



# METROPOLITAN TRANSPORTATION COMMISSION

## Meeting Transcript



September 28, 2020

**BATA RECOVERY AD HOC WORKING GROUP**

**MONDAY, SEPTEMBER 28, 2020, 1:00 PM**

**AMY WORTH, CHAIR:** I WANT TO WELCOME EVERYBODY TO THE SEPTEMBER MONDAY SEPTEMBER 20TH MEETING OF THE BATA RECOVERY AD HOC WORKING GROUP.

**AMY WORTH, CHAIR:** I WOULD LIKE -- HELLO MY NAME IS AMY WORTH. I AM CHAIR OF THE BATA RECOVERY AD HOC WORKING GROUP I WANTED TO THANK EVERYONE FOR BEING HERE TODAY FOR YOUR HARD WORK IN PREPARATION FOR THIS MEETING. I WOULD LIKE TO TURN TO OUR CLERK FOR CALLING -- REQUESTING THE RECORDING BE PLAYED AND THEN WE'LL CALL THE ROLL. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST



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1 FOUR DIGITS OF THEIR PHONE NUMBERS. AND IT IS REQUESTED THAT  
2 PUBLIC SPEAKERS RESTATE THEIR NAMES AND ORGANIZATIONS, BUT  
3 PROVIDING SUCH INFORMATION IS VOLUNTARY. MEMBERS OF THE PUBLIC  
4 WISHING TO ADDRESS THIS BODY WERE ASKED TO SUBMIT COMMENTS IN  
5 WRITING AT INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED  
6 WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE  
7 RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE  
8 WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO  
9 DO ON THE REFERENCED AGENDA ITEM OR ANY TOPIC THEY CHOOSE.  
10 SPEAKERS SHOULD RAISE THEIR HAND, AND I WILL CALL UPON THEM AT  
11 THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL  
12 ACTION ITEMS. THE CHAT FEATURE IS ACTIVE, HOWEVER, PLEASE BE  
13 AWARE THAT ANYTHING TYPED INTO THE CHAT WILL BE SUBJECT TO  
14 PUBLIC DISCLOSURE. THE CHAT FEATURE IS NOT AVAILABLE TO  
15 ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE  
16 MAKE SURE YOUR APPLICATION IS UP TO DATE.

17

18 **AMY WORTH, CHAIR:** THANK YOU VERY MUCH. KIMBERLY MAY I TURN TO  
19 YOU FOR THE ROLL CALL PLEASE?

20

21 **CLERK OF THE BOARD:** ABSOLUTELY. CONNOLY?

22

23 **DAMON CONNOLLY:** HERE.

24

25 **CLERK OF THE BOARD:** DUTRA-VERNACI?



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1

2 **CAROL DUTRA-VERNACI:** HERE.

3

4 **CLERK OF THE BOARD:** JOSEFOWITZ IS ABSENT? TAVARES?

5

6 **TONY TAVARES:** HERE.

7

8 **CLERK OF THE BOARD:** AND WORTH?

9

10 **AMY WORTH, CHAIR:** HERE.

11

12 **CLERK OF THE BOARD:** WE HAVE A QUORUM.

13

14 **AMY WORTH, CHAIR:** I WANT TO WELCOME EVERYBODY TO THIS MEETING

15 AS WE'RE ROLLING UP OUR SLEEVES TO ADDRESS THE CHALLENGES

16 WE'RE FACING WITH OUR BRIDGES AND ACCESS POINTS AND OUR

17 REVENUE ISSUES, AND HOW DO WE MOVE FORWARD AS QUICKLY AS WE

18 CAN TO ADDRESS THESE PRESSING ISSUES. YOU KNOW, I THINK, AS WE

19 MENTIONED LAST TIME, THE PURPOSE OF THIS WORKING GROUP IS TO

20 LOOK STRATEGICALLY AT THE IMPACTS OF COVID-19 ON THE TOLL

21 BRIDGES AND THE APPROACHES. AND REALLY WORKING TOGETHER WITH

22 CALTRANS, AND AGAIN, I WANT TO THANK TONY FOR BEING A PART OF

23 THIS GROUP, BECAUSE OUR BATA AND CALTRANS HAVE A LONG HISTORY

24 OF WORKING TOGETHER, AND I THINK THIS REPRESENTS A REAL

25 OPPORTUNITY FOR US TO INNOVATE, AND TO LOOK AT TO SEE HOW YOU



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1 WE CAN MOVE QUICKLY ON SOME OF THESE INITIATIVES THAT WE HAVE  
2 BEEN DEVELOPING. SO, LAST MONTH WE HEARD FROM OUR CFO ON THE  
3 FINANCIAL STRATEGIES AND SAFEGUARDS THAT ARE IN PLACE TO  
4 PROTECT THE BATA ENTERPRISE OVER THE NEXT FEW YEARS. AS YOU  
5 KNOW FROM OUR LAST FEW BATA MEETINGS WE HAVE BEEN LOOKING  
6 CLOSELY AT THOSE NUMBERS. IT'S PRUDENT TO SEE WE HAVE THOSE  
7 FINANCES IN PLACE. TODAY WE'RE GOING TO BE LOOKING AT TRENDS  
8 AND IMPACTS OF COVID ON THE TRAFFIC OPERATIONS AROUND THE  
9 REGION FOCUSING ON TRAFFIC, IMPACT OF HIGH-OCCUPANCY TOLL  
10 LANES AND SOME OF THE ORIGIN AND DESTINATION PATTERNS WE'RE  
11 SEEING AND WE'RE GOING TO DISCUSS BATA'S FORWARD INITIATIVES  
12 AND AS YOU KNOW WE HAVE BEEN LOOKING AT THE THESE FOR SOMETIME  
13 AND I THINK STAFF IS GOING TO PRESENT TO US, THE INITIATIVES  
14 PARTICULARLY IN LIGHT OF SOME VERY SPECIFIC OPPORTUNITIES THAT  
15 WE HAVE, AND CHALLENGES IN THE NEXT YEAR OR SO TO MOVE FORWARD  
16 WITH THE IMPLEMENTATION OF THESE STRATEGIES. AND SO WITH  
17 CALTRANS AT THE TABLE, AGAIN, WE THINK IT'S A REAL OPPORTUNITY  
18 TO REALLY AFFIRM HOW WE CAN WORK TOGETHER. BECAUSE SOME OF  
19 THESE INITIATIVES ARE GOING TO INVOLVE MOVING A FEW MOUNTAINS  
20 TO MAKE THIS HAPPEN AND I THINK TONY'S OUR OFFICIAL MOUNTAIN  
21 MOVER IN TERMS OF HELPING US WORK WITH CALTRANS AND ALSO TODAY  
22 WE HAVE A REPORT FROM SAN FRANCISCO, WHICH IS BEING PRESENTED  
23 BY, TO SHOW AN EXAMPLE OF HOW A JURISDICTION IS MOVING FORWARD  
24 CURRENTLY AND QUICKLY WITH AGAIN INITIATIVES THAT HAVE KIND OF  
25 BEEN IN THE QUEUE AND GIVEN THE CIRCUMSTANCES WITH THE TRANSIT



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1 URGENCY AS WELL AS THE USE MUCH THE STREETS AND ROADS THAT,  
2 HOW SAN FRANCISCO IS MOVING FORWARD. SO IT WILL BE A GOOD  
3 ILLUSTRATION. THOSE ARE MY REMARKS AND I WOULD LOVE TO TURN TO  
4 OUR PARTNER CALTRANS AND TONY TO SEE IF YOU HAVE ANYTHING TO  
5 ADD TOO?

6

7 **TONY TAVARES:** THANK YOU AMY. I THINK YOU SAID IT WELL. DON'T  
8 HAVE A WHOLE LOT MORE TO ADD. I THINK IT'S PROGRESSIVE AND  
9 INNOVATIVE THESE THINGS WE'LL BE TALKING ABOUT TODAY AND  
10 EXCITED CALTRANS CAN BE WORKING WITH MTC AND BATA AS WE LOOK  
11 FORWARD TO MOVING SOME OF THESE PROJECTS AHEAD. WE'RE ALL  
12 INTERESTED IN MOVING PEOPLE EFFICIENTLY AND EFFECTIVELY  
13 THROUGH OUR REGION AND I THINK THESE STEPS ARE DEFINITELY IN  
14 THAT DIRECTION. AND WE ALSO HEARD FROM THE CITY OF SAN  
15 FRANCISCO WITH THE INNOVATIVE CONCEPTS WITH THE SLOW STREET  
16 CONCEPT THERE. WITH THAT I'LL TURN IT BACK OVER TO YOU MADAM  
17 CHAIR.

18

19 **AMY WORTH, CHAIR:** TONY WE'RE HAVE A MEETING TODAY IN THE  
20 CONTEXT OF FACING THESE HORRIFIC FIRES IN OUR NORTH COUNTIES.  
21 OUR HEARTS GO OUT TO THEM, THE RESIDENTS, FIRST RESPONDERS AND  
22 LOCAL ELECTED OFFICIALS THAT ARE WORKING TO ADDRESS THESE  
23 FIRES. SO HEAVY HEARTS TODAY AS WE MEET. AND I KNOW OUR VICE  
24 CHAIR COMMISSIONER PEDROZA OF OUR COMMISSION IS OBVIOUSLY IN  
25 THE CENTER OF THINGS AS THE NAPA SUPERVISOR AND ALL THE OTHER



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1 ELECTED OFFICIALS UP THERE THAT ARE WORKING SO CLOSELY WITH  
2 THEIR COMMUNITIES AND WITH THE SUPPORT, THE FIRE SUPPORT. I  
3 KNOW OUR COMMUNITY SENT A FIRE TRUCK UP LAST NIGHT, AND YOU  
4 KNOW, AGAIN, ALL HANDS ON DECK. SO THANK YOU. SO AGAIN TO  
5 HIGHLIGHT SORT OF FIRST COUPLE OF MEETINGS OF THIS TASK FORCE  
6 ARE REALLY TO GET A BASE SO WE HAVE A REAL IN DEPTH COMMON  
7 BASE AS TO WHAT THE ISSUES ARE AND TO WHAT THE OPPORTUNITIES  
8 ARE. AT THE END OF THE MEETING ANDY IS GOING TO TALK ABOUT  
9 NEXT STEPS WHERE WE CAN GO WITH THIS. AND AGAIN DURING THESE  
10 PRESENTATIONS FEEL FREE TO JUMP IN AT ANY TIME DURING THE  
11 PRESENTATIONS IF YOU HAVE QUESTIONS AND WE WILL TAKE TIME OF  
12 COURSE AFTER FINISHING THE PRESENTATIONS. BUT I THINK IT'S  
13 REALLY HELPFUL FOR ALL OF US TO HAVE THAT SOLID UNDERSTANDING  
14 OF THESE VARIOUS ITEMS. SO WITH THAT, I WOULD LOVE TO TURN TO  
15 AGENDA ITEM THREE, WHICH IS THE BATA BRIEFING THE FASTRAK  
16 PROJECT DELIVERY TRAFFIC TRANSIT IMPACTS. SO TOSHI, YOU'RE ON.  
17 THANK YOU FOR YOUR GREAT WORK ON THESE -- THE GRAPHS, AND MAY  
18 I TURN IT TO YOU?

19

20 **TOSHI SHEPARD-OHTA:** THANK YOU COMMISSIONER WORTH. WHILE WE  
21 WAIT FOR THE PRESENTATION TO LOAD, I'M TOSHI SHEPARD-OHTA MTC  
22 STAFF. I'M GOING TO GIVE A BRIEF UPDATE ON TRAVEL TRENDS AND  
23 PATTERNS WE HAVE SEEN IN THE LAST SIX MONTHS DURING COVID AND  
24 THEN HAND IT TO STEPHANIE H AS WE LOOK TO STRATEGIES WITH  
25 CONGESTION POTENTIALLY GROWING IN THE NEAR TERM. NEXT SLIDE



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1 PLEASE. SO THIS SLIDE SHOWS TRAFFIC ON THE SEVEN BATA  
2 PRIVILEGES, MONTH OVER MONTH, AND HOW THEY COMPARE 2020 VERSUS  
3 2019. SO THE TOP SEVEN ARE THE INDIVIDUAL BATA BRIDGES, AND AS  
4 YOU CAN SEE, TRAFFIC DROPPED PRETTY PRECIPITOUSLY MARCH AND  
5 APRIL AT THE BEGINNING OF SHELTER IN PLACE THEN WE SAW A  
6 REBOUND IN MID-JUNE NOT ALL THE WAY BACK BUT 60 TO 90 PERCENT  
7 ON THE BRIDGE HOWEVER WE HAVE SINCE SEEN TRAFFIC PLATEAU AND  
8 IT'S BEEN STEADY FOR THE LAST THREE MONTHS OR SO. BOTTOM IS  
9 BART TRANSBAY RIDERSHIP YOU SEE TRAFFIC BOTTOMING OUT IN APRIL  
10 BUT RECOVERING TO A SMALLER DEGREE AND STILL AT ABOUT 10 TO 11  
11 PERCENT OF NORMAL CONDITIONS. NEXT SLIDE PLEASE. THIS GOES  
12 INTO GREATER DETAIL ON THE BAY BRIDGE CORRIDOR ON THE LEFT WE  
13 HAVE THE DAY TRAFFIC, HOUR BY HOUR, AND BLUE IS SEPTEMBER OF  
14 LAST YEAR AND REDLINE SEPTEMBER OF THIS YEAR. COMPARING YEAR  
15 OVER YEAR. AS YOU CAN SEE ON THE LEFT SIDE, THAT DURING THE  
16 PEAK HOUR OR PEAK PERIOD FROM ABOUT 5 TO 9:00 A.M., THE  
17 TRAFFIC HAS BASICALLY FULLY RECOVERED ON THE BAY BRIDGE GOING  
18 INTO SAN FRANCISCO. HOWEVER SECOND HALF OF THE DAY TRAFFIC  
19 OFFICERS. ON THE RIGHT THIS SHOWS THE PICTURE BY 10:00 A.M.  
20 AND WHILE WE DID SEE THE PRECIPITOUS DROP IN MID-MARCH THAT  
21 THE TOTAL VOLUMES HAVE BASICALLY FULLY RECOVERED. WHEN YOU  
22 LOOK AT THE NUMBER OF VEHICLES, BUT WHEN WE SPLIT IT BY HOV  
23 AND NON-HOV, WE STILL SEE 50 TO 60 PERCENT OF WHERE IT WAS. SO  
24 WHILE WE'RE MOVING THE SAME NUMBER OF VEHICLES AS BEFORE WE'RE  
25 MOVING MANY FEWER PEOPLE THAN WE USED TO, EVEN MORE SO WHEN WE





