# METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	METROPOLITAN TRANSPORTATION COMMISSION
2	BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE
3	WEDNESDAY, NOVEMBER 9, 2022 9:35 AM
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5	AMY WORTH, CHAIR: GOOD MORNING EVERYONE I'M AMY WORTH CHAIR OF
6	THE BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE AND I'M JOINED
7	BY VICE CHAIR MARGARET ABE-KOGA. IT'S MY PLEASURE TO CALL THE
8	MEETING TO ORDER. MAY WE PLEASE START THE ANNOUNCEMENT.
9	[RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19,
10	THIS MEETING. WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO
11	THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN
12	REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST
13	ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS,
14	PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, AND ASK THAT
15	THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING
16	COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND
17	ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR
18	ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS
19	OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD
20	USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL
21	CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE
22	ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR
23	PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR
24	NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS
25	VOLUMPARY WRITTEN RUBLIC COMMENTS RECEIVED AT



- 1 INFOATBAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO
- 2 THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE
- 3 READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD
- 4 LIKE TO SPEAK, THEY ARE FREE TO DO SO. THEY SHOULD RAISE THEIR
- 5 HAND AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE
- 6 TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS.
- 7 PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS
- 8 NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE
- 9 MAKE SURE YOUR APPLICATION IS UP TO DATE.
- 11 AMY WORTH, CHAIR: ALL RIGHT. TERRIFIC. MAY I NOW TURN TO THE
- 12 CLERK FOR READING OF THE ROLL CALL AND TO CONFIRM OUR QUORUM?
- 14 CLERK, KIMBERLY WARD: GOOD MORNING. CHAIR WORTH?
- 16 AMY WORTH, CHAIR: HERE.
- 18 CLERK, KIMBERLY WARD: VICE CHAIR ABE-KOGA?
- 20 MARGARET ABE-KOGA, V. CHAIR: HERE.
- 22 CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ? IS ABSENT.
- 23 COMMISSIONER EL-TAWANSY? IS ABSENT. COMMISSIONER GLOVER?
- 25 **FEDERAL D. GLOVER:** HERE.

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2	CLERK, KIMBERLY WARD: COMMISSIONER MILEY?
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4	NATHAN MILEY: HERE.
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6	CLERK, KIMBERLY WARD: COMMISSIONER PAPAN?
7	
8	GINA PAPAN: HERE.
9	
10	CLERK, KIMBERLY WARD: COMMISSIONER RABBIT?
11	
12	DAVID RABBIT: HERE.
13	
14	CLERK, KIMBERLY WARD: RONEN?
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16	HILLARY RONEN: HERE.
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18	CLERK, KIMBERLY WARD: THANK YOU. QUORUM IS PRESENT.
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20	AMY WORTH, CHAIR: THANK YOU VERY MUCH, KIMBERLY. NOW MAY WE
21	PLEASE WE'LL HAVE THE PLEDGE OF ALLEGIANCE, AND I WOULD
22	LOVE TO TURN TO OUR VICE CHAIR. MARGARET, WOULD YOU BE SO KIND
23	TO LEAD US IN THE PLEDGE? I'LL HOLD UP THE FLAG THEY HAVE
24	RIGHT HERE, BUT IT DOESN'T WORK VERY WELL IN THE VIRTUAL
25	BACKGROUND.



1 MARGARET ABE-KOGA, V. CHAIR: [LAUGHTER] THANK YOU. PLEASE 2 3 STAND, IF YOU CAN, AND JOIN ME IN THE PLEDGE. I'M PRETTY HIGH UP HERE. [LAUGHTER] [ PLEDGE OF ALLEGIANCE ] "I PLEDGE 4 5 ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA, AND TO THE REPUBLIC FOR WHICH IT STANDS, ONE NATION UNDER GOD, 6 7 INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL." THANK YOU. 8 AMY WORTH, CHAIR: THANK YOU VERY MUCH. WE'LL BE ABLE TO DO 9 THAT IN-PERSON IN MARCH. THANK YOU SO MUCH FOR THAT. NOW MAY I 10 PLEASE TURN BACK TO OUR CLERK, KIMBERLY, FOR THE COMPENSATION 11 12 ANNOUNCEMENT? 13 CLERK, KIMBERLY WARD: AS AUTHORIZED BY STATE LAW I AM MAKING 14 15 THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE 16 TODAY WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A 17 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH 18 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT. 19 20 AMY WORTH, CHAIR: GREAT. THANK YOU. OUR NEXT ITEM IS THE 21 CONSENT CALENDAR. THIS INCLUDES ITEMS 4A THROUGH 4C. ARE THERE 22 ANY MEMBERS OF THE COMMITTEE OR THE STAFF, OR THE PUBLIC THAT 23 WOULD LIKE TO REMOVE ANY ITEMS FROM THE CONSENT CALENDAR? 24



