
10 bcde agendaized the permitted for APRIL last year month for a
11 hearing however bata has asked bcde to postpone the item this
12 is is in order to refine and amend the permit application to
13 allow us opportunity to incorporate bata's ongoing projects
14 which is the third lane study to advance the richmond san
15 rafael forward initiative and support public access staff
16 plans to be back in front of bcde again this summer for
17 hearing. Next slide. Ed richmond san rafael project will
18 provide safety and operational improvements on the westbound
19 I-580 richmond san rafael bridge approach replacing existing
20 toll booths with open road tolling so providing kind of a
21 little bit of brief discussion about what the open road
22 tolling is about during the earlier presentation and
23 additionally open road tolling this project will also
24 encourage carpooling and transit ridership by reinstating the
25 previous hov lane along the westbound I-580 for the past few



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1 years bata has worked closely with caltrans and made a lot of
2 progress completing the fine design and environmental phase of
3 the project as reported last year the final design requires
4 input from the new toll system integrator for bata broad's
5 open road tolling program and also reported by david earlier
6 the procurement of the new toll system inlt greater is
7 underway but they won't be available to work on any of the the
8 bridges possibly until end of this year so as a result bata
9 and caltrans developed an interim phase as a way to accelerate
10 the project by leveraging the current toll system integrator
11 and by using cmgc method to deliver the construction. Good
12 news interim open road tolling approach should allow bata to
13 begin open road tolling and deliver extension project by
14 spring next year. In the picture shows a rendering of the toll
15 plaza after removal of the toll booth and after installation
16 of the interim open road tolling structure. The picture on the
17 right is the final open road tolling, this will be completed
18 once the new toll system integrator is under contract later
19 this year. Next slide. So, the third project we are discussing
20 today is the westbound upper deck study. So, in MARCH, last
21 year, bata authorized staff to conduct a study of implementing
22 an hov lane as a third lane on the upper deck of the bridge.
23 This is a feasibility study goal is to narrow down
24 alternatives and identify any major changes in advance of the
25 start of the environmental process. Noting transportation



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1 authority of marin did a similar study back in 2024 general
2 purpose lane so we undertook the study to see if it was
3 possible to do an hov lane in a way that would not require as
4 much work in marin county but to also prioritize carpool and
5 transit to make the project financially feasible. I'm happy to
6 report that bata in collaboration with caltrans, contra costa
7 county transportation authority and transportation authority
8 of marin, we have completed the study. So, the study assesses
9 implementation of an hov, part-time hov lane as a third lane
10 on the bridge during the weekday peak period while still
11 maintaining the multi-use path on weekends. So this is the
12 basis configuration that was currently, we are pursuing a
13 permit with bcdc for the pilot modification. The agency
14 occupancy requirement is a two-plus, hov two-plus to match the
15 hov lane requirements at the toll plaza and lane from regatta
16 so objective is to increase carpooling and transit use by
17 providing more travel time advantage for carpools and transit
18 through continuous arterial arterial richmond san rafael
19 forward project next slide. Identifying alternatives to
20 carried forward to caltrans project delivery process first
21 alternative is bridge only improvement state forward
22 improvement where hov lane own will run along the bridge and
23 will terminate about half mile before the bridge ends in marin
24 county. Second alternative include improvements in marin
25 county hov lane will run longer and terminate about half mile



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1 before sir francis drake. Alternative requires improvements in
2 marin county such as freeway widening and relocation of the
3 san francisco boulevard on ramp. Next slide. based on the
4 preliminary traffic analysis both alternatives will provide
5 travel time savings and not just for hov, and also for the
6 general traffic. This is where reduce heavy morning congestion
7 when compared no project condition note the no project
8 condition meaning the richmond san rafael forward project is
9 implemented under the richmond san rafael forward project is
10 also expected travel time savings for both carpools and
11 general traffic which compared to today's condition. Next
12 slide. The environmental assessment indicated that the current
13 project's physical improvements are not expected to have a
14 significant impact sew environmental. However, under the
15 current law, per sb743, the added lane is considered vehicle
16 miles traveled or cmt inducing which would likely result in
17 creating transportation impacts. The preliminary cost
18 estimates for the bridge only improvements is about 14,000,045
19 million for the bridge in marin county improvements. I would
20 like to note that this estimate does not include the cost for
21 any required environmental mitigation, the operations and
22 maintenance cost, and also for structural strengthening costs.
23 So, just want to explain a little bit more on the structural
24 strengthening. So, the structural strengthening will be needed
25 if the removable remains in the bridge for long-term so