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1 CONSIDER THE GREATER REDUCTION FROM TRANSIT RIDERSHIP. NEXT  
2 SLIDE PLEASE. SO, NOW THAT WE KNOW THAT TRAFFIC VOLUMES HAVE  
3 FULLY RECOVERED DURING THAT PEAK PERIOD WE ALSO LOOKED AT HOW  
4 IT WAS SPLIT OUT BY ORIGIN AND DESTINATION. THIS IS ANALYSIS  
5 OF CELL PHONE DATA THAT WE ANALYZED. SO THIS IS SHOWING TRIPS  
6 FROM THE EAST BAY INTO SAN FRANCISCO DURING THE PEAK PERIOD IN  
7 THE MORNING AND IT'S SHOWING TWO THINGS. SO THE SIZE OF THE  
8 DOTS IS THE NUMBER OF TRIPS BEING MADE NOW AND THE COLOR IS  
9 HOW IT'S CHANGED VERSUS LAST YEAR. SO THE MAP ON THE LEFT  
10 SHOWS TRIPS FROM THE EAST BAY ACROSS THE BAY BRIDGE, AND IF  
11 YOU LOOK AT THE COLORS IN PARTICULAR, WE SEE THAT THE RED IS  
12 THE GREATEST DECREASE, AND THE GRAY INCREASE GREATEST  
13 REDUCTION IN THE AFFLUENT PARTS EAST BAY, EMERYVILLE,  
14 BERKELEY, DOWNTOWN OAKLAND, CENTRAL CONTRA COSTA, WE SEE  
15 INCREASE IN VEHICLE TRIPS FROM SOME OF THE LESS AFFLUENT  
16 PARTS. SOLONO COUNTY EASTERN CONTRA COSTA, RICHMOND, SAN  
17 LEANDRO. THAT'S ALMOST ENTIRELY DUE TO PEOPLE SWITCHING AWAY  
18 FROM TRANSIT, PARTICULARLY BART. THE MAP ON THE RIGHT SHOWS  
19 WHERE PEOPLE ARE GOING, AND SIMILAR SITUATION A DRAMATIC DROP  
20 IN TRIPS GOING TO THE FINANCIAL DISTRICT TO DOWNTOWN SAN  
21 FRANCISCO AIRPORT IN GENERAL BUT WE HAVE SEEN INCREASE IN  
22 TRIPS TO THE PARTS OF SAN FRANCISCO SO WHILE THE TOTAL NUMBER  
23 OF TRIPS BEING MADE IT'S A DIFFERENT TYPE OF TRIP THAN BEFORE  
24 AND THERE IS SERIOUS IMPLICATIONS AS WE CONSIDER RECOVERY  
25 STRATEGIES. NEXT SLIDE PLEASE. SO THIS SHOWS A VERY SIMILAR



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1 PICTURE WITH BART RIDERSHIP. WE'RE LOOKING AT THE ORIGIN AND  
2 DESTINATION STATIONS AND WE SEE ONCE AGAIN THE GREATEST  
3 REDUCTION IN TRIPS AND RIDERSHIP FROM BERKELEY, DOWNTOWN  
4 OAKLAND, AND CENTRAL CONTRA COSTA, BUT MUCH QUICKER RECOVERY  
5 AND GREATER NUMBER OF TRIPS FROM RICHMOND, EASTERN CONTRA  
6 COSTA AND SAN LEANDRO AREA, AS WELL AS THE GREATEST REDUCTION  
7 GOING TO DOWNTOWN SAN FRANCISCO. IT REALLY PAINTS A PICTURE OF  
8 WHITE COLLAR TRIPS BEING REDUCED WHEREAS WE'RE SEEING  
9 ADDITIONAL SHIFT IN PEOPLE JUST SWITCHING AWAY FROM TRANSIT  
10 AND CARPOOL TO DRIVING ALONE. NEXT SLIDE PLEASE. WITH THAT I'M  
11 GOING TO HAND IT OVER TO MY COLLEAGUES, ACTUALLY, AND  
12 STEPHANIE, WE'RE GOING TO EXPLAIN SOME OF THE STRATEGIES THAT  
13 WE'RE PURSUING TO HELP ADDRESS POTENTIALLY GROWING CONGESTION  
14 IN THE FUTURE. TOSHI BEFORE WE GO TO THE NEXT PHASE, I WONDER  
15 IF ANYBODY HAS QUESTIONS. I HAD A QUESTION. I AM WONDERING IF  
16 THE COMMITTEE HAD ANY QUESTIONS ON THE DATA. I DON'T SEE  
17 ANYTHING. LET ME JUST ASK, I'M LOOKING AT THE -- WE HAVE BEEN  
18 TALKING ABOUT THE DECLINE IN CALTRAIN AND THE CHANGES IN THE  
19 TECH INDUSTRY, I'M LOOKING AT THE DUMBARTON AND SAN MATEO  
20 BRIDGES BOTH SEEM TO BE EXPERIENCING MUCH LOWER RECOVERY THAN  
21 THE OTHER BRIDGES IS IT YOUR SENSE IT'S THE TYPE OF JOBS THAT  
22 PEOPLE ARE GOING TO THERE?

23

24 **TOSHI SHEPARD-OHTA:** YES ABSOLUTELY. TO YOUR POINT WE HAVE SEEN  
25 THE GREATEST REDUCTION IN BRIDGE TRAFFIC ON THE DUMBARTON AND



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1 SAN MATEO BRIDGES. SIMILARLY, WHEN WE LOOK AT HIGHWAY TRAFFIC  
2 COUNTS AROUND THE REGION, THAT 101 AND 280 STILL HAVEN'T  
3 RECOVERED AS MUCH AS OTHER PARTS OF THE REGION OTHER PLACES.  
4 AND JUST ON THE BAY BRIDGE, THE TWO BAY BRIDGE INSIGHTS ARE  
5 INTERESTING TO SEE THE SINGLE OCCUPANCY AND CARPOOL BALANCE.  
6 DO YOU KNOW THE NUMBER OF TRANSIT PASSENGERS THAN CROSSING THE  
7 BRIDGE? AND IF NOT, AM I -- OKAY. THERE IS BART. OKAY. I'M  
8 THINKING OF THE ACTUAL --

9

10 **TOSHI SHEPARD-OHTA:** ON THE VERY FIRST SLIDE, I DID INCLUDE  
11 BART TRANSBAY RIDERSHIP. SO THAT SHOWED THAT BART RIDERSHIP IS  
12 ABOUT OVERALL 12 PERCENT LESS FOR TRANSBAY AND WHILE IT'S NOT  
13 SHOWN ON THERE WE SEE A SIMILAR SITUATION WITH OTHER TRANSIT  
14 MODES. SO WETA FERRY RIDERSHIP AND EXPRESS BUS RIDERSHIP ON AC  
15 TRANSIT ARE IN SIMILAR SITUATIONS.

16

17 **AMY WORTH, CHAIR:** SAME AROUND 10,12.

18

19 **TOSHI SHEPARD-OHTA:** SOME LOWER THAN BART.

20

21 **AMY WORTH, CHAIR:** THEY ARE?

22

23 **TOSHI SHEPARD-OHTA:** SOME IN SINGLE DIGITS.

24



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1 **AMY WORTH, CHAIR:** THAT'S HELPFUL TO KNOW TOO. THAT'S GREAT.  
2 OKAY. WELL GOOD. ARE THERE ANY OTHER QUESTIONS. AGAIN THANK  
3 YOU VERY MUCH FOR THAT INFORMATION AND WE'LL HEAD ON TO THE  
4 NEXT SECTION. THANKS.

5  
6 **STEPHANIE HOM:** HI I'M STEPHANIE HOM DESIGNER SECTION OF MTC.  
7 POST COVID WE WANTED TO DELIVER STRATEGIES THAT MOVE PEOPLE IN  
8 THE NEXT TWO YEARS. WHILE TRAFFIC HAS SLOWED DOWN SINCE  
9 SHELTER IN PLACE BUT IS RETURNING. IN PARTICULAR MOST TRAFFIC  
10 IS SINGLE OCCUPANCY VEHICLES AND WE CAN EXPECT THE TREND TO  
11 CONTINUE AND THAT TRANSIT AND HIGHER OCCUPANCY MODES WILL  
12 CONTINUE SLOWER AND MAY OVERWHELM IF WE'RE NOT PREPARED.  
13 DURING THIS TIME IT'S IMPORTANT TO MOVE FAST AND BREAK THE  
14 PROJECT DELIVERY PARADIGM BY WORKING WITH CALTRANS TO PROVIDE  
15 STRATEGIES TO SUPPORT TRANSIT ASK CARPOOL SO WE DON'T  
16 EXASPERATE THE SYSTEM WHEN TRAFFIC COMES BACK. NEXT SLIDE  
17 PLEASE. MTC HAS A SUITE OF NEAR TERM LOW COST HIGH EFFICIENCY  
18 INSPIRATIONAL STRATEGIES FOCUSED ON BRIDGE APPROACHES KNOWN AS  
19 THE FORWARD INITIATIVES MANY PRESENTED TO THE COMMISSION IN  
20 THE PAST. CURRENTLY FOUR INITIATIVES BAY BRIDGE RICHMOND, SAN  
21 RAFAEL AND DUMBARTON THAT MANAGE TRANSIT ACCESS AND INCREASE  
22 TRAVEL TIME. THERE IS GREATER SENSE OF URGENCY TO GET  
23 COMMITMENT FROM CALTRANS TO DELIVER STRATEGIES IN THE NEXT TWO  
24 YEARS TO BE PREPARED WHEN TRAFFIC OFFICERS FROM COVID.  
25 CRITICAL AND PROACTIVE STEP TO PREVENT DRIVE ALONE VEHICLES



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1 FROM OVERWHELMING CORRIDORS. WE WILL NEED STRATEGIES TO  
2 INCENTIVIZE TRAFFIC TO GET BACK IN CARPOOL PARTICULARLY  
3 IMPORTANT TO TRANSIT OPERATORS SINCE THEY'RE STRUGGLING WITH  
4 CURRENT OPERATIONAL FUNDING AND PROJECTS WILL ALLOW BUSES TO  
5 MAKE HEADWAY'S MUCH MORE RELIABLY. WE NEED TO BE BOLD DURING  
6 THIS TIME AND CONSIDER INNOVATIVE STRATEGIES KEY JUMP LANES  
7 CONVERSION LANES AND BUS AND SHOULDERS WHICH WILL REDUCE  
8 DELAYS AND IMPROVE TRAVEL TIME RELIABILITY. NEXT SLIDE PLEASE.  
9 MTC AND ACTC ARE PARTNERING TO FIVE OPERATIONAL IMPROVEMENTS  
10 TO BUSSES AND HOVS ON THE 880 CORRIDOR APPROACHING THE BRIDGE.  
11 PROJECT ONE CONVERTS GENERAL PURPOSE LANE TO HOV ON 580  
12 APPROACHING THE TOLL PLAZA. PROJECT TWO AND THREE REALLY GO  
13 HAND IN HAND TO IMPROVE TRANSIT OPERATIONS COMING OUT OF  
14 EMERYVILLE, THROUGH THE POWELL INTERCHANGE, BUT CONSTRUCTING A  
15 ROUND-ABOUT AND CONVERTING THE SHOULDERS 80 CORRIDOR AT THE  
16 EMERYVILLE CRESCENT TO A BUS HOV LANE. PROJECT FOUR WILL ALLOW  
17 US TO FURTHER DEVELOP THESE STRATEGIES ON THE CORRIDOR BETWEEN  
18 THE BAY BRIDGE AND CARQUINEZ BRIDGE WHICH COULD POTENTIALLY  
19 INCLUDE DUAL MANAGED LANES IN EACH DIRECTION, AND INCREASE  
20 VEHICLE OCCUPANCY REQUIREMENTS ON THE CORRIDOR. WE WOULD LIKE  
21 TO NOTE THAT THIS IS PART OF THE MTC BAIFA EXPRESS LANE  
22 NETWORK AND THIS EFFORT WOULD ALLOW US TO VET THROUGH A RANGE  
23 OF ALTERNATIVES TO MOVE FORWARD WITH IMPLEMENTING EXPRESS  
24 LANES ON THE 80. WE'LL ALSO BE CONDUCTING DETAILED TRAFFIC  
25 OPERATIONS AND ANALYSIS TO ASSIST THE SUCCESS PROJECT AND TO



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1 ENSURE THE SUCCESS IS IMPLEMENTING THE HOV STRATEGIES TO  
2 ACCOMMODATE MODE SHIFTS SUCH AS NEW PILOT EXPRESS BUS ROUTES  
3 AND COMMUTER PARKING NEXT SLIDE PLEASE. NEXT IS RICHMOND SAN  
4 RAFAEL FORWARD. BATA DELIVERED THE PEAK PERIOD LAND USE, LAND  
5 AND BIKE PATH WITHIN THE LAST TWO YEARS BUT TO SUPPORT THE  
6 SUCCESS OF THIS PILOT WE'RE LOOKING TO IMPLEMENT THREE KEY  
7 STRATEGIES TO ENSURE GOOD TRAFFIC FLOW FROM CONTRA COSTA TO  
8 MARIN. FIRST IS A CONFIGURATION TO THE TOLL PLAZA TO  
9 FACILITATE OPEN ROAD TOLLING. SECOND IS TO REINSTATE THE HOV  
10 LANE THAT EXISTED 20 YEARS AGO TO CONTINUE TO MOVE TRANSIT HOV  
11 AND STRATEGIES THAT ALLOW TRAFFIC TO FLOW ON THE BRIDGE BUT  
12 ALSO LOCAL TRAFFIC MANAGEMENT CONGESTION GENERAL PURPOSE LANE  
13 CONVERSION ARE EQUALLY CHALLENGING IN THIS CORRIDOR AND  
14 WE'LL NEED TO WORK WITH CALTRANS TO GET PROJECTS IMPLEMENTED.  
15 WE DON'T OFTEN DO GENERAL PURPOSE LANE CONVERSION BUT WE FEEL  
16 THERE IS VALUE IN CIRCUMSTANCE WHERE IS WE NEED TO EXTEND  
17 TRANSIT IN THIS CORRIDOR WE'RE THINKING THROUGH BEING  
18 STRATEGIC WHERE WE PUT THE GP CONVERSION LANES SO WE'RE  
19 THINKING OF HAVING IT AT THE START AND END. LANES. NEXT SLIDE  
20 PLEASE. DUMBARTON FORWARD. DUMBARTON FORWARD, THE KEY PROJECT  
21 HERE IS THE PILOT BUS ON SHOULDER LANE THAT WILL ALLOW BUSES  
22 TO TRAVEL ON THE SHOULDER ON THE APPROACH AND EXIT OF THE  
23 DUMBARTON BRIDGE. SINCE MOST OF THE CONGESTION HERE IS GETTING  
24 ON AND OFF THE BRIDGE THE QUEUE JUMP LANES WILL ALLOW BUSES TO  
25 BYPASS ROLE TRAFFIC FOR A FAIRLY SMOOTH RIDE ON THE BRIDGE AND



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1 USE THE ADDITIONAL QUEUE JUMP LANE TO NAVIGATE THE PRIVILEGE.  
2 WE HAVE BEEN WORKING ON THIS FOR THE PAST TWO YEARS BUT HAVING  
3 CHALLENGES MOVING IT FORWARD AND HAVEN'T MADE UPON MUCH  
4 PROGRESSES WE NEED THE HELP OF CALTRANS TO CHAMPION AND BE A  
5 PARTNER ON THE PROJECT AND STREAMLINE THE PROCESS ESPECIALLY  
6 FOR PROJECTS LIKE THIS WHICH ARE A PILOT PROJECT WITH MINIMAL  
7 CONSTRUCTION IS INTENDED TO TEST STRATEGIES THAT COULD PROVIDE  
8 SIGNIFICANT TRAVEL TIME SAVINGS FOR TRANSIT. NEXT SLIDE  
9 PLEASE. OUR CALL TO ACTION IS TO DELIVER THESE STRATEGIES IN  
10 TWO YEARS BY 2022. TO DO THIS WE'LL NEED TO WORK TOGETHER WITH  
11 CALTRANS AND OTHER PROJECT PARTNERS AS A TEAM FOR SMARTER AND  
12 FASTER PROJECT DELIVERY. THE TYPICAL PROJECT DELIVERY PROCESS  
13 CAN TAKE ABOUT 13 YEARS BUT WE REALLY DON'T HAVE THAT TIME.  
14 THAT'S NOT GOING TO WORK IF WE WANT TO BE PREPARED FOR WHEN  
15 TRAFFIC COMES BACK FROM COVID. WE'RE STARTING TO THINK ABOUT  
16 STREAMLINING WITH NEW PROCESSES LIKE THE CALTRANS DESIGN  
17 ENGINEERING AND EVALUATION REPORT OR DEAR PROCESS WHICH IS  
18 WHAT WE'RE STARTING FOR SAN RAFAEL FORWARD THIS IS A GOOD  
19 START BUT WE NEED TO CONTINUE THE MOMENTUM AND WE NEED  
20 CALTRANS SUPPORT TO STREAMLINE OTHER PROCESSES LIKE CEQA,  
21 PROCESS APPROVAL DESIGN RISK AND CONSIDER DELIVERY STRATEGIES  
22 SUCH AS EARLY ENGAGEMENT WITH CONTRACTORS AND PHASE DELIVERY  
23 TO GET THE PROJECTS DELIVERED. NEXT SLIDE. AND WITH THAT I'LL  
24 TURN IT OVER TO ASHLEIGH.  
25