OKAY. SEEING NONE. AND, KIMBERLY, JUST CONFIRMING WE HAVE NO 1 2 PUBLIC WANTING TO DO SO. 3 CLERK, KIMBERLY WARD: THAT IS CORRECT. I SEE NO RAISED HANDS, 4 5 MADAM CHAIR. 6 7 AMY WORTH, CHAIR: THANK YOU. I WOULD ENTERTAIN A MOTION AND 8 SECOND TO APPROVE THE CONSENT CALENDAR. 9 DAVID RABBIT: SO MOVED. 10 11 FEDERAL D. GLOVER: SECOND APPROVAL. 12 13 AMY WORTH, CHAIR: COMMISSIONER RABBIT MOVED AND COMMISSIONER 14 15 GLOVER SECONDED THE CONSENT CALENDAR. PLEASE MAY WE HAVE ROLL 16 CALL. 17 18 CLERK, KIMBERLY WARD: YES. AND I HAVE RECEIVED NOTHING IN 19 WRITING, JUST TO CONFIRM. 20 AMY WORTH, CHAIR: THANK YOU. 21 22 23 CLERK, KIMBERLY WARD: YOU'RE WELCOME. WITH THAT, CHAIR WORTH? 24

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AMY WORTH, CHAIR: AYE.



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2	CLERK, KIMBERLY WARD: VICE CHAIR ABE-KOGA?
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4	MARGARET ABE-KOGA, V. CHAIR: AYE.
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6	CLERK, KIMBERLY WARD: CHAVEZ IS ABSENT. COMMISSIONER GLOVER?
7	
8	FEDERAL D. GLOVER: AYE.
9	
10	CLERK, KIMBERLY WARD: MILEY?
11	
12	NATHAN MILEY: AYE.
13	
14	CLERK, KIMBERLY WARD: PAPAN?
15	
16	GINA PAPAN: YES.
17	
	CLERK, KIMBERLY WARD: RABBIT?
19	
20	DAVID RABBIT: AYE.
21	a Powers
22	CLERK, KIMBERLY WARD: RONEN?
23	WILLIAM DOMIN. AVE
<ul><li>24</li><li>25</li></ul>	HILLARY RONEN: AYE.
<i>43</i>	



- 1 CLERK, KIMBERLY WARD: THANK YOU. THE MOTION PASSES UNANIMOUSLY
- 2 BY ALL MEMBERS PRESENT.

- 4 AMY WORTH, CHAIR: GREAT. THANK YOU VERY MUCH. SO OUR NEXT ITEM
- 5 IS AGENDA ITEM 5A UPDATE ON THE RICHMOND SAN RAFAEL BRIDGE
- 6 PROJECT, AND WE'LL BEGIN WITH OUR DEPUTY EXECUTIVE DIRECTOR,
- 7 ANDREW FREMIER. BEFORE WE BEGIN, I JUST WANT TO SAY AS THE MTC
- 8 REPRESENTATIVE FROM CONTRA COSTA COUNTY AND CHAIR OF THIS
- 9 COMMITTEE, I HAD THE OPPORTUNITY TO MEET WITH THE -- ATTEND
- 10 THE LAST MEETING OF THE RICHMOND CITY COUNCIL WHERE THE CITY
- 11 OF RICHMOND DISCUSSED THEIR CONCERNS ABOUT THE CONGESTION
- 12 AROUND THE EAST, TOUCHDOWN POINTS AND ACCESS POINTS TO THE
- 13 RICHMOND SAN RAFAEL BRIDGE. SO IT WAS A VERY INFORMATIVE
- 14 MEETING, AND I HAD THE OPPORTUNITY TO HEAR DIRECTLY FROM THE
- 15 CITY OF RICHMOND IN TERMS OF THEIR CONCERNS ABOUT THE
- 16 CONGESTION AND TALK ABOUT THE VARIOUS OPTIONS THAT ARE BEING,
- 17 YOU KNOW, OUR STAFF IS LOOKING AT, IN TERMS OF ADDRESSING
- 18 CONGESTION. AS MANY, ALL OF THEM THAT THIS COMMITTEE IS
- 19 FAMILIAR WITH IN TERMS OF THE UPDATES THAT WE ALL RECEIVE. BUT
- 20 BECAUSE OF THE INTEREST AND CONCERNS ABOUT THE CONGESTION, AND
- 21 WE HAVE RECEIVED, AS YOU KNOW, LETTERS FROM THE PUBLIC, WE
- 22 HAVE HAD THE OPPORTUNITY TODAY, TO HAVE A THOROUGH IN DEPTH
- 23 DISCUSSION ABOUT THE BRIDGE, AND THE ACTION. THIS IS NOT AN
- 24 ACTION ITEM. BUT IT IS AN INFORMATIONAL ITEM. AND WE LOOK
- 25 FORWARD TO HEARING FROM THE PUBLIC, AS WELL AS ANY THOUGHTS