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1 caltrans will proceed with developing the work following
2 results of the modified pilot and upper deck environmental
3 review. And if result shows there is need for the barrier to
4 remain on the upper deck, and the structural strengthening
5 would need to be done. Next slide. So, what to expect in the
6 next few months out of these three projects. On the richmond
7 san rafael bridge pilot as mentioned earlier, we expect to be
8 back in front of bcdc this summer, and if approved, the
9 modified pilot will start in the fall. And as a reminder, this
10 is to restore shoulder on the upper deck from monday through
11 thursday and retain the bike pedestrian path thursday to saturday.
12 The richmond san rafael forward, the construction phase for
13 the interim open road tolling and hov lane will start this
14 summer and expect to see major roadway work to begin in the
15 fall. And the westbound upper deck improvement, if committee
16 approves, which is, this is today's action, we will start the
17 environmental phase of the proposed project this summer. Next
18 slide. Staff recommending that the barta oversight committee to
19 authorize staff to pursue next phase of project delivery of
20 the westbound upper deck improvement project. This would allow
21 staff to work with caltrans to form project team and to
22 conduct project initiation and environmental approval process.
23 Staff will come back in the summer with cost, schedule, and
24 any necessary contract or agreement approvals to deliver the



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1 next phase of the proposed project. So, that concludes my
2 presentation. I'm happy to answer any questions.

3

4 **chair, margaret abe-koga:** thank you for the presentation. Any
5 questions or comments from my commissioners?

6

7 **v. Chair, nate miley:** yes, I have a question.

8

9 **chair, margaret abe-koga:** yes, please. Thank you.

10

11 **v. Chair, nate miley:** so with all of this, we're not
12 compromising public safety at all, right?

13

14 **ingrid supit:** no.

15

16 **v. Chair, nate miley:** and secondly with all the different
17 configurations and changes, will that produce any confusion
18 for the driving public, the commuting public? Because, I mean,
19 there is a lot going on here over the course of time. And I
20 don't travel across that bridge often but I do travel across
21 it on occasion, it just seems to me there is a lot going on
22 here that might cause some consternation for the drivers.

23

24 **ingrid supit:** right that's a really good comment, vice chair.
25 So these three projects will happen, not at the same time.



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1 Because that's -- of course, that will kind of, like, confuse
2 the public. But then we're going to start with, like,
3 improving the bridge approach first which is richmond san
4 rafael forward which construction is going to start in the
5 next few months and after that completes at the same time if
6 we approve the changes to the modified pilot the pilot project
7 itself is on the bridge it's separate but kind of tied,
8 looking at two different locations, looking at two different
9 locations then on the upper deck westbound upper deck project
10 it's kind of like going through the caltrans delivery process
11 environmental, final design and construction we're working
12 closely with poi as well as caltrans to do extensive outreach
13 to inform the public of the changes that's coming in the next
14 few years.

15

16 **v. Chair, nate miley:** I hear what you are saying. I'll accept
17 the response. And we'll see how all that works out.

18

19 **ingrid supit:** thank you. [Laughter]

20

21 **chair, margaret abe-koga:** any other questions?

22

23 **victoria fleming:** fleming here. So, I have some questions
24 about the bike ped lane becoming a part-time vehicle travel
25 lane. It's going to be monday to thursday. I imagine monday,



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1 tuesday, wednesday, P.M. And thursday mornings will switch to
2 afternoon is that what you are thinking.

3

4 **ingrid supit:** yes thinking about switching it that thursday
5 afternoon.

6

7 **victoria fleming:** I'm curious how many bike and pedestrian
8 trips do we know how many will be impacted by that change?

9

10 **ingrid supit:** yes on the initial pilot we did a study then
11 caltrans contacted echt c berkeley to conduct the study then
12 based off the study it shows about 140 bicycle trips per day
13 on the weekday and on the weekend the number is going a lot
14 higher about 360 trips on saturday and sunday and of course
15 there is seasonal variation, in summer time it's higher than
16 in the winter. So, the trips being it's not just, I guess,
17 like, one way, but kind of like every time they come in, like
18 westbound or eastbound that's counting towards the total
19 number.

20

21 **victoria fleming:** and what time of year was that study
22 conducted?

23

24 **ingrid supit:** I believe it was 2019 to 2023.

25



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1 **victoria fleming:** so it was a two year continuous study?

2

3 **ingrid supit:** it was a four year.

4

5 **victoria fleming:** four year study. Okay. Do I have some
6 concern about that, but I understand. Thank you.

7

8 **stephanie moulton-peters:** MADAM Chair, this is moulton-peters.

9

10 **chair, margaret abe-koga:** yes, thank you.