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1 **ASHLEIGH NGUYEN:** HELLO THIS IS ASHLEIGH NGUYEN. IT WOULD BE  
2 NICE IF CAN EVERYONE COULD BE ON MUTE WHEN WE PRESENT. THANK  
3 YOU VERY MUCH. WHAT I WOULD LIKE TO DO IS SUMMARIZE OUR ASK  
4 FOR THE WORKING GROUP TODAY. IN OUR VIEW, THE BATA RECOVERY  
5 PLAN OUGHT TO INCLUDE A FOCUS ON DELIVERING OPERATIONAL  
6 PROJECTS APPROACHING AND ON THE BRIDGES THAT BOOST RELIABILITY  
7 FOR BUSES AS WELL AS OFFER TRAVEL TIME SAVINGS TO BUS RIDERS  
8 AND CARPOOLS TO THE CORRIDORS. THE EMPHASIS ON MOVING PEOPLE  
9 WAS BEFORE COVID BUT NOW EVEN MORE SO GIVEN DEVASTATING IMPACT  
10 ON TRANSIT AND CARPOOLS. THERE IS A NEED TO DO SOMETHING. SO  
11 WE HAVE THREE ASKS WE WOULD LIKE TO SHARE WITH YOU FOR THE  
12 WORKING GROUP TO CONSIDER. FIRST ASK IS WE WANT THE WORKING  
13 GROUP TO BE CHAMPIONS FOR THE FORWARDS BEING CHAMPION WILL  
14 ALLOW US TO OPEN MORE DOORS AND WILL ALLOW US TO INNOVATE IN A  
15 WAY THAT WE HAVEN'T DONE BEFORE IN THIS REGION. WITH YOUR  
16 SUPPORT, AS YOU HAVE DONE IN THE PAST, WITH ALL OF THE FORWARD  
17 PROGRAMS IS TO HELP US MOVE IT FORWARD AND I THINK YOU AS  
18 CHAMPIONS CAN REALLY MAKE THAT HAPPEN FOR US. OUR ASK NUMBER  
19 TWO IS, WE ARE SHORT ON FUNDS TO DELIVER THE CONSTRUCTION  
20 PHASES OF THE FORWARDS. WE ASK THIS WORKING GROUP TO  
21 PRIORITIZE FUNDING TO FILL AN ESTIMATED UNMET NEED OF \$76  
22 MILLION TO DELIVER THE CONSTRUCTION COMPONENTS OF THE  
23 FORWARDS. IF RM3 BECOMES AVAILABLE WE COULD CERTAINLY WORK  
24 WITH ACTC AND AC TRANSIT TO TAP INTO SOME OF THE TRANSIT CORE  
25 CAPACITY FUNDS, OR IF WE'RE LUCKY UNANTICIPATED FEDERAL STATE





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1 AND LOCAL FUNDS MAY MATERIALIZE AS THEY OFTEN DO IN THE TIME I  
2 HAVE BEEN HERE AT MTC. WE ASK THAT YOU HELP US TO FILL THESE  
3 FUNDING GRASP AS RESOURCES BECOME AVAILABLE. WE COULDN'T WAIT  
4 TOO LONG TO COBBLE FUNDS TOGETHER BUT THE WITH THE COLLECTIVE  
5 EFFORT WE MAY BE ABLE TO FIND THE SPARE CHANGE UNDER OUR  
6 COUCHES. THREE WE CAN BE SUCCESSFUL IN DELIVERING THE FORWARD  
7 THROUGH THE LEADERSHIP OF COMMISSIONER TAVARES SHOULD CALTRANS  
8 DEPUTIZES CALTRANS PMS TO CHAMPION FOR THE FORWARDS WE NEED  
9 THESE PM'S TO BE CREATIVE PROBLEM SOLVERS AND WORK WITH A  
10 SENSE OF PURPOSE AND URGENCY. WE NEED CHAMPIONS WHO CAN GET US  
11 TO A YES QUICKLY AND DECIDEDLY. WE NEED CALTRANS TO USHER IN  
12 AND EMBRACE INNOVATIVE TRANSIT AND HOV STRATEGIES AS WE TALKED  
13 ABOUT IN THE PREVIOUS SLIDE, LIKE BUS ON SHOULDER, TAKING RISK  
14 IN DOING GENERAL PURPOSE LANE CONVERSION INTO HOV, SUPPORTING  
15 US ON QUEUE JUMP LANES WHERE WE TAKE AWAY A LITTLE BIT OF THE  
16 RIGHT AWAY. THESE ARE SMALL PROJECTS WE CAN DO AND WE CAN  
17 CERTAINLY DELIVER THEM BUT NOT WITHOUT A PARTNERSHIP WITH  
18 CALTRANS TO DO SO. WE NEED TO HIT THE GROUND RUNNING AND IT  
19 WOULD BE A HUGE COO TO COLLECTIVELY WORK TOGETHER TO DELIVER  
20 OUR PROJECT WITHIN THE NEXT TWO YEARS GOAL IS 2022. CALTRANS  
21 AND BATA HAVE DELIVERED DURING CRISIS FOR EXAMPLE, DURING 1989  
22 LOMA PRE ETA EARTHQUAKE TEMPORARY LANES WERE CREATED ON 94,  
23 STATE ROUTE TWO AND THE PURPOSE OF THE DAY BRIDGE. CALTRANS  
24 OCCUPANCY TOW THREE PLUS ON STATE ROUTE 17 AND MARIN 101 AS  
25 WELL AS TEMPORARY CHANGED VIOLATION FINES INCREASING FROM \$59



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1 TO 211. THESE ARE THE THINGS CALTRANS HAS DONE AND WE LOOK TO  
2 THE STRATEGIES TO SEE IF THEY CAN BE APPLIED HERE DURING THESE  
3 COVID TIMES. ANOTHER EXAMPLE IS IN 2007 WHEN A TANKER CRASHED  
4 AND DESTROYED THE MAC ARTHUR MAZE, AND CONTRACTOR CC REBUILT  
5 WITHIN 26 DAYS THAT'S SOMETHING FOR THE HISTORY BOOKS. LASTLY  
6 IN 2013 CALTRANS BATA AND CTC MOVED QUICKLY IN RESPONSE TO  
7 STEEL BOLTS ON THE EAST BAND AND THEY WERE QUICK TO COME UP  
8 WITH A SEISMIC IMPROVEMENT AND PUT IT IN PLACE IN ORDER TO  
9 OPEN THE NEW EAST BAND IN SEPTEMBER OF 2013 THESE ARE ALL GOOD  
10 EXAMPLES OF WHAT WE CAN DO TOGETHER WHEN WE THINK FAST. WE  
11 FIND SOLUTIONS AND WE DELIVER THEM FOR THE BENEFIT OF THE  
12 REGION. AND WE HOPE TO DO THE SAME HERE. EVEN OUR FORWARD  
13 PROGRAMS ARE LOW HANGING FRUITS. SOMETIMES IT'S BEEN A  
14 CHALLENGE TO WORK THROUGH THE CALTRANS PROCESS TO DELIVER  
15 THEM. AND WE'RE HOPING THAT THE STREAMLINING THAT TONY CAN  
16 PROVIDE US MAY HELP US REALLY HIT OUR MARK TO COMPLETE THESE  
17 PROJECTS IN TWO YEARS OR LESS. I THINK FOR ALL IN ALL CALTRANS  
18 AND BATA CAN BE REALLY QUICK AND NICK BEALL DURING THE  
19 PANDEMIC. OUR GOAL AND OUR HOPE IS THAT WE COULD WORK TOGETHER  
20 AND GET IT DONE. WITH THAT I'LL CLOSE AND WE'RE HAPPY TO TAKE  
21 ANY QUESTIONS FROM THE COMMITTEE.

22

23 **AMY WORTH, CHAIR:** GREAT. ASHLEIGH, THANK YOU VERY MUCH FOR  
24 BOTH OF THOSE PRESENTATIONS BOTH IN TERMS OF DESCRIBING --  
25 REMINDING US OF THE FORWARD INITIATIVES AND OUR CHALLENGES.



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1 AND AGAIN THESE ARE INITIATIVES THAT HAVE BEEN IN THE HOPPER  
2 FOR A WHILE AND NOW WE DO HAVE AN OPPORTUNITY. SO, FIRST OF  
3 ALL, I SEE THERESE. I WANT TO ASK IF THERE ARE QUESTIONS. I  
4 SEE OUR EXECUTIVE DIRECTOR FOR SOME COMMENTS.

5

6 **THERESE MCMILLAN:** GREAT. THANK YOU CHAIR WORTH. AND STAFF,  
7 JUST AS PART OF THE CONTEXT THAT SHE'S PRESENTED HERE JUST TO  
8 CLARIFY THE STRATEGIES STREAMLINES PROCESS PROJECTS PROPOSED  
9 TO BE BROUGHT TO BEAR, THESE PROJECTS DON'T NEED CHANGES ARE  
10 THESE IN THE MARGIN TO BE PURSUED IN ORDER OF AUTHORITY OR  
11 OTHER RELATED INITIATIVE?

12

13 **ASHLEIGH NGUYEN:** I DON'T BELIEVE ANY OF THE STRATEGIES THAT  
14 WE'RE ASKING TO PURSUE UNDER THE FORWARD INCLUDING BUS ON  
15 SHOULDER AND GP LANE CONVERSION THAT REQUIRES ANY STATUTES OR  
16 PERMISSION FROM ABOVE. I THINK THESE ARE STRATEGIES THAT HAVE  
17 BEEN IMPLEMENTED AT DIFFERENT TIMES IN THE REGION AND WE HAVE  
18 DONE IT THROUGH THE COLLABORATION AT CALTRANS BUT WE DIDN'T  
19 NEED ANY LEGISLATION TO DO SO. I THINK IF IT WAS -- WE'RE  
20 ASKING FOR EXAMPLE, WANTING TO TAKE A GENERAL PURPOSE LANE AND  
21 TURN IT INTO AN EXPRESS LANE WE WOULD NEED TO GO THROUGH STATE  
22 PROCESS TO GET THE PERMISSION TO DO THAT KIND OF CONVERSION  
23 BUT THAT'S NOT THE CASE HERE WITH THE FORWARD INITIATIVES.  
24 ANDY DID YOU WANT TO ADD?

25



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1 **ANDREW FREMIER:** I THINK ASHLEIGH YOU GOT IT RIGHT. THE ONE  
2 THING I WANTED TO ADD IS THE LAST PIECE YOU MENTIONED. I WOULD  
3 DEFER TO TONY, THE BIGGEST CHALLENGE WITH TAKING A GENERAL  
4 PURPOSE LANE IS YOU'RE TAKING A INTERSTATE LANE, THERE FHWA  
5 THAT WOULD NEED TO BE CONSIDERED I THINK WE HAVE A STRONG  
6 CASE. IT'S A LEGISLATIVE CHANGE AND SOMETHING WE WOULD HAVE TO  
7 CONFER WITH. TONY DO YOU HAVE ANYTHING TO ADD?

8

9 **TONY TAVARES:** I THINK YOU HAVE IT CORRECT ANDY, INTERSTATE 580  
10 AND INTERSTATE 880 THEY'RE GOING TO HAVE TO HAVE HFWA  
11 INVOLVEMENT WHAT THAT INVOLVEMENT IS, WE'LL DIG INTO AND  
12 FIGURE THAT OUT. I DON'T THINK IT REQUIRES LEGISLATIVE CHANGER  
13 AT THIS TIME. BUT WE'LL HAVE TO WORK THROUGH SOME OF THESE  
14 ISSUES.

15

16 **AMY WORTH, CHAIR:** OKAY. BACK TO THE COMMITTEE. DO YOU HAVE ANY  
17 QUESTIONS ABOUT THE FORWARDS? THEY HAVE BEEN PRESENTED IN MORE  
18 DETAIL, FIRST OF ALL, AND THEN ANY QUESTIONS OR COMMENTS?

19

20 **CAROL DUTRA-VERNACI:** MY COMMENT, IF I CAN JUMP IN, THIS IS  
21 CAROLE. I APPRECIATE THE LEVEL OF DETAIL. IT'S INTERESTING AND  
22 THINKING ABOUT IT, NOW IS THE THREE FORWARDS, BECAUSE I LIKE  
23 THAT TERMINOLOGY. BUT YEAH I THINK THE LEVEL OF DETAIL WAS  
24 GOOD ESPECIALLY POINTING OUT THE CHALLENGES WITH FUNDING FOR  
25 EXAMPLE, OF COURSE THE DUMBARTON BRIDGE IS IN MY BACKYARD AND



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1 I THOUGHT YOU SAID THAT WAS THE ONE WITH THE LEAST CHALLENGES  
2 IN TERMS OF THE DOLLARS NEEDED FOR IMPROVEMENT. BUT ALSO, I  
3 WOULD LIKE TO MENTION IN ALL OF THIS, I HEARD THAT WHAT SOUNDS  
4 LIKE TONY HAS A BIG LIFT HERE WITH CALTRANS BECAUSE WHAT I  
5 THINK I WAS HEARING AS WELL IS THAT WITH ALL OF THESE PROJECTS  
6 GETTING CALTRANS ON BOARD IS A CHALLENGE OR NOT NECESSARILY  
7 GETTING THEM ON BOARD IS A CHALLENGE BUT WHAT I WROTE IN MY  
8 NOTES IS WORKING WITH CALTRANS HAS BEEN A PROBLEM SO I DON'T  
9 KNOW IF I UNDERSTOOD THAT CORRECTLY OR NOT.

10

11 **DAMON CONNOLLY:** I'LL SAY I APPRECIATE THE OVERARCHING PROGRAM  
12 WITH THE FORWARD PROGRAMS THEY REFLECT A LOT OF LONG-TIME  
13 GOALS BUT WITH MORE URGENCY RIGHT NOW. SO I THINK THE TIMING  
14 IS RIGHT TO BE LOOKING AT THINGS THIS WAY.

15

16 **ANDREW FREMIER:** COMMISSIONER DUTRA-VERNACI -- GOD, I'M VERY  
17 TROUBLE TALKING. CAROLE. TO YOUR POINT, IT'S NOT THAT CALTRANS  
18 IS A PROBLEM, IT'S THAT WE HAVE GIVEN THEM A COMPLICATED  
19 CHALLENGE. WE'VE ASKED THEM TO JUMP THROUGH HOOPS AND JOIN OUR  
20 PARTY. I THINK THEY'VE BEEN COOPERATIVE. THEY HAVE PROCEDURES  
21 AND POLICIES. WE COULD MOVE FORWARD WITH THE CHALLENGES BUT I  
22 WOULDN'T CHARACTERIZATION IT AS BEING TOUGH TO WORK WITH.

23

24 **AMY WORTH, CHAIR:** HAVE WE RECEIVED ANY PUBLIC COMMENT?

25



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1 **CLERK OF THE BOARD:** NO COMMENTS.

2

3 **AMY WORTH, CHAIR:** I'LL TURN IT BACK TO PANELISTS. I PRESSED  
4 STAFF WHEN WE WERE PREPARING FOR THIS MEETING, WHAT KIND OF  
5 FUNDING WILL WE NEED TO GET. WE HAVE AN URGENT OPPORTUNITY  
6 RIGHT NOW. WE HAVE THE TRAFFIC SITUATION WE NEED TO DO  
7 EVERYTHING WE CAN TO PROVIDE THE INCENTIVES FOR PEOPLE TO GET  
8 ON TRANSIT, AND WE HAVE BEEN TALKING ABOUT THE ACCESS TO THESE  
9 PRIVILEGES FOR A LONG TIME, AND SO, OBVIOUSLY, IF WE'RE ABLE  
10 TO IDENTIFY THE FUNDS THEN THAT GIVES -- THAT ALSO PROVIDES  
11 SOME MOMENTUM. I GUESS I'M GRATEFUL THAT OUR CFO IS ON THE  
12 CALL TO TALK TO -- I THINK IT'S REALLY IMPORTANT THAT WE AS A  
13 TASK FORCE ALSO IDENTIFY THE FUNDING SOURCES. HOW WE CAN  
14 ADVOCATE TAKING SERIOUSLY ASHLEIGH'S COMMENTS ULTIMATELY THIS  
15 GROUP WILL BRING RECOMMENDATIONS AND INITIATIVES TO BATA WITH  
16 RECOMMENDATIONS AND OBVIOUSLY WE COULDN'T DO THIS WITHOUT THE  
17 ADDITIONAL FUNDING SO BRIAN DO YOU HAVE ANY THOUGHTS ON  
18 FUNDING PIECE?

19

20 **BRIAN MAYHEW:** LITERALLY FORWARD IS A SERIES OF PROJECTS.  
21 TRANCE SEND BATA IN SOME CASES. AT THIS STAGE NO. AND I'M  
22 STARING AT THE AUDIT FIGURES FOR YEAR END AND RIGHT NOW FOR  
23 THE FIRST TIME EVER BATA HAS A NEGATIVE OPERATING LOSS. IT  
24 NEVER HAS BEFORE SO I HAVE TO GO THROUGHOUT NUMBERS AGAIN. I  
25 DON'T THINK FOR A WHILE AGAIN. THE NUMBERS ARE HERE ABSENT A



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1 TOLL INCREASE. UNLESS RM3 HAS SPRUNG LOOSE. IF SO WE HAVE  
2 OTHER TOOLS TO WORK WITH. I WOULD SAY BATA AS THE TOOL IT JUST  
3 ISN'T THERE. YOU KNOW, EVEN IF I ACCELERATE THE RECOVERY.  
4 YOU'RE LOOKING AT FIVE YEARS TO BARELY BREAK EVEN.

5

6 **AMY WORTH, CHAIR:** IT SEEMS CLEAR WHATEVER WE HAVE WITH RM3  
7 WHETHER THE FUNDING COMES THROUGH INITIAL RECOVERY CAPITAL AND  
8 I THINK THERE HAS BEEN A LOT OF ADVOCACY IN WASHINGTON BY OUR  
9 CMAS AND BY MTC TO LOOK AT THE CAPITAL PIECE FOR ANY RECOVERY  
10 ACT AND ANY SORT OF TRANSPORTATION FUNDS THAT MIGHT IN THE  
11 STATE HOPPERS THAT, YOU KNOW, SO, I THERESE HAS HER HAND UP  
12 AND ANDY, YOU HAVE SOMETHING TO ADD TOO. THERESE.

13

14 **THERESE MCMILLAN:** YEAH. AGAIN. AND I'M GLAD THIS IS AN  
15 OPPORTUNITY TO TALK ABOUT AS ANDY MENTIONED WITH POTENTIAL TO  
16 FTA AND TRANSIT SIDE OF THE CORRIDORS LOOKING AT FEDERAL  
17 POLICIES AND PROCEDURES, AND WE'RE STREAMLINING MAY OCCUR AT  
18 THAT LEVEL AS WELL. AND SO. I THINK, IMPORTANTLY, AS WE THINK  
19 ABOUT THE AUTHORIZATION I THINK OF THE PACKAGE AS NOT ONLY  
20 FUNDING, WHICH IS FRONT AND CENTER BUT ALSO ADMINISTRATIVE  
21 ADJUSTMENTS THAT MAY HELP PARTICULARLY IN PROJECT DELIVERY  
22 THAT'S SOMETHING STAFF MAY BE THINKING ABOUT BUT COULD BE  
23 INFORMED BY THIS EXERCISE AS TO WHAT THAT LIST OF THINGS  
24 SHOULD LOOK LIKE.

25



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1 **AMY WORTH, CHAIR:** THE OTHER THING I'M LOOK AT -- ANDY, YOU  
2 WERE GOING TO ADD SOMETHING.

3

4 **ANDREW FREMIER:** QUICKLY CHAIR WORTH TO ADD ON TO BRIAN AND  
5 THERESE'S POINTS, WE RECOGNIZE THE CORRIDOR HAS ELIGIBILITY IN  
6 ALMOST EVERY FUND POCKET WE WORK WITH BUT BATA FUNDS  
7 PARTICULARLY IN THE REHAB ENVIRONMENT, WE HAVE COBBLE TOGETHER  
8 QUITE A BIT OF MONEY TO GET OUR PARTNERSHIP NET SHIP STARTED  
9 WITH ACTC, AND TONY AND THE IDEA OF TRYING TO GET READY  
10 PROJECTS THAT WOULD BE ELIGIBLE IF A STIMULUS PACKAGE COMES  
11 THROUGH IS PRETTY NEW TO BATA AS WELL, SO WE DO CONSIDER THE  
12 OPPORTUNITIES TO BE AVAILABLE, BUT UNLESS RM3 FREES UP, WE  
13 HAVE TO ASSUME BRIDGE TOLLS WOULD NOT BE VERY HELPFUL AT THIS  
14 POINT. ESPECIALLY IF THERE ARE POINTS OF MATCH OR THINGS LIKE  
15 THAT. WE SEE WE SEE SUPPORT FOR ADDITIONAL REVENUE SOURCES FOR  
16 OUR PARTNERS OR PLACES THAT WE WOULD NOT TRADITIONALLY USE IN  
17 THE BRIDGE WORLD. THE CHALLENGE FOR US THE COUNTY PROGRAMS,  
18 HIGHWAY AND TRANSIT, ALL THE THINGS STREETS AND ROADS THAT  
19 CMA'S DO. WHAT DO WE CALL THEM NOW CTAS? NEW NAME. THE BRIDGES  
20 ARE KIND OF OUR THINGS. WE HAVE TO BE THE ADVOCATES FOR THE  
21 BRIDGES BECAUSE THEY CROSS COUNTY LINES. SO RESIDENTS FROM  
22 ALAMEDA GO INTO SAN MATEO AND SANTA CLARA COUNTY ON THE  
23 BRIDGES, AND CONTRA COSTA, MARIN, SO, THAT'S THE OTHER PIECE  
24 OF THE CONVERSATION THAT WE NEED TO HAVE. I HEARD IN CONTRA  
25 COSTA COUNTY, THE WEST COUNTY, THE WESTCAT GROUP SAYING WE





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1 WANT TO OFFER QUICKER SERVICE FOR THE PEOPLE ON THE BUSES  
2 ALONG THE 880 CORRIDOR JUST AS AN EXAMPLE. SO I ASSUME THAT  
3 THESE PLANS WILL KIND OF COME BACK TO US, AND WE CAN HAVE SOME  
4 MORE OF THOSE CONVERSATIONS ABOUT WHERE -- ANDY, AS YOU  
5 POINTED OUT, THESE INITIATIVES HAVE ELIGIBLE IN A LOT OF  
6 DIFFERENT POTS OF FUNDING. WE JUST NEED TO, YOU KNOW, IDENTIFY  
7 THEM. SO, OKAY. SO ANY OTHER QUESTIONS OR COMMENTS?

8

9 **BRIAN MAYHEW:** MAY I SAY ONE MORE THING ON FUNDING? THE TRANSIT  
10 TRANSFER FUNDS, DUMBARTON CANNOT BE FEDERALIZED IF THEY DO,  
11 YOU EITHER HAVE TO CHANGE THE LAW, TITLE 21 IN WASHINGTON OR  
12 JUST BE CAREFUL THAT YOU CAN FEDERALIZE -- THE BAY BRIDGE AND  
13 RICHMOND ARE ALREADY FEDERAL. TAKE ALL THE MONEY YOU WANT. BUT  
14 YOU HAVE TO BE CAREFUL WITH THAT LAST ONE BECAUSE THAT WOULD  
15 INTERFERE WITH THE TRANSIT TRANSFERS.

16

17 **CAROL DUTRA-VERNACI:** WITH I JUMP IN AND ASK A QUESTION?  
18 BECAUSE I WANT TO UNDERSTAND WHAT BRIAN WAS JUST SAYING. ARE  
19 YOU SAYING BRIAN AGAIN TALKING ABOUT DUMBARTON BRIDGE, THE  
20 MONEY THAT -- WHAT DO YOU MEAN? BECAUSE WHAT I'M MAKING IT  
21 MEAN IS THAT MONEY THAT'S COMING OFF DUMBARTON BRIDGE CAN'T BE  
22 USED BECAUSE SOMEHOW WHAT WE'RE DOING HAS SOMETHING TO DO WITH  
23 FEDERAL FUND SOMETHING BECAUSE YOU SAID FEDERALIZING AND WHAT  
24 --

25



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1   **BRIAN MAYHEW:** YEAH WHAT I MEAN BY THAT IS WE INTEND FEDERAL  
2   FUNDS ON THE BAY BRIDGE BENICIA BRIDGES, AND RICHMOND WHEREVER  
3   YOU SPEND FEDERAL FUNDS, YOU CAN'T USE FEDERAL MONEY IN  
4   TRANSIT OPERATIONS. WE ARE OF CAREFUL OPINION, IT CARVES OUT  
5   THE REMAINING BRIDGES AND THOSE REMAINING BRIDGES HAPPEN TO BE  
6   EXACTLY WHAT WE MAKE THE TRANSIT TRANSFERS IF YOU WANT TO MAKE  
7   EVERYBODY HAPPY IN DUMBARTON WE WOULD COMPROMISE THE ABILITY  
8   TO MAKE RM2 AND RM3 TRANSFERS IT'S SOMETHING YOU DON'T WANT TO  
9   DO NOT TO MENTION THERE WOULD BE CONTRACTUAL REPAYMENTS BACK  
10   TO CALTRANS. SO YOU HAVE GOT TO BE CAREFUL, YOU DON'T WANT TO  
11   PUT FEDERAL MONEY ON THE REMAINING FOUR BRIDGES YOU WANT TO DO  
12   ON THE REMAINING THREE --

13

14   **ANDREW FREMIER:** THERE IS QUITE A BIT OF RICHMOND PAINTING  
15   PROJECTS BENICIA IS ALSO AVAILABLE FOR FEDERAL FUNDS IT'S GOT  
16   A STEEL BRIDGE THAT SEEMS TO BE A PRESSURE POINT IN THE REHAB  
17   PROGRAM WE HAVE GOT TO UNLOAD THE PROJECTS, LIKE DUMBARTON  
18   FORWARD. DUMBARTON FORWARD IS THE SMALLEST OF THEM THE ONE  
19   WE'RE TALKING ABOUT IN THESE CATEGORIES OF PROJECTS THEY'RE  
20   PROJECTS IN BAY BRIDGE AND RICHMOND AREA IN TERMS OF BIG  
21   DOLLARS.

22

23   **AMY R. WORTH, CHAIR:** THAT'S A GOOD POINT TO JUST KNOW WHERE  
24   THE MONEY NEEDS TO GO. WE HAVE AN EXCELLENT POINT WITHIN OUR  
25   PORTFOLIO TO MAKE TRANSFERS TO REALLY MAKE THAT WORK. DURING



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1 THE OBAMA ADMINISTRATION, WE HAD ARROW PROGRAM. WE HAD THE  
2 CALDECOTT TUNNEL READY TO GO. NOTHING SWEETER THAN HAVING A  
3 SHOVE-READY PROJECTS TO FLOW MONEY INTO. THE GOAL IS TO MAKE  
4 THESE SHOVEL READY AND TO BE PURSUING ALL THE DIFFERENT  
5 FUNDING SOURCES, AND I WOULD HOPE TOO, GIVEN THE URGENCY OF  
6 THIS AND THE GOALS THAT WE SPENT LAST WEEK STUDYING THE  
7 STATE'S CLIMATE GOALS FOR EXAMPLE, THE VMT AND GREENHOUSE GAS  
8 EMISSIONS THAT GETTING PEOPLE ON TRANSIT IS GOING TO BE VITAL  
9 TO ACHIEVING THOSE GOALS. SO, AND THIS COMBINED WITH OUR  
10 EXPRESS LANE INITIATIVES FOR EXPRESS BUSES, IT JUST SEEMS TO  
11 ME TO BE SO IMPORTANT. SO, GOOD, WELL, I KNOW WE'RE GOING TO  
12 GET MORE DETAIL AS THE PROJECTS ARE, YOU KNOW, YOU'RE FLESHING  
13 THEM OUT, AND ALSO FIND OUT WHERE, FUNDING WISE, WE CAN DO TO  
14 SUPPORT THAT EFFORT. AND, SO AGAIN TONY THANK YOU VERY MUCH, I  
15 KNOW YOU'RE WORKING WITH BATA STAFF TO FINE TUNE TO SEE WHAT  
16 WE CAN DO WITHOUT CHANGES AND AGAIN PILOTS ARE ALWAYS MORE  
17 COMPANY IN TERMS OF RESIDENT CHANGES SO WE KIND OF HAVE AN  
18 OPPORTUNITY TO KNOW WHAT WE CAN DO. SO, APPRECIATE THAT. I  
19 THINK ONE OF THE HIGHLIGHTS OF SERVING ON MTC WAS BEING AT  
20 TREASURE ISLAND THE NIGHT THAT THE BRIDGE WAS MOVED AND SEEING  
21 ALL THOSE -- AND I LOVE SEEING ALL THE ENGINEERS, BATA  
22 ENGINEERS, CALTRANS ENGINEERS, JUST WATCHING THIS IN AWE, AND  
23 THE IDEA IS THE OPPORTUNITY WE HAVE HAD TO LITERALLY MOVE TO  
24 MAKE IT HAPPEN. BUT WHEN YOU LOOK AT THE EFFICIENCY OF THAT  
25 CONSTRUCTION IT'S JUST INCREDIBLE. SO I THINK WE HAVE A REAL



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1 OPPORTUNITY WITH THESE INITIATIVES TO MAKE A HUGE DIFFERENCE  
2 AND IT TIES IN OF COURSE WITH THE BLUE RIBBON TASK FORCE  
3 LOOKING AT HOW DO WE PROVIDE A RECOVERY VEHICLE FOR TRANSIT  
4 AND MAKING THE BRIDGES WORK MORE EFFICIENTLY IN TERMS OF  
5 TRANSIT IS GOING TO BE KEY. SO THE NEXT ITEM IS REALLY LOOKING  
6 AT, ON THE GROUND TO SEE WHAT A PARTICULAR COUNTY IS DOING,  
7 COUNTY AND CITY, TO TAKE ADVANTAGE OF THIS OPPORTUNITY RIGHT  
8 NOW WITH THE INITIATIVES AND I WANT TO TURN IT OVER TO ANDY TO  
9 INTRODUCE TOM AND AGAIN, THANK YOU TOM FOR BEING HERE. I HAD  
10 THE PLEASURE A COUPLE OF WEEKS AGO WITH MY DAUGHTER TO SPEND  
11 THE DAY BIKE RIDING IN SAN FRANCISCO. SO SHE WAS TALKING ABOUT  
12 THE WIGGLE. MOM, WE HAVE TO FOLLOW THE WIGGLE. I THOUGHT THAT  
13 WAS INNOVATIVE. THAT WAS GREAT. BUT WITH MY ELECTRIC BIKE, I  
14 COULD DO HILLS ANYWAY. LET ME TURN IT OVER TO ANDY.