11

12 **stephanie moulton-peters:** a couple of comments, as one of the
13 supervisors who has been heavily involved in this project. You
14 know, commissioner miley, I can tell you that the
15 consternation will be positively received. [Laughter] -- in
16 marin, and I think on the contra costa county side, as well.
17 There is much anticipation to getting some traffic relief
18 during the workweek. And commissioner fleming, fleming, I can
19 tell you that the conversations with bcdc have involved not
20 only the weekend use of the bridge bike path but also
21 improvements to the bike path that connect to the bridge which
22 are currently a hindrance for people to get there to use the
23 bridge. But also local bay trail segments that would be used
24 by local residents on both sides. I think I MAY have said
25 before but through my work with safe routes to school we, most



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1 people ride a bike 3 to 5 miles and you can't get to the
2 bridge within 3 to 5 miles from most places. And the
3 suggestion I made was to look at ways to make bike trails that
4 are closer to neighborhoods on both sides of the bridge more
5 usable for people at all times while we also improve the
6 connections that bikes and pedrozas have to the bridge. So,
7 that's a compromise that I'm hoping will pass muster with bcdc
8 and our constituents as a reasonable compromise.

9

10 **sue noack:** this is chair noack, on the other side of the
11 bridge, contra costa, so I wanted to confirm stephanie's
12 comments about the bridge and all the work that's been done on
13 t I think it's really important to note that a couple of
14 things, while the bikes MAY not be able to use the bike path
15 there is anticipated to be a bus shuttle so people who just
16 want to get their bikes to marin will have that. I think that
17 will help a little bit. A lot of the bicyclists are
18 recreational bicyclists they're not getting to work so that's
19 a big helpful. The other piece that's yet application went in
20 last year to move it to three days a week of the bike path and
21 four together, was to -- was the first step to then going to
22 hov. So there is quite a bit of time between -- there should
23 have been quite a bit of time between the two steps which
24 would help people but also with the open tolling the merge
25 would have been difficult had the bridge, had the barrier



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1 continued to be there during those three days it would have
2 slowed down the benefit of the open tolling so there are a
3 couple of good reasons to being done in the way it's being
4 done and I think with those steps, one to address your point
5 on confusion that will help and then on the bicycle situation,
6 I think the shuttle for those recreationals that just want to
7 ride the bikes in marin and richmond, I think that will help.
8 So I'm looking forward to, sort of, getting the first step
9 done and then being able to proceed with looking at exploring
10 the hov to really improve the movement of transit over the
11 bridge.

12

13 **speaker:** I wanted to check? And see going backwards in time
14 there was a change where the shoulder was converted to an
15 extra lane. Did I hear you --

16

17

18

19 >> **ingrid supit:** it was the lower deck.

20

21 **speaker:** and did that perform the way it was expected to?

22

23 **speaker:** yes. Everybody loved that. That's the reason why
24 we're proposing to make it a permanent. Okay great. And I
25 guess I just want to, you know, raise the point that, you



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1 know, the goal is not to induce more traffic, but this is,
2 like, hopefully a partial solution to a problem that also has
3 to do with housing job locations, and of course a bigger
4 picture I just want it to be said. And, yeah, and then I think
5 the other comment I have is just with creating more
6 opportunities for people to have connected multi-modal trails.
7 You know, if you build it, they will come. And I have seen so
8 many great examples of something goes in and all of a sudden,
9 you know, the better it gets for people's commutes, the more
10 they will use it got just for recreation but for commutes it
11 will have meaningful health benefits and vehicle miles
12 traveled if we can get it all going.

13

14 **gina papan:** to all my colleagues comments here particularly
15 those who are impacted by this previously I can tell you I
16 probably have a thousand e-mails from constituents of when
17 this started it's nice to see people are listening and trying
18 to make this work for the better. I'm going to reiterate what
19 commissioner miley said here, communication is key. And I
20 realize we can't have -- I know, you read this before you pass
21 the bridge I'm not sure what communication happened the first
22 time but if there is a way that we can get better at
23 communication, through this entire process, it helps because
24 the frustration, again, literally, over a thousand e-mails
25 came in when we started this [Laughter] So, I think we're



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1 headed in the right direction and I'm really glad to see we're
2 trying to make the pilot work better and everything, the piece
3 coming together. You have seen comments about additions that
4 can happen in the future to really help on all sides. I think
5 that would be great. So, thank you very much.

6

7 **chair, margaret abe-koga:** anyone else?

8

9 **dina el-tawansy:** yeah, chair, this is dina el-tawansy.

10

11 **chair, margaret abe-koga:** thank you.