15

16 **ANDREW FREMIER:** THANK YOU CHAIR WORTH IT SOUNDS LIKE YOU GAVE  
17 HIM A MORE PERSONAL INVITATION TO THE MEETING THAN I WOULD.  
18 JEFF INVITED TOSHI AND MYSELF TO PARTICIPATE IN A WEEKLY  
19 MEETING IN SAN FRANCISCO TO DEAL WITH THE RECOVERY EFFORTS  
20 WE'RE TALKING ABOUT HERE THERES IS COMPLICATED BY THE CITY  
21 STREETS AND KEEPING MUNI OPERATING. DISCUSSIONS WITH TOSHI IS  
22 HOW MANY PARALLELS WE HAVE ON THE HIGHWAY SYSTEM. AND TOM  
23 MCGUIRE DIRECTOR OF SUSTAINABLE STREETS AND MTA HAD THE  
24 OPPORTUNITY TO TALK ABOUT CONVERSION OF GENERAL PURPOSE LANES,  
25 APPROACHES AT THE BAY BRIDGE AND WE ENGAGED REGULARLY IN



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1 CONVERSATIONS WITH TOM AND STAFF AND THINK THERE IS  
2 OPPORTUNITIES HERE FIRST OF ALL TO SUPPORT EACH OTHER ON THE  
3 CONVERTING OF LANES AND GET TONY MORE SUPPORT I WOULD SAY IN A  
4 POSITIVE WAY FOR REALLY TACKLING THIS CHALLENGE AND  
5 UNDERSTANDING HOW DIFFICULT SOME OF THESE DECISIONS WILL BE  
6 BUT HOW FUNCTIONALLY THEY COULD PROVIDE SOLUTIONS FOR US. IN  
7 ADDITION WE THINK THERE IS OPPORTUNITY TO LOOK AT HOW THE BAY  
8 BRIDGE IS APPROACHED OUT OF SAN FRANCISCO AS WE TALKED ABOUT  
9 FOR A LONG TIME WHILE WE HAVE COME UP WITH A LOT OF STRATEGIES  
10 FOR COMING INTO SAN FRANCISCO THAT SHOULD EASE CONGESTION AND  
11 RELIABILITY WE HAVE REALLY RUN OUT OF OPTIONS GOING IN THE  
12 OPPOSITE DIRECTION TOWARDS THE EAST BAY SO WE THINK THIS  
13 RELATIONSHIP WITH TOM AND SOME OF THE THINGS HE'S GOING TO  
14 DESCRIBE TODAY WILL MAYBE LEAD US IN A DIRECTION THAT'S GOING  
15 TO HELP US GET GOOD ACCESS ON TO THE BRIDGE OUT OF SAN  
16 FRANCISCO IN REVERSE COMMUTE FOR HIGH-OCCUPANCY VEHICLES  
17 INCLUDING BUSSES AND CARS. SO WITHOUT ANY OTHER WAIT TOM THE  
18 FLOOR IS YOURS. WELCOME.

19

20 **TOM MACGUIRE:** THANK YOU FOR INVITING ME HERE I'M TOM MAGUIRE  
21 FOR SUSTAINABLE STREETS SAN FRANCISCO AND MTC AND OVERSEE  
22 PARKING AND TRAFFIC AND OPERATIONS PLANNING AND POLICY. ANDY,  
23 SHOULD I SHARE THIS FROM MY -- HOW SHOULD I DO THE SLIDES  
24 HERE? EXCELLENT. THERE YOU GO. THERE IS MY ANSWER.

25



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1 **ANDREW FREMIER:** I THINK WE'RE FULL SERVICE TOM.

2

3 **TOM MACGUIRE:** YOU GUYS ARE GREAT. I'M GOING TO GIVE A QUICK  
4 OVERVIEW EFFORT WORK WE'RE DOING IN SAN FRANCISCO WHICH IS  
5 PARALLEL WITH WHAT WE HAVE BEEN TALKING ABOUT THE REGIONAL  
6 HIGHWAY SYSTEM. NEXT SLIDE. MANY OF YOU WHO ARE INVOLVED IN  
7 THINGS LIKE THE REGIONAL BLUE RIBBON COMMITTEE ON TRANSIT AND  
8 OTHER EFFORTS SHARE OUR GOALS OF RECOVERING A TRANSPORTATION  
9 SYSTEM THAT PROTECTS THE HEALTH AND SAFETY OF OUR EMPLOYEES  
10 AND THE PUBLIC, BUT ALSO SUPPORTS THE ECONOMIC RECOVERY,  
11 ADVANCES OUR GOALS THAT DON'T GO AWAY BECAUSE OF COVID, THOSE  
12 GOALS OF EQUITY AND SUSTAINABILITY AND VERY IMPORTANTLY BEGIN  
13 TO ADAPT THE TRANSPORTATION INFRASTRUCTURE FOR WHAT COULD BE A  
14 VERY LONG MAYBE EVEN MULTI-YEAR OF RECOVERY AND WE THINK THAT  
15 PRINCIPLE ADAPTING A IS IMPORTANT BECAUSE THINGS ARE CHANGING  
16 SO FAST. NEXT SLIDE PLEASE. AND THIS ATTEMPTS A LITTLE PICTURE  
17 OF HOW THINGS ARE CHANGING. IN SAN FRANCISCO WE HAVE MADE NOW  
18 FOUR BIG PIVOTS IN THE TRANSPORTATION SYSTEM. WE HAVE PAIRED  
19 OUR SERVICE DOWN TO WHAT WE CALL LEVEL ONE OR CORE SERVICE  
20 THAT RAN IN MARCH AND APRIL AND GRADUALLY BROUGHT MORE SERVICE  
21 BACK IN MAY AND JUNE AND MORE IN JULY AND AUGUST AND MORE  
22 RECENTLY AT THE END OF AUGUST GRADUALLY BRINGING MORE AND MORE  
23 TRANSIT ONLINE EVEN AS THE CITY HAS HAD STEADY REOPENING, WE  
24 HAD A PAUSE IN JULY BUT LOOKING POTENTIALLY TO THE FALL BEING  
25 MORE WHAT FEELS LIKE STAGE REOPENING WITH EVEN SOME SCHOOLS



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1 STARTING TO COME BACK THIS FALL. IT ISN'T ONLY ABOUT TRANSIT  
2 THE BOTTOM OF THE GRAPH SHOWS SLOW STREETS WE HAVE BEEN TRYING  
3 TO PAIR DIFFERENT LEVELS OF TRANSIT SERVICE WITH TRANSIT IN  
4 SAN FRANCISCO TO GET AROUND MORE OFTEN WITHOUT A CAR. WE'RE  
5 DOING A LOT TO MAKE SURE THAT JUST BECAUSE MUNI, WE SERVE SO  
6 MANY LOCAL TRIPS WITHIN THE CITY CAN'T MEET AS MANY TRIPS AS  
7 IT NORMALLY SERVES WE HAVE LOTS OF NON-SINGLE OCCUPANCY  
8 VEHICLE OPTIONS FOR PEOPLE. NEXT SLIDE. IN THE WAKE OF THE  
9 SHELTER IN PLACE WE CUT OUR VERY RICH AND FINE GRAINED MUNI  
10 MAP BACK TO THIS MAP. THIS IS THE CORE SERVICE WE WERE  
11 PROVIDING ON APRIL 8TH AND THIS IS REALLY A JUST A SKELETON OF  
12 WHAT MUNI GENERALLY OFFERS ON A TYPICAL WEEKDAY. FROM THIS  
13 BASELINE, NEXT SLIDE PLEASE -- WE HAVE BROUGHT THINGS BACK IN  
14 TIERS BY LATE JULY THIS LEVEL OF SERVICE FILLING IN GAPS AND  
15 BRINGING IN SERVICE NOT JUST TO NEIGHBORHOODS BUT INCREASED  
16 SERVICE ON SOME OF THE LINES THAT ARE MOST IMPORTANT FOR  
17 PEOPLE GETTING AROUND SAN FRANCISCO WHEN I SAY MOST IMPORTANT  
18 I DON'T MEAN STRICTLY HIGHEST RIDERSHIP MANY OF THE PATTERNS  
19 TOSHI WAS SHOWING IN HIS SLIDES PERTAIN AS WELL TO US. LESS  
20 TRAVEL INTO AND OUT OF DOWNTOWN SAN FRANCISCO AND MORE TRAVEL  
21 WITHIN AND AMONG OUR NEIGHBORHOODS AND I PUT IN THIS FREQUENCY  
22 SLIDE BECAUSE THE SHADED AREAS ARE THE AREAS THAT MTC HAS  
23 DESIGNATED AS COMMUNITIES OF CONCERN AND THE BRACES WHERE WE  
24 HAVE BROUGHT WHERE WE HAVE THE MOST FREQUENT SERVICE IN THE  
25 CITY RIGHT NOW ARE NOT NECESSARILY THE LINES THAT CARRY THE



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1 MOST COMMUTERS, THOSE LINES WOULD BE LIKE THE ONE CALIFORNIA,  
2 THE 38 GEARY, THE N-JUDAH. THE LINES WE BROUGHT BACK THE MOST  
3 SERVICE ON, 14 MISSION EIGHT BAYSHORE, 49 VAN NESS THAT SERVE  
4 COMMUNITIES OF CONCERN AND FEWEST OPTIONS FOR GETTING AROUND  
5 AND GETTING TO WHERE THEY NEED TO GO WITHOUT A CAR AND NOTABLY  
6 WE ARE PRETTY SURE THIS IS WHERE THE MAJORITY OF PEOPLE WHO  
7 ARE TERMED ESSENTIAL WORKERS WHO LIVE IN SAN FRANCISCO ARE  
8 LIVING. THIS IS WHERE OUR HEALTH CARE WORKERS AND PUBLIC  
9 SAFETY EMPLOYEES ARE WORKING. NEXT SLIDE PLEASE. THE CHALLENGE  
10 IS COMPOUNDED BY THE FACT THE MAXIMUM CAPACITY OF A MUNI BUS  
11 OR LIGHT RAIL VEHICLE IS MUCH LOWER THAN IT WOULD BE UNDER  
12 NORMAL CIRCUMSTANCES, SO BEFORE COVID WE COULD RUN BUSES WITH  
13 PEAK LOAD FACTORS THAT HAD FOLKS STANDING IN THE AISLES WE  
14 CAN'T HAVE THAT TODAY WE NEED MORE DISTANCING ON THE BUSES  
15 THERE IS A NATURAL ATTENUATION OF THE CAPACITY SYSTEM NOT JUST  
16 BASED ON NUMBER OF VEHICLES RUN OR ROUTES TO PROVIDE SERVICE  
17 BUT THE SHARE OF NUMBER OF PEOPLE WHO CAN TRAVEL ON THOSE  
18 VEHICLES. NEXT SLIDE. THINKING ABOUT THAT SYSTEMATICALLY OR IN  
19 NUMERIC TERMS WE HAVE A COUPLE STEPS DOWN HERE. THE GRAPH BAR  
20 ON THE LEFT RESPECTS BEFORE SHELTER IN PLACE BEGAN THE NEXT  
21 SLIDE SHOWS THE DECREASE THAT OCCURRED DUNE TO REDUCED  
22 SERVICE. NOW, IF YOU LOOK AT THE SECOND BAR, I HAVE AN ARROW  
23 THERE BECAUSE WHEN THERE IS NO TRAFFIC ON THE STREETS WHEN  
24 TRAFFIC FLOWS FREELY ON THE STREETS THAT MONEY IS TRAVELING  
25 OVER, WE CAN PROVIDE THAT LITTLE EXTRA INCREMENT THAT'S





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1 REFERRED TO AS EXTRA TIME SAVINGS HOWEVER WHEN CONGESTION  
2 RETURNS IT'S RETURNING JUST AS MUCH IN SAN FRANCISCO AS IN THE  
3 CORRIDORS THAT MY COLLEAGUES TALKED ABOUT TODAY THERE  
4 ATTENUATION MUCH SERVICE CAPACITY BUSES ARE GETTING STUCK IN  
5 TRAFFIC AND SERVING FEWER PEOPLE AND FINALLY THE OVERARCHING  
6 THEME I SHOWED IN THE PREVIOUS PICTURE SHOWING THE NUMBER OF  
7 PEOPLE ON THE BUSS IS CONSTRAINED IS A FURTHER SERVICE CUT. IF  
8 YOU ADD ALL THE BARS UP THIS IS GOING TO FEEL TO CUSTOMERS  
9 SOMETHING LIKE A 70 PERCENT SERVICE CUT THERE ARE THINGS WE  
10 CAN CONTROL HERE, WE'RE WORKING ON GOOD HEALTH GUIDANCE  
11 FIGURING OUT HOW TO SAFELY CARRY PEOPLE, AND WITH THE NUMBER  
12 OF EMPLOYEES TRYING TO PUT MORE VEHICLES ON THE STREET, I  
13 THINK THE MOST GAME CHANGING INTERVENTION WE CAN MAKE IS TO  
14 PRESERVE SOME OF THE TRAVEL TIME GOALS THAT WE HAVE REALIZED  
15 DURING SHELTER IN PLACE WHEN THERE HAVEN'T BEEN AS NEARLY MANY  
16 CARS ON THE STREET FOR BUSES TO GET STUCK BEHIND WHEN WE LOOK  
17 AT THE DATA SOME OF THE TRAVEL TIMES WE'RE SEEING, 20, 30, 40  
18 PERCENT ON THE NORTH SOUGHT ROUTE THROUGH 19th AVENUE FROM  
19 GOLDEN GATE BRIDGE DOWN TO DALY CITY. 26 PERCENT ON CALIFORNIA  
20 SACRAMENTO CORRIDOR, 30 PERCENT ON MISSION STREET DOWNTOWN  
21 THESE ARE SIGNIFICANT NUMBERS THESE ARE NOT SMALL MARGINAL  
22 SAVINGS THAT YOU MIGHT GET FROM OPTIMIZING TRAFFIC TIMING OR  
23 CONSOLIDATING BUS STOPS, BUS ROUTES AND TRAFFIC REDUCTION  
24 MEANS WE COULD ACTUALLY SERVE THE SAME NUMBER OF PASSENGERS  
25 WITH FEWER BUSES OR IF WE KEEP THE NUMBER OF BUSES WE RUN



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1    CONSTANT SERVE MORE PASSENGERS EVEN WITH CAPACITY CONSTRAINT.  
2    HOW DO WE PLAN TO OPERATIONALIZE THIS. WE HAVE SKETCHED OUT A  
3    PROGRAM OF WHAT WE CALL TEMPORARY EMERGENCY ONLY TRANSIT  
4    LANES. FOR DECK A -- DECADES WE HAVE HAD TRANSIT ONLY LANES WE  
5    HAVE MADE OUR TRANSIT LANE PROGRAM MORE ROBUST PAINTING LANES  
6    RED. PAIRING INNOVATIVE DESIGNS TO SEPARATE BUSES AND LIGHT  
7    RAIL VEHICLES FROM TRAFFIC IN WAYS THAT WE NEVER HAVE BEFORE.  
8    TEMPORARY EMERGENCY ONLY TRANSIT LANES IS NOT ABOUT THE GOLD  
9    PLATED VERSION OF A BUS LANE IT'S ABOUT PROVIDING ANY KIND OF  
10   Q JUMPER BUS LANE WE CAN ALONG THESE CORRIDORS. SO MOST OF  
11   THESE STREETS ON WHICH WE'RE PROPOSING TO PUT TEMPORARY LANES  
12   ARE LOCAL STREETS UNDER OUR TRAFFIC JURISDICTION. THEY INCLUDE  
13   A LANE WE JUST GOT DONE PAINTING ON SUNDAY, EMISSION STREET  
14   YOU SEE IN THE UPPER RIGHT CORNER OF THE MAP SEVENTH STREET TO  
15   THIRD, WE HAVE A CONTINUOUS TRANSIT LANE IN PLACE WE'LL  
16   EXPENDITURE THAT TO 10th STREET LATER THIS MONTH. 14 MISSION  
17   BUSIEST BUS THAT SERVES RIGHT THROUGH THE HEART OF SO MANY  
18   COMMUNITIES OF CONCERN WILL BENEFIT FROM BEING PROTECTED FROM  
19   SOME OF THAT DOWNTOWN CORE AND BAY BRIDGE ACCESS TRAFFIC THAT  
20   PLAGUES DOWNTOWN TRAFFIC NOW. GO BACK ONE SLIDE. THE SLIDE I  
21   SHOWED WAS PLACES AFFECTING STREETS TEMP REALLY BUT WORKING  
22   CLOSELY WITH CALTRANS DISTRICT FOUR FIGURING OUT HOW TO DESIGN  
23   AND IMPLEMENT 2021 TRANSIT LANE THOSE INCLUDE PARK CORRIDOR  
24   RUNS NORTH SOUTH ON THE WEST SIDE OF THE MAP KEY CONNECTOR FOR  
25   THE 28, 29, AND ROUTES THAT SERVE ALL THE WORKING CLASS



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1 COMMUNITIES ON THE WEST SIDE OF SAN FRANCISCO AND LOMBARD  
2 STREET EAST WAY MARINA DISTRICT ARTERIAL THAT SERVES GOLDEN  
3 GATE BRIDGE BUT CARRIES MUNI BUSES AND GOLDEN GATE TRANSIT  
4 COMMUTER BUSES WE'RE WORKING CLOSELY WITH THE STATE ON THE  
5 STATE OWNED FACILITIES TO DO WHAT WE'RE ALREADY DOING ON  
6 INDUSTRY STREETS. AND TONY AND HIS LEADERSHIP AT THE STATE  
7 LEVEL TONY AND HIS OWN LEADERSHIP AT THE DISTRICT LEVEL AND  
8 STAFF HAVE BEEN GREAT PARTNERS ON THIS AND I THINK REALLY  
9 EXEMPLIFYING QUICK TURN AROUND AND QUICK BUILD APPROACH TO  
10 WHAT'S NEEDED RIGHT NOW IN SAN FRANCISCO. SO LET'S SKIP AHEAD  
11 TWO SLIDES NOW BACK TO WHERE WE WERE. WE'RE PACING -- PAIRING  
12 INVESTMENT IN TRANSIT, IT'S NOT JUST BUS LANES, WE'RE ALSO  
13 TRYING TO VERY QUICKLY STAND UP WHAT IS FAST EMERGING AS A  
14 CITY RIDE NETWORK OF WHAT WE CALL SLOW STREETS. SLOW STREETS  
15 ARE NOT CLOSURES OF STREETS AND NOT PHYSICAL LIKE BAKE LINES  
16 OR PLAZA VEHICLE TRAFFIC THEY'RE BOTH LEGALLY AND PHYSICALLY  
17 SLOWING DOWN AND TRYING TO DISCOURAGE THE USE OF STREETS FOR  
18 THROUGH TRAFFIC AND MAKING IT POSSIBLE FOR PEOPLE OF ALL AGES  
19 AND ALL LEVELS OF ABILITY TO WALK, BIKE, SCOOT, SKATEBOARD AND  
20 USE THE STREETS SAFELY. IN SAN FRANCISCO THIS IS NOT A CITY  
21 WHERE A LOT OF PEOPLE HAVE BACKYARDS, PARKS AND PLAY GROUNDS  
22 AND SCHOOL YARDS HAVE BEEN CLOSED FOR SIX MONTHS NOW. PEOPLE  
23 ARE DESPERATE TO GET OUT. THIS IS WHERE SAN FRANCISCO MEETS --  
24 SLOW STREETS NEXT SLIDE -- PLEASE ACCELERATING THE DELIVERY OF  
25 KEY PARKING PROTECTED BIKEWAYS AND INFRASTRUCTURE, ON THE



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1 STREETS AND CALTRAIN A STREET MANY OF YOU MAY KNOW RECENTLY  
2 GET A NEW PROTECTED BIKE LANE BUILT 20 MILES OF PROTECTED BIKE  
3 LANES IN THE LAST 18 MONTHS MANY MORE IN THE HOPPER REDUCING  
4 TRAFFIC TO GET A TON OF BEHAVING PAYMENT MARKING AND  
5 ORDINANCES OF THIS TYPE DONE. NEXT SLIDE PLEASE. I'LL TAKE YOU  
6 THROUGH A QUICK MAP PHASE ONE NETWORK OF SLOW STREETS AS WELL  
7 AS SOME OF THE EXISTING HIGH QUALITY BIKE NETWORK STREETS WE  
8 HAVE IN THE CITY. THIS IS WHAT THE NETWORK LOOKED LIKE IN THE  
9 SPRING APRIL, THIS IS WHAT IT LOOKED LIKE IN JUNE, BUILDING  
10 OUT MORE AND MORE NETWORK. NEXT SLIDE. HERE IS WHAT IT LOOKS  
11 LIKE TODAY. WHAT THE MAP SHOWS IS IF YOU LET YOUR EYE GO FROM  
12 LEFT TO RIGHT ON THE SCREEN, YOU CAN GET FROM THE END OF THE  
13 HIGHWAY DOWN BY THE SAN FRANCISCO ZOO THROUGHOUT WATER GOLDEN  
14 GATE PARK PAN HANDLE WIGGLE THAT CHAIR WORTH WAS TALKING ABOUT  
15 RIDING THIS WEEKEND, ON TO MARKET STREET AND FERRY BUILDING  
16 WITH BASICALLY NO TRAFFIC WITH HARDLY ANY TRAFFIC IMPACTING  
17 YOUR TRIP. THIS CONCEPT OF CREATING A MODE SHIFT SPECIFICALLY  
18 BY ADAPTING INFRASTRUCTURE TO MAKE IT SAFE AND USABLE FOR  
19 PEOPLE OF ALL AGES AND ABILITIES AND PAIRING THAT WITH  
20 IMPROVEMENTS TO TRANSIT RELIABILITY SO THE TRANSIT CAN BOUNCE  
21 BACK FROM COVID JUST CONTINUING TO GIVE A FULL PACKAGE OF NON-  
22 SOV WAYS FOR PEOPLE TO GET AROUND SAN FRANCISCO. TWO LAST  
23 THINGS AS WE COME INTO THE PROJECT WE INCREASED THE NUMBER OF  
24 ELECTRIC SHARED SCOOTERS, WE STILL HAVE FOUR PERMITTEES WE ARE  
25 UP TO FOUR DEVICES RIGHT NOW, AND ALSO A NEW E MOPED PROVIDER



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1 REBEL IS NOW OPERATING IN SAN FRANCISCO THE WAY THEY DO IN  
2 BERKELEY AND OAKLAND. SINGLE PROVIDER ON BOTH SIDES OF THE  
3 BAY. NEXT SLIDE PLEASE. TO SUPPORT OUR TAX INDUSTRY BUT TO  
4 LIST CUSTOMERS HAVE LIMITATIONS THAT DON'T LET THEM TRAVEL ON  
5 THE MORE LIMITED AND MORE CROWDED MUNI BUSES WE'RE RUNNING WE  
6 HAVE CREATED AN ESSENTIAL TRIP CARD FOR SERVICES WHICH ARE  
7 MEDICAL, AND GROCERY SHOPPING TRIPS FOR SENIORS PEOPLE WITH  
8 DISABILITIES, PEOPLE OF LIMITED MEANS TO MAKE SURE THOSE  
9 ESSENTIAL SERVICES REMAIN ACCESSIBLE EVEN AS THE TRANSIT  
10 NETWORK IS RUNNING AT REDUCED CAPACITY AND SCOPE RIGHT NOW.  
11 THAT IS A QUICK SPRINT THROUGH EVERYTHING SAN FRANCISCO HAS  
12 BEEN DOING FOR THE LAST SIX MONTHS TO TRY TO ADAPT AND RECOVER  
13 AND I THINK THAT PRINCIPLE OF ALWAYS THINKING ADAPTIVELY IS  
14 GOING TO CONTINUE TO SHAPE OUR THINKING AS WE FACE THIS WINTER  
15 AND FALL. WE'RE UNDER NO ILLUSION THAT SHELTER IN PLACE IS  
16 GOING TO END IN MAY AND WE'RE GOING TO GO BACK TO SERVICE OF  
17 2020. THE SAME TYPE OF ADAPTIVE THINKING AT THE REGIONAL LEVEL  
18 AND FORWARD PROJECTS APPLIES VERY MUCH TO CITY STREETS AND  
19 VERY MUCH TO THE WAY WE THINK ABOUT THOSE STREETS IN THEIR  
20 ABILITY TO SERVE TRANSIT, NON-MOTORIZED TRAVEL AND GETTING OUR  
21 ESSENTIAL WORKERS AND POPULATIONS AROUND SAN FRANCISCO. I'LL  
22 STOP THERE AND TAKE ANY QUESTIONS YOU HAVE. THANK YOU.

23

24 **AMY R. WORTH, CHAIR:** TOM, THANK YOU VERY MUCH FOR THAT  
25 PRESENTATION. THAT WAS FANTASTIC. I HAVE A COUPLE OF QUESTIONS



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1 BUT FIRST I WANT TO TURN IT TO MY COLLEAGUES AND I SEE

2 COMMISSIONER CONNOLLY HAS SOME QUESTIONS.

3

4 **DAMON CONNOLLY:** REALLY APPRECIATE THE PRESENTATION. VERY

5 INTERESTED IN THE PRESENTATION, THE SLOW STREETS CONCEPTS

6 OBVIOUSLY WE HAVE HEARD A LOT IN THE PRESS ABOUT IT. I GUESS A

7 COUPLE OF QUESTIONS IS, ARE, ONE, DO YOU HAVE A SENSE OF HOW

8 THEY'RE PERFORMING TO DATE? ANY METRICS? AND THEN TWO, IS IT

9 ANTICIPATED THAT THERE WILL BE A PERMANENT FEATURE OF THE

10 LANDSCAPE GOING FORWARD?

11

12 **TOM MACGUIRE:** REQUESTED QUESTIONS. HOW THEY'RE PERFORMING, WE

13 JUST LAST MONTH STARTED COLLECTING DATA ABOUT THE NUMBER OF

14 PEOPLE USING IT, RANGE, AGE, DEMOGRAPHICS, EARLY TO SAY BUT WE

15 KNOW ANECDOTALLY THERE IS NOT A LOT OF THINGS THAT ARE SORT OF

16 BIPARTISAN OR WIDELY POPULAR IN SAN FRANCISCO THESE ARE WIDELY

17 POPULAR EVERY SUPERVISOR DISTRICT WE'RE BEING ASKED FOR MORE

18 AND MORE OF THEM IN TERMS OF POPULARITY I WOULD CALL THEM A

19 SUCCESS. AS FAR AS MAKING THEM PERMANENT THAT'S A TRICKY

20 QUESTION BECAUSE ONE OF THE IMPORTANT THINGS THAT WE HAVE BEEN

21 REALLY TRANSPARENT AND PUBLIC WITH AND IN OUR DECISION MAKING

22 IS ALL THESE THINGS ARE BEING DONE UNDER TEMPORARY EMERGENCY

23 POWERS UNDER THE CITY'S TRAFFIC ENGINEERING HAVING A LOT OF

24 POWER UNDER CDC TO MAKE TEMPORARY CHANGES BUT WE GOING TO GO

25 DOWN THE LEGISLATIVE BEFORE WE MAKE PERMANENT. I CAN SAY BASED



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1 ON HOW POPULAR THEY ARE AND BASED ON THE FACT THAT THEY'RE  
2 STARTING TO COME TOGETHER AS A NON-MOTORIZED NETWORK AROUND  
3 THE CITY, WE NEED TO DO SOME LEGISLATIVE WORK TO MAKE SURE WE  
4 DO IT IN A TRANSPARENT WAY.

5

6 **AMY R. WORTH, CHAIR:** ANY OTHER QUESTIONS? CAROLE SOME.

7

8 **CAROL DUTRA-VERNACI:** YES. THANK YOU FOR THE PRESENTATION. I  
9 CERTAINLY DO APPRECIATE IT. SO, QUESTIONS ON SLOW STREETS AS  
10 WELL, I'M HEARING YOU SAY IT'S REALLY VERY, VERY POPULAR. BUT  
11 WHAT I'M WONDERING IS, FOR THE IMPACT AND HAS THERE BEEN  
12 COMPLAINTS FROM THE PEOPLE WHO HAS THE SLOW STREET OUT THEIR  
13 FRONT DOOR? THEY'RE SHUTTING STREETS DOWN AND OF COURSE THE  
14 PEOPLE FROM SURROUNDING STREETS ARE SAYING GREAT, WE GOT THIS  
15 VENUE WE CAN USE I'M CONCERNED ABOUT THE IMPACT ESPECIALLY IF  
16 THERE'S GOING TO BE MORE AND MORE OF THEM.

17

18 **DAMON CONNOLLY:** AND THE BUSINESSES ON THE STREETS, HAVE THEY  
19 WEIGHED IN PRO OR CON?

20

21 **TOM MACGUIRE:** GOOD QUESTION. THE SLOW STREETS ARE RESIDENTIAL,  
22 PARKS, NOT MAJOR COMMERCIAL ROUTES WE'RE WORKING WITH  
23 BUSINESSES AND RESTAURANTS TO CONVERT PARKING SPACES AND  
24 SPACES TO -- WE HAVE STUFF WE'RE DOING FOR THE BUSINESSES BUT  
25 THE SLOW STREETS ARE RESIDENTIAL. THE QUESTION ABOUT DO PEOPLE



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1 ON THE STREETS FEEL GOOD OR BAD ABOUT THEM AND THE ANSWER IS  
2 BOTH. ON THE ONE HAND MANY RESIDENTIAL STREETS THAT USED TO  
3 CUT THROUGH TRAFFIC SAN FRANCISCO IS A GRID SO THERE ARE  
4 PEOPLE CUTTING ACROSS RESIDENTIAL STREETS ON THE GRID, AT THE  
5 SAME TIME WHEN YOU CLOSE OFF 20th AVENUE THE TRAFFIC MOVES TO  
6 21st AVENUE. SO DEFINITELY NEEDING TO MAKE SURE THAT WE'RE NOT  
7 INADVERTENTLY SENDING TRAFFIC DOWN THE NEIGHBORING STREETS IN  
8 A WAY THAT IS HARMFUL. BUT MOSTLY POPULAR WITH THE RESIDENTS.  
9 THERE ARE HOWEVER INSTANCE WHERE IS WE -- THERE ARE STREETS  
10 THAT WE PUT ON THE PHASE ONE MAP THAT WE HAVE TAKEN AWAY  
11 BECAUSE THE FEEDBACK WAS MOSTLY NEGATIVE. ALL OF THE STREETS  
12 ON HERE WERE CROWD SOURCED. WE HAD AN ONLINE ENGAGEMENT  
13 PROCESS WHERE ANYBODY COULD NOT NAME THEIR STREET TO BE ON,  
14 BUT WE DID WORK WITH THE LOCAL SUPERVISORS, WE DIDN'T JUST  
15 DRAWN LINES ON THE MAP AND GO OUT AND DO IT.