12

13 **dina el-tawansy:** to underscore what vice chair miley was
14 talking about, I think communication is critical. To that,
15 ingrid, thank you for the presentation, and thank you for
16 underscoring the pio work which is the public information
17 officer's work. One thing we can probably expand on and we
18 should would be the communication plan on richmond san rafael
19 so the public would have just general awareness of the
20 timelines of different things that are happening on richmond
21 san rafael. You know, messaging the projects ahead of time and
22 making sure they're aware of all the different stages that
23 we're going through, sometimes when there is so much going on
24 it's very difficult because we cannot get them to focus on one
25 thing or the other but we want to make sure that communication



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1 is flowing properly. And I commit to having my team working
2 with data on this to ensure that the communication is
3 streamlined and seamless.

4

5 **gina papan:** can I ask one more question? Along those lines,
6 have we ever put messages in somebody's fastrak statement, as
7 to what's happening where? Even with the -- you know, our
8 transition doing away with the gates.

9

10 **andrew fremier:** commissioners, andrew fremier, executive
11 director. Yes, we have. It is very expensive though. And it's
12 not necessarily of good value. We have, I will reiterate some
13 of the things dina said, had a lot of experience on these toll
14 bridges in terms of how to communicate well and I think we'll
15 be able to follow that playbook in a way that really let's
16 people know what's going on.

17

18 **gina papan:** okay I'm going to suggest further here. A simple
19 qr code, get an update on your bridge and then have something
20 that would link people to our, just a summary. We don't want
21 people digging for information, but, again, a qr code is not
22 going to cost you much. But the update will be, I think, worth
23 it, if we, then on the other side, can simplify and help
24 people understand.

25



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1 **ingrid supit:** I think we can take that suggestion
2 commissioner.

3

4 **counsel, kathleen kane:** if I could note by way of expectation
5 setting we're limited strictly by statute we can put in the
6 billing statements so every time we have something to evaluate
7 against those standard which is can be frustrating because it
8 does limit some of the communication we would otherwise want
9 to push out but we have pretty tight limits that we're working
10 under.

11

12 **gina papan:** so information what's happening on the bridge.

13

14 **counsel, kathleen kane:** we would have to evaluate but you're
15 supposed to billing communications related so the question is
16 nexus to the stat or purposes we look at every time consider
17 adding something to the billing statement and it's surprising
18 sometimes to folks here the limitations that we are operating
19 under for those things but just by way of saying we will
20 certainly look at but may or MAY not be able to deliver in the
21 full way that folks MAY apt.

22

23 **andrew fremier:** most fastrak customers don't get mail they're
24 billion dollar automatically through credit cards super
25 majority of our customers are in that space.



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1

2 **sue noack:** I think you could work with marin and contra costa
3 county in their communication process since bulk of people are
4 in those counties rather than spreading through the entire
5 fastrak community it would be better to work with the pios in
6 those two counties to get that communication out not only to
7 drivers but also to bicyclists, that do commute will want to
8 know, bicycles for their options are as far as shuttles go
9 things like that so that would be my suggestion on a more
10 efficient communication process.

11

12 **gina papan:** thank you.

13

14 **board clerk:** I see no further commissioners wishing to
15 comment, chair.

16

17 **chair, margaret abe-koga:** thank you. I appreciate the robust
18 discussion there. Are there any members of the public wishing
19 to wishing to speak?

20

21 **board clerk:** for the record written correspond was received by
22 odin pal I know and correspondence was attached to the agenda
23 and circulated to all commissioners we have one machine of the
24 public in the zoom space how much time would you like to
25 provide.



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1

2 **chair, margaret abe-koga:** none in the boardroom.

3

4 **board clerk:** zoom.

5

6 **chair, margaret abe-koga:** two minutes.

7

8 **board clerk:** warren wells marin bicycle coalition.

9

10 **speaker:** hello commissioners warren wells, happy bike month
11 everyone, we find ourselves proposing widening of the highway
12 and makes clearesult increased vmt therefore increased
13 greenhouse gas emissions, greenfield, bay trail, no doubt
14 richmond san rafael bridge traffic is bad, we're trying to fix
15 the housing problem with a transportation solution thanks to
16 decades of underbuilding in marin more people are driving to
17 jobs from their homes I live if east bay commute to marin.
18 Last 20 years seen a doubling in 50 plus miles super commuters
19 to marin something that has nothing to do with the bridge or
20 the path. Though I do appreciate the suggestion of the --
21 shuttle we don't have guarantee of how long it will be running
22 for, remain concerned about ability to accommodate bicycles,
23 which are used by people who are more likely --
24 [Indiscernible] To have a disability than on a tradition
25 bicycle like me. Ultimately, I don't want to sound too cynical



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1 it's unclear to me if there was ever a serious effort to make
2 the path work you can't -- mtc pathway project quarter mile
3 from the bridge didn't break ground until early 2024 after the
4 four year pilot was officially complete. With that I see my
5 time closing I want to note richmond albany berkeley, all
6 passed solutions for 24/7 multi-use path which we will be
7 continuing to advocate for thank you for your time and
8 consideration.

9

10 **board clerk:** there is no further public comment online.

11

12 **chair, margaret abe-koga:** thank you close the public comment
13 bring it back to the committee for a motion and a second.
14 Would anyone like to make the motion on this item to --

15

16 **v. Chair, nate miley:** [Indiscernible]

17

18 **speaker:** second.

19

20 **chair, margaret abe-koga:** if there is no other discussion,
21 clerk would you mind do a roll call vote please.

22

23 **chair, belia ramos:** if I MAY p through the chair. This is
24 belia ramos, I forgot to ask, that if we do serve on bcde, to



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1 counsel, if we have to disclose that we share the dual role on
2 bcdc?

3

4 **counsel, kathleen kane:** that would probably be good for the
5 record just to do so now.

6

7 **chair, belia ramos:** so I'll go ahead and disclose that I serve
8 on bcdc as napa county's representative and I recuse myself
9 from all matters on the bcdc side to enable my voting here.

10

11 **speaker:** alternate on bcdc I don't know if that is relevant.
12 But -- kane can.

13

14 **counsel, kathleen kane:** you can go ahead but --

15

16 **speaker:** I haven't voted on anything related to the richmond
17 bridge at bcdc yet.

18

19 **chair, margaret abe-koga:** thank you for the disclosures.

20

21 **board clerk:** chair abe-koga?

22

23 **v. Chair, margaret abe-koga:** aye.

24

25 **board clerk:** vice chair miley?



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1

2 **nathan miley:** aye.

3

4 **board clerk:** commissioner fleming?

5

6 **victoria fleming:** yes.

7

8 **board clerk:** manfree?

9

10 **amber manfree:** aye.

11

12 **board clerk:** melgar?

13

14 **myrna melgar:** aye.

15

16 **board clerk:** papan?

17

18 **gina papan:** yes.

19

20 **board clerk:** ramos?

21

22 **chair, belia ramos:**

23

24 **board clerk:** motion passes unanimously by all members present.

25



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1 **chair, margaret abe-koga:** thank you. We'll go on to agenda
2 item six which is public comment and other business. Are there
3 any members of the public wishing to speak on a non-agendaized
4 item?

5

6 **board clerk:** we have one member of the public in the zoom
7 space. Aleta dupree. If you can please unmute yourself. Your
8 time begins now.

9

10 **speaker:** thanks, chair margaret abe-koga and members. Aleta
11 dupree for the record to. She and her with team folds. A good
12 meeting today. Lots of important things. We are going to be
13 busy heading up toward we have to pass budget. How do we build
14 the best bata that we can? I think we are. I would say, one of
15 my priorities that I don't hear much about in this space, but
16 I do hear a lot about in new york is dealing with toll evasion
17 on our system. Now, toll evasion has always happened, even
18 when you had toll booths. Because I remember back in new york,
19 when we had toll booths, and we had the baskets where you drop
20 the money, and people drive-thru them all the time. It just
21 takes a different form today. How should we emphasize the
22 importance of people paying the appropriate tolls to go over
23 the bridge? the system of seven bridges. I'm also concerned
24 about ghost plates and plate obstruction. And at the san
25 francisco county transportation authority yesterday, there was



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1 discussion about a bill that has something to do with devices
2 that are used for people to obstruct license plates. I want
3 more carrot than sticks. But, certainly, vehicles that are
4 operating outside of the bounds of law should be impounded.
5 And unlike the mta which has its own police department, we
6 don't. I ask that we work with our partners to combat toll
7 evasion. Thank you.

8

9 **board clerk:** there is no further public comment online and no
10 one in the boardroom wishing to speak and no written
11 correspond was received on the item.

12

13 **chair, margaret abe-koga:** thank you. We'll close public
14 comment and move on to agenda item seven which is adjournment
15 and the next meeting. The next meeting of the bay area toll
16 authority oversight committee site committee is scheduled to
17 be held at 9:35 A.M. At the bay area metro center 375 beale
18 street san francisco on wednesday JUNE 11th, 2025. Any changes
19 to the schedule will be duly noticed to the public. And

20



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