16

17 **CAROL DUTRA-VERNACI:** THANK YOU FOR THE CLARIFICATION. YOU'RE  
18 RIGHT IT DOES BEG THE QUESTION HOW DID YOU FIGURE THAT OUT SO  
19 AT LEAST SOMEBODY WANTED IT TO BEGIN WITH.

20

21 **TOM MACGUIRE:** ALWAYS NOMINATED BY LOCAL RESIDENTS AND VETTED  
22 BY SUPERVISORS.

23

24 **CAROL DUTRA-VERNACI:** THANK YOU.

25





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1 **AMY R. WORTH, CHAIR:** TURNING TO THERESE FOR COMMENTS.

2

3 **THERESE MCMILLAN:** THANK YOU TOM. IT'S REALLY A GREAT  
4 PRESENTATION. NIPPED TOGETHER A LOT OF THINGS I HAVE BEEN  
5 HEARING SEPARATELY. IT'S GOOD TO SEE IT AS A PACKAGE. I'M  
6 WONDERING, THIS IS AN INTERESTING QUESTION, ONE OF THE THINGS  
7 ALL JURISDICTIONS HAVE SEEN IS A REALLY BIG UPTICK ON LOCAL  
8 DELIVERY TRUCKS. BECAUSE -- BECAUSE OF THE SHELTER IN PLACE  
9 AND PEOPLE BEING ONLINE SO MUCH MORE. TWO PARTS. YOU HAVE SEEN  
10 THAT? HOW HAS THAT IMPACTED OR OVERLAID THE STREET MANAGEMENT  
11 EFFORTS THAT YOU HAVE BEEN DOING, YOU KNOW, THAT YOU DESCRIBED  
12 TODAY?

13

14 **TOM MACGUIRE:** GOOD QUESTION. THAT'S ONE OF THE KEY REASONS WHY  
15 THE SLOW STREETS ARE DISCOURAGING THROUGH-TRAFFIC BUT THERE  
16 ARE NO BLOCKS IN SAN FRANCISCO WHERE YOU CAN'T GET A VEHICLE  
17 ON TO. SO IF YOU HAVE A DRIVEWAY OR YOU NEED TO MAKE A  
18 DELIVERY ON TO A RESIDENTIAL BLOCK THE STREETS ARE AVAILABLE.  
19 WE'RE DEFINITELY SEEING DELIVERY TRAFFIC AND IN THE CITY WE'RE  
20 SEEING THAT TRAFFIC BOTH TRAVELING TO RESIDENTIAL DESTINATIONS  
21 BUT WE'RE ALSO SEEING PICK UP AND DROP OFF -- PICK UP ORIGINS  
22 IN THE CITY THE ENTIRE RESTAURANT SECTOR HAS CONVERTED TO TAKE  
23 OUT BUSINESS AND THAT'S PUT HUGE AMOUNT OF PRESSURE ON THE  
24 STREETS AND CURBS. WE HAVE CONVERTED 1,500 PARKING SPACES,  
25 METERS TO DROP OFFS. WE HAVE CONVERTING PARKING BECAUSE FAR



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1 FEWER PEOPLE ARE DRIVING TO RESTAURANTS TO SIT DOWN MANY MORE  
2 ARE DOING DOOR DASH AND DELIVERY. IT'S BEEN BROUGHT TO THE  
3 FOREFRONT FOR THAT VISION, DELIVERY.

4

5 **AMY R. WORTH, CHAIR:** GREAT TOM. I HAVE QUESTIONS. I LOVE THE  
6 PHOTOGRAPH OF THE KIDS ON THE SLOW STREET. I HAVE GRANDSON  
7 THAT ARE JUST ABOUT THE SAME AGE, THE SAME SETUP, THE SCOOTER  
8 AND THE BIKE. I HAVE A COUPLE OF QUESTIONS FOR YOU FIRST THE  
9 STATISTICS YOU TALKED ABOUT RUNNING BUSS ON LESS CONGESTED  
10 STREETS THOSE STATISTICS ARE STAGGERING THE WAY YOU ADDED UP  
11 SERVICE FEWER PEOPLE ON THE BUS BUT THE BUS CAN GO FASTER HIS  
12 UPS AND DOWNS WHEN THE CIRCUMSTANCES CHANGE I'M CURIOUS WHEN  
13 WAS THAT -- WHEN IS THAT SNAPSHOT THAT SHOWS THE PERCENTAGE OF  
14 INCREASED PERFORMANCE RELATIVE TO TRANSIT AND LIGHTER TRAFFIC?

15

16 **TOM MACGUIRE:** GOOD QUESTION. THAT'S FROM APRIL AND MAY. THAT  
17 WAS PRETTY LOW IN THE TROUGH AND THERE WAS ALMOST NO TRAFFIC  
18 FLOWING REGIONALLY.

19

20 **AMY R. WORTH, CHAIR:** OBVIOUSLY YOUR GOAL IS TO TRY TO PRESERVE  
21 AS YOU MENTIONED PRESERVE THAT PERFORMANCE, PRESERVE THAT --  
22 AND WHAT ARE SOME OF THE THINGS I'M CURIOUS BOTH FROM LOCAL  
23 STANDPOINT BUT ALSO YOU MENTIONED LINK WITH GOLDEN GATE SO YOU  
24 HAVE THE PARK THE 20TH AVENUE 19th AVENUE, AND LOMBARD I'M  
25 THINKING OF COMMUTER BUSES WHERE ARE YOU LOOKING AT CREATING



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1 SOME OF THROUGH QUEUE JUMPING OPPORTUNITIES AND THE WAYS. I  
2 WOULD LOVE THE UPDATE ON THE VAN NESS CORRIDOR. THAT HAS DOTS  
3 BUT THE BIGGEST INITIATIVE FOR TRANSIT PERFORMANCE IN THE  
4 REGION.

5

6 **DAMON CONNOLLY:** GOOD QUESTION AMY.

7

8 **TOM MACGUIRE:** SLIGHTLY DIFFERENT ANSWER TO DIFFERENT PARTS.  
9 LET ME BREAK IT DOWN. TRANSIT REMAINS ON LANES ON STREETS THAT  
10 ARE FULLY UNDER THE CITY'S CONTROL, LIKE MISSION STREET  
11 DOWNTOWN. THE STREET LIKE MISSION WHERE THERE IS A BUS STOP ON  
12 EVERY BLOCK PASSENGER LOADS DENSE SERVICE FREQUENT WE'RE  
13 TAKING ON ONE SIDE OF THE STREET TAKING ALL OF THE PARKING  
14 MOVING ALL PARKING SPACES PUTTING IN CURB SIDE BUS LANE THAT'S  
15 VERY SIGNIFICANT CHANGE. FOR THE 19th AND PARK PRESIDIO AND --  
16 WE'RE WORKING WITH CONTINUOUS BUS STRUCTURE LANES HOPING TO  
17 GETS TO AN AGREEMENT BUT IT WON'T BE TAKING AWAY HUNDREDS OF  
18 PARKING SPACES OR BUS LANE INFRASTRUCTURE FOR MILES AND MILES  
19 IT WILL BE NUANCED AT CHOKE POINTS AND INTERSECTIONS WHERE  
20 BUSES ARE CONSTANTLY GETTING STUCK IN TRAFFIC. AND THEN THERE  
21 IS A THIRD PART OF THE QUESTION. VAN NESS. THE BIG CRITICAL  
22 BUS RAPT TRADITION PROJECT WAS THE COMPLETION OF THE SEWER  
23 UTILITY WORK THAT WAS DONE OVER THE SUMMER SO NOW WE'RE MOVING  
24 TO THE STUFF THAT IS VISIBLE TO THE PUBLIC PUTTING IN THE  
25 BOARDING ISLANDS, CONCRETE, THAT WILL TAKE PLACE OVER FALL AND



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1 WINTER. I DON'T EXACTLY KNOW WHAT THE EXACT DATE IS RIGHT NOW  
2 BUT WE HAVE GOTTEN THROUGH THE BOTH LONGEST AND MOST UNCERTAIN  
3 PART WHICH IS UNDERGROUND SEWER AND UTILITY

4

5 **AMY R. WORTH, CHAIR:** SURE IN DEALING WITH AN OLDER CITY THAT'S  
6 A PARTICULAR CHALLENGE. THAT'S TERRIFIC. I WONDER, HAS MISSION  
7 STREET BUS CORRIDOR BEEN IMPLEMENTED? IS THAT IN PLACE?

8

9 **TOM MACGUIRE:** THE PAINT WAS DRY AS OF SATURDAY NIGHT.

10

11 **AMY R. WORTH, CHAIR:** FRESH OFF THE PRESSES. THEY'RE ROLLING  
12 TODAY?

13

14 **TOM MACGUIRE:** THE BUSES ARE ROLLING TODAY, STARTING TO USE  
15 TODAY.

16

17 **AMY R. WORTH, CHAIR:** GREAT. THIS IS A GREAT EXAMPLE OF HOW THE  
18 COVID EMERGENCY ENABLES YOU TO DO SOMETHING TO TRY TO DO  
19 SOMETHING WITHOUT -- ON THE TRADITIONAL PROCESS. LOOKING AT  
20 THOSE LITTLE KIDS ON THE BIKES IN COLLEGE, IT'S A LONG HAUL TO  
21 MAKE SHOULD OF THESE CHANGES. THAT'S TERRIFIC. LET ME TURN TO  
22 THE PUBLIC TO SEE IF THERE ARE MEMBERS OF THE PUBLIC WHO HAVE  
23 QUESTIONS OR COMMENTS ON THIS ITEM. KIMBERLY, DID WE GET --  
24 RECEIVE ANY CORRESPONDENCE?

25



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1 **CLERK OF THE BOARD:** I SEE NO RAISED HANDS AND I HAVE RECEIVED  
2 NO WRITTEN PUBLIC COMMENT.

3

4 **AMY R. WORTH, CHAIR:** TERRIFIC. WE'LL BRING IT BACK TO THE  
5 COMMITTEE THEN. I SEE CAROLE. AND THERESE, DO YOU HAVE SOME  
6 ADDITIONAL COMMENTS TO ADD TOO? OKAY GREAT. I SEE WHERE IS  
7 CAROLE.

8

9 **CAROL KEUSTER:** I WON'T WORRY ABOUT LOWERING MY HAND RIGHT NOW.  
10 TOM IT'S GREAT TO YOU HAVE HERE. I ENJOY THE SLOW STREETS  
11 MYSELF SO IT'S BEEN GREAT. TOM, YOU MAY OR MAY NOT KNOW THAT  
12 WE HAVE AT MTC WHAT WE CALL AN INTERNAL SEAMLESS SUBCOMMITTEE  
13 WORKING GROUP TACKLING A VARIETY OF TOPICS THAT YOU TOUCHED  
14 ON. AND WE NOW ALSO HAVE A SUBJECT COMMITTEE OF THE  
15 PARTNERSHIP BOARD THAT IS CURRENTLY STILL CALLED THE SEAMLESS  
16 SUBCOMMITTEE THAT WAS SETUP PRE COVID AND PRE THE HEALTHY  
17 TRANSIT PLAN, AND I KNOW THAT SAN FRANCISCO IS UNIQUE IN A LOT  
18 OF WAYS IN OUR REGION BUT I GUESS ANY THOUGHTS ABOUT WHAT THE  
19 CITY NEEDS OR COULD USE FROM A REGIONAL INITIATIVE? AND IT MAY  
20 BE THE CASE THAT THE CITY IS GOING TO BE MORE OF A FURTHER  
21 ALONG IN SHARING OUT EXPERIENCE TO SMALLER CITIES BUT I AM  
22 CURIOUS TO HEAR IF YOU HAVE ANY -- IN ALL THIS WORK THAT  
23 YOU'RE DOING IF YOU HAVE ANY COORDINATION NEEDS FROM THE  
24 REGIONAL LEVEL PARTICULARLY IF YOU DO WANT TO ADVANCE KEEPING



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1 SOME OF THESE PROJECTS IN PLACE EVEN AS COVID HOPEFULLY  
2 RESOLVES.  
3  
4 **TOM MACGUIRE:** GOOD QUESTION. TWO THINGS A LOT OF THE THINGS  
5 WE'RE BUILDING TRANSIT LANES OR SLOW STREETS OR CLOSING DOWN  
6 PARKING AND TRAFFIC TO SUPPORT RESTAURANTS A LOT OF THAT IS  
7 BEING DONE MOSTLY WITH TRAFFIC SIGNS PAINTS AND POSTS AND I  
8 KNOW CALTRANS HAS STARTED TO RECOGNIZE THROUGH THE ETG  
9 PROGRAMS JUST HOW IMPACTFUL WHAT A LOT OF CITIES CALLED QUICK  
10 BUILD APPROACH AS TO REALLY VAN NESS STYLE WHICH COULD TAKE  
11 YEARS AND YEARS JUST CONTINUING TO LOOK FOR OPPORTUNITIES TO  
12 BUILD OPPORTUNITY FOR THE QUICK BUILD I THINK I SPEAK FOR MOST  
13 CITIES IN THE REGION WE LOVE THE FLEXIBILITY AND CAN DELIVER  
14 RESULTS PRETTY FAST IF THE FLEXIBILITY IS AVAILABLE ON THE  
15 FUNDING SIDE. AND SECONDLY, I WAS REALLY ENCOURAGED TO HEAR  
16 ASHLEIGH AND STEPHANIE AND ANDY TALKING ABOUT FORWARD  
17 PROJECTS. THOSE PROGRAMS THAT PRIORITIZE HOV AND TRANSIT OVER  
18 THE BAY BRIDGE AND INTO THE CITY AND POTENTIALLY COULD BE TIED  
19 WITH EVERYTHING FROM TAKING ANOTHER LOOK AT THE WAY CONGESTION  
20 PRICING WORKS TO LIKE ANDY SAID OUTBOUND HOV PRIORITY ALL THAT  
21 STUFF WORKS IN A GREAT COMPLIMENTARY WAY WITH WHAT WE'RE DOING  
22 ON THE INDUSTRY STREETS TRAFFIC GOING ON AND OFF THE BRIDGE IS  
23 SO IMPACTFUL ON OUR DOWNTOWN SO IMPACTFUL ON THE MUNI, WITH  
24 THE CONGESTION ON THE STREETS IF WE COULD FIND WAYS TO LINK  
25 THOSE UP WE'RE REALLY SUPPORTIVE OF ALL THAT FORWARD ACTIVITY.



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1

2 **AMY R. WORTH, CHAIR:** TOM. THANK YOU. IF I COULD FOLLOW UP ON  
3 CAROLE'S QUESTION, WE ALL FOCUS ON THE WESTBOUND DIRECTION BUT  
4 GRIDLOCK FOR SAN FRANCISCO AND FRUSTRATION FOR PEOPLE COMING  
5 EAST, IS THAT, SO CAN YOU TALK ABOUT WHERE WE'RE LOOKING AT IN  
6 TERMS OF THE BRIDGE? SEEING ANY OPPORTUNITIES?

7

8 **TOM MACGUIRE:** I YOU THINK PROBABLY NEEDS MORE EXPLORING A. WE  
9 HAVE DONE A LOT OF GOOD WORK WITH CALTRANS ON PEDESTRIAN  
10 SAFETY ON WHAT WE CALL RAMP TOUCHDOWNS THOSE COMPLICATED  
11 INTERSECTIONS OF SAN FRANCISCO TWO OR THREE LANE RAMP WOULD  
12 COME INTO A SIX OR 7 LANE STREET AND IT'S BEEN A MESS OF  
13 SAFETY ISSUES PRETTY GOOD TRACK RECORD ON PEDESTRIAN SAFETY  
14 RECORDS I DON'T THINK WE HAVE A WISH LIST OF THE EASTBOUND  
15 ACCESS THING. I KNOW EVERYTHING WE DO WESTBOUND METER THE FLOW  
16 OF SOVS IS HELPFUL. IT'S HELPFUL IN THE AFTERNOON TOO, BECAUSE  
17 IT CAN SHIFT PEOPLE OUT OF SINGLE OCCUPANCY INTO HOV AND  
18 TRANSIT MODES LESS CARS TO MANAGE ON STREETS DOWNTOWN. BUT IT  
19 BARES MORE CONVERSATION.

20

21 **AMY R. WORTH, CHAIR:** LOOKING AT OPPORTUNITIES EASTBOUND IN THE  
22 AFFECT TO PROVIDE SIGNIFICANT ACCESS TO PROVIDE INCENTIVES FOR  
23 THE CARPOOL LANES AND OF COURSE TRANSIT IS FIXED WE SAW THAT  
24 ONCE THE BUSES WERE ABLE TO GO TO THE TRANSBAY TERMINAL. AND  
25 I'M SO OLD I'M USING THE OLD NAME. BUT ANYWAY, I APPRECIATE



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1 THAT. WE APPRECIATE WORKING WITH CAN FRISK -- SAN FRANCISCO  
2 BECAUSE THE BRIDGES ARE WHERE WE HAVE A LOT OF OPPORTUNITY TO  
3 WORK REGIONALLY AND LOCALLY. WHEN WE WERE OUT ON THE BIKES THE  
4 OTHER DAY AND LOOKED UP AT THE DOYLE DRIVE AND REMEMBERING  
5 THAT RICKETY DANGEROUS ACCESS TO THE BRIDGE AND FOR EVERYBODY  
6 TO RECOGNIZE THIS IS A REGIONAL RESOURCE. IT'S IN SAN  
7 FRANCISCO IT GOES TO THE GOLDEN GATE BRIDGE AND IT'S SOMETHING  
8 THAT EVERYBODY IS IMPACTED. OKAY. ALL RIGHT AGAIN, THANK YOU  
9 VERY MUCH FOR COMING. THERE ARE ANY OTHER QUESTIONS OR  
10 COMMENTS? OKAY. WELL, TOM, THANK YOU FOR COMING IN AND SHARING  
11 YOUR PRESENTATION TODAY. IT'S REALLY HEARTENING TO SEE AND I  
12 KNOW AS MENTIONED A LOT OF PEOPLE ARE LOOKING AT THE SLOW  
13 STREETS INCREASING THE -- OF COURSE THE ACCESS TO RESTAURANTS  
14 AND TURNING A LOT OF THOSE STREETS INTO LIVING SPACES WE SEE  
15 IT A LOT IN OUR COMMUNITIES BUT WE ALSO SEEING WORKING WITH  
16 MTC AND BATA STAFF ON THESE INITIATIVES. THANK YOU VERY MUCH.

17

18 **TOM MACGUIRE:** THANK YOU.

19

20 **AMY R. WORTH, CHAIR:** LET'S MOVE ON TO ITEM FIVE SUMMARY AND  
21 NEXT STEPS. I WOULD LIKE TO TURN THAT OVER TO ANDY TO SHARE  
22 WITH US TODAY. WE GOT A LOT OF INFORMATION AND WHERE DO WE  
23 NEED TO GO FROM HERE.

24





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1 **ANDREW FREMIER:** THANK YOU CHAIR WORTH AND I APPRECIATE TOM'S  
2 PRESENTATION. I THINK IT'S CRITICAL TO RECOGNIZE WE PARTNERS  
3 ON BOTH ENDS OF THE BRIDGE THAT APPLIES TO BRIDGE CROSSINGS,  
4 CAPITALIZING ON IDEAS WE WANT TO EXPAND ON HIGH PRIORITY  
5 ACCESS LEADS TO THE BRIDGE IN THE EASTBOUND DIRECTION THEY'RE  
6 CLEAN EARLY AND WANT TO BUILD ON THE KINDS EVER THINGS WE HAVE  
7 BEEN TALKING ABOUT. GOOD NEWS IS WE'RE ON TIME AND ON  
8 SCHEDULE. JUST AS A REMINDER HOW WE STRUCTURED THESE MEETINGS  
9 IS TAKING A PAGE FROM THE BLUE RIBBON TASK FORCE SO WE'RE IN  
10 THE INFORMATION GATHERING STAGE. HAVE NO ASSIGNMENTS FOR  
11 COMMISSIONERS AT THIS POINT IN TIME. I WANT TO REITERATE WHERE  
12 WE'RE GOING AND WHERE WE HAVE BEEN IN THE NEXT COUPLE OF  
13 MEETINGS AND THE HARD WORK GETS STARTED AFTER THAT. IN TERMS  
14 OF THE FOUNDATION ONE OF THE THINGS WE WANTED TO GET ACROSS  
15 WAS HOW MUCH BATA ON WEDNESDAYS, OPERATIONS ON FRIDAYS AND  
16 BAIFA ONCE A MONTH OVERLAY INTO HOW THE WHOLE TRANSPORTATION  
17 NETWORK WORKS AND WE THINK IT'S EXTREMELY IMPORTANT TO TRY TO  
18 SAVE THIS CAPACITY FOR HIGH-OCCUPANCY TRAVEL, BUSSES AND HIGH-  
19 OCCUPANCY VEHICLES, AND FRANKLY A GOOD PORTIONS OF THE FORWARD  
20 PROGRAM IS MIRRORED IN THE SLOW STREETS ENVIRONMENT WHERE  
21 WE'RE TRYING TO GET ACTIVE TRANSPORTATION PROJECTS CONNECTED  
22 TO THESE CORRIDORS AS WELL WHILE IT'S NOT A MAJOR EMPHASIS OF  
23 THE GROUP I THINK IT'S IMPORTANT TO BRING IT FORWARD BECAUSE I  
24 THINK THAT THERE ARE OPPORTUNITIES REALLY COMPLIMENT THESE  
25 FORWARD PROJECTS WITH INVESTMENTS. SO OUR FIRST MEETING



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1 COVERED THE BASICS OF BATA FINANCING AND SOME OF THE  
2 CHALLENGES ASSOCIATED WITH JUST THE PURE BATA ENVIRONMENT AND  
3 ALSO BASIC REHAB NEEDS OF THE BRIDGES TODAY WE TALKED QUITE A  
4 BIT ABOUT TRAFFIC OPPORTUNITIES COMING TO US AROUND THIS  
5 RESPONSE TO COVID AND THIS CONCEPT OF QUICK BUILD BREAK THE  
6 PROJECT DELIVERY PARADIGM TAKE ADVANTAGE OF THE PUBLIC'S  
7 WILLINGNESS TO EXPERIMENT AND TRY TO PROVIDE A FOUNDATION FOR  
8 GROUPS LIKE THE BLUE RIBBON TASK FORCE TO PUT SOMETHING INTO  
9 WHAT WE PUT ON THE GROUND FOR THEM. SO, I THINK THAT'S A GREAT  
10 OPPORTUNITY TO KEEP WORKING ON. NEXT MONTH WE'RE GOING TO TALK  
11 ABOUT THE TRANSITION TO ALL ELECTRONIC TOLLING IS TRYING TO  
12 CAPTURE THAT TOLL REVENUE THAT'S BEEN A STRUGGLE IN THE  
13 ENVIRONMENT THAT'S GOING TO CONTINUE TO BE A CHALLENGE FOR US  
14 FOR THE REST OF THE FISCAL YEAR. WE ARE SEEING MOVEMENT THERE  
15 AND PROVIDING INFORMATION TO YOU ALL IN A BROADER SENSE THAN  
16 WE'RE ABLE TO DO AT THE BATA COMMISSIONS WHICH WILL BE  
17 HELPFUL. AND FOUR HAVING TO DO WITH BRIDGE ASSET MANAGEMENT TO  
18 MAKE SURE WE KNOW WHAT KINDS INVESTMENTS WE NEED TO MAKE NEAR  
19 TERM AND LONG-TERM. BATA IS IN THIS FOR THE LONG TALL AND THE  
20 BRIDGES NEED TO BE OPERATIONAL FOR THE ENTIRE WILL SYSTEM TO  
21 MOVE FORWARD. AND THEN IT'S TIME TO START STITCHING THINGS  
22 TOGETHER TAKING OPPORTUNITIES AND CHALLENGES AND PROVIDE  
23 ENOUGH TECHNICAL INFORMATION TO TONY THAT WILL ALLOW HIM TO  
24 SUPPORT A LOT OF THESE ENGINEERING CHOICES THAT WE WOULD LIKE  
25 TO EXPERIMENT WITH. AND I THINK WE'RE WELL ON THE WAY FOR



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1 THAT. I DO THINK IT'S ALSO VERY IMPORTANT THAT WE REALLY  
2 FIGURE OUT HOW TO PRIORITIZE THE BRIDGE REHAB WORK PROPERLY.  
3 THAT WASN'T TALKED ABOUT A WHOLE LOT TODAY BUT THAT'S GOT TO  
4 BE OUR MOST PRESSING CHARGES. WE HAVE MORE REHAB WORK TO DO  
5 THAN WE HAVE REVENUE TO DO IT. MAKING SURE WE'RE WORKING ON  
6 THE RIGHT PIECES FIRST AND TAKING ADVANTAGE OF OPPORTUNITIES  
7 WHERE FEDERAL STIMULUS CAN TAKE PLACE AND GIVE OPPORTUNITIES  
8 TO PUT MORE RESOURCES IN THAT IMPORTANT REHAB PROGRAM WILL BE  
9 AN IMPORTANT PART WE HAVE IN THE DISCUSSION. AND AS PRESENTED  
10 IN BOTH PRESENTATIONS WE THINK ONE OF THE THINGS WE WANT TO  
11 TRY TO ACCOMPLISH VERY QUICKLY IS TO PRESERVE THE CAPACITY FOR  
12 TRANSIT. AND HIGH-OCCUPANCY TRAVEL THERE IS NOTHING EVIDENT IN  
13 THE TRANSPORTATION PATTERNS THAT INDICATE WE ARE OUT OF THE  
14 WOODS IN TERMS OF TRYING TO FIND WAYS TO GET MORE DENSE  
15 TRAFFIC THROUGHOUT THE REGION AND SO WE STILL THINK THAT'S THE  
16 RIGHT THING TO DO. ALL OF THESE STRATEGIES WE'RE WORKING ON  
17 PRE COVID ARE MORE IMPORTANT TODAY BUT MORE CHALLENGING  
18 BECAUSE OF THE KINDS OF DRAMATIC DROP OFF WE HAVE SEEN SO  
19 CAPITALIZING ON A LOT OF THE THINGS THAT TOM TALKED ABOUT THAT  
20 ARE HAPPENING WITH AC TRANSIT AND WESTCAT AND GOLDEN GATE  
21 TRANSIT ARE IMPORTANT. IN CLOSING TODAY NO HOMEWORK BUT  
22 BUILDING FOUNDATIONS AND INPUT BETWEEN NOW AND NEXT MEETING.  
23 WE HAVE EYE -- A PRETTY FULL AGENDA, AND I'M LOOKING AT  
24 KUESTER. TURNING IT BACK TO YOU CHAIR WORTH.  
25



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1 **AMY R. WORTH, CHAIR:** IN CLOSING REMARKS, I WANT TO ADD, I WANT  
2 TO THANK EVERYONE TODAY FOR THE PARTICIPATION FOR THE  
3 INFORMATION WE GOT IN BROAD TERMS AS WELL AS DETAIL FROM SAN  
4 FRANCISCO. AND THE PARTNERSHIP. SO, WITH THAT TONY, I WANT TO  
5 SEE, TURN TO YOU FOR A MINUTE TO SEE IF YOU HAD ANY ADDITIONAL  
6 THOUGHTS AS WE CLOSE THE MEETING.

7

8 **TONY TAVARES:** I JUST WANT TO THANK EVERYBODY. I THINK THEY  
9 WERE GREAT PRESENTATIONS TODAY. GOOD INFORMATION MOVING  
10 FORWARD TO ALLOW US TO MAKE SHOULD GOOD DECISIONS. I'M VERY  
11 INTERESTED IN THE QUICK BUILD STYLE OF MOVING A LOT OF THESE  
12 PROJECTS FORWARD AND LOOKING FORWARD TO WORKING WITH BATA AS  
13 WE FIND SOLUTIONS HERE.

14

15 **AMY R. WORTH, CHAIR:** TERRIFIC. TONY, THANK YOU VERY MUCH. I'M  
16 MINDFUL OF THE FACT WE WERE ABLE TO COMPLETE THE 680 HOV  
17 SOUTHBOUND LANES A YEAR AHEAD OF TIME TO, YOU KNOW, WITH THE  
18 OPPORTUNITIES HERE TODAY. SO YOU KNOW, OBVIOUSLY THAT PROJECT  
19 WAS FULLY FUNDED. WE DIDN'T HAVE TO GO OUT AND FIND QUARTERS  
20 AT THE BACK OF A DRAWER BUT STILL IT SHOWS THAT THE  
21 OPPORTUNITY TO MOVE FORWARD AS WE CAN. SO LET -- AGAIN, I WANT  
22 TO THEY THINK EVERYONE. I'LL TURN TO ITEM SEVEN WHICH IS  
23 PUBLIC COMMENT OR ANY OTHER BUSINESS, AND KIMBERLY, MAY I TURN  
24 TO YOU TO SEE IF THERE ARE ANY PUBLIC COMMENT? OR IF YOU  
25 RECEIVED ANYTHING ELSE IN THE MAIL?



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1

2 **CLERK OF THE BOARD:** I HAVE RECEIVED NOTHING IN WRITING AND I  
3 SEE NO RAISED HANDS FROM THE ATTENDEES.

4

5 **AMY R. WORTH, CHAIR:** ALL RIGHT KIMBERLY. WELL THANK YOU VERY  
6 MUCH. WITH THAT, IF YOU HAVE ANY QUESTIONS OR INFORMATION AS  
7 ANDY OFFERED TO FOLLOW UP WITH STAFF. OUR MEETING IS ADJOURNED  
8 TO THE NEXT MEETING OF THE BATA AD-HOC RECOVERY WORKING GROUP  
9 SCHEDULED FOR WEDNESDAY OCTOBER 23RD EITHER REMOTE OR IN  
10 PERSON MY GUESS IS WHERE WE'RE HEADED WE'LL BE ON A ZOOM CALL  
11 AGAIN. SO THANK YOU EVERYONE. THANK YOU VERY MUCH. BYE.

12 [ADJOURNED]

13

14

15

16

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*Broadcasting Government*