- 1 THAT COMMISSIONERS MIGHT HAVE, AS WELL AS REALLY GETTING AN IN
- 2 DEPTH UPDATE FROM OUR STAFF AS WELL AS FROM THE BERKELEY, UC
- 3 BERKELEY TEAM THAT'S BEEN DOING THE TRAFFIC ANALYSIS THAT IS
- 4 PART OF THE PILOT PROJECT. SO, WITH THAT, I WOULD LIKE TO TURN
- 5 THE ITEM OVER TO ANDY FREMIER. SO, THANK YOU.

- 7 ANDREW FREMIER: THANK YOU CHAIR WORTH AND MEMBERS OF THE
- 8 COMMITTEE. AS AMY MENTIONED WE'RE GOING TO UPDATE ON THE TWO
- 9 RICHMOND SAN RAFAEL PILOT PROJECTS AS WELL AS THE PROGRESS ON
- 10 THE SERIES OF RICHMOND FORWARD PROJECTS THAT WE HAVE ALSO BEEN
- 11 WORKING ON IN CONJUNCTION WITH THE PILOTS. AS A REMINDER IN
- 12 2014 CALTRANS AND BATA STARTED TO DEVELOP A TWO PART PILOT
- 13 DESIGNED TO CONVERT THE LOWER DECK LANE EASTBOUND OUT OF MARIN
- 14 COUNTY INTO A PEAK USE LANE FOR A PERIOD OF FOUR YEARS TO
- 15 EVALUATE ITS VIABILITY. IN ADDITION WE APPROVED AN ACTIVE
- 16 TRANSPORTATION PROJECT THAT PUT A MOVABLE BARRIER ON THE UPPER
- 17 DECK AND THAT BARRIER SEPARATED ACTIVE TRANSPORTATION PATH HAS
- 18 BEEN OPEN SINCE NOVEMBER 2019. THE PEAK PERIOD LANE OPENED IN
- 19 2018. ONE OF THE STUDY REQUIREMENTS THAT WAS REQUIRED AS PART
- 20 OF THE PILOT WAS FOR CALTRANS TO CONTRACT WITH UC BERKELEY
- 21 PATH TO DO AN INDEPENDENT STUDY AT SEVERAL STAGES OF PROJECT'S
- 22 DEVELOPMENT. SO THEY DID A PRESTUDY BEFORE THE PROJECTS WERE
- 23 PUT IN PLACE, AND THAT HAS BEEN PUBLISHED SEVERAL YEARS AGO,
- 24 AND JUST RECENTLY THEY PUBLISHED THE PHASE ONE REPORT, WHICH
- 25 STUDIES THE WORK THAT HAS BEEN GOING ON TO DATE, AND MAKING



- 1 VARIOUS ANALYSIS THAT WILL THEN BE CONCLUDED AT THE END OF THE
- 2 PILOT PERIOD WHICH IS ANOTHER YEAR FROM NOW FOR THE ACTIVE
- 3 TRANSPORTATION PROJECT. SO, IF I COULD GET THE PRESENTATION
- 4 PUT UP? AND I WOULD LIKE TO INTRODUCE FRANCOIS DION, OF THE UC
- 5 PATH TEAM, THAT WILL WALK THROUGH THE CONCLUSIONS OF THE PHASE
- 6 ONE REPORT.

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- 8 SPEAKER: DO I HAVE THE SLIDE? I'M NOT SURE IF I DO, OR IF I
- 9 DO, IT IS IN PLAY.

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- 11 ANDREW FREMIER: WE HAVE A TEAM THAT WILL MANAGE THE SLIDES FOR
- 12 YOU.

- 14 SPEAKER: MY NAME IS FRANCOIS DION. I WORK FOR UC BERKELEY
- 15 PATH, AND I HAVE BEEN WORKING ON THIS PROJECT SINCE 2016,
- 16 SINCE BEFORE THE STUDY, AND I AM THE ONE WHO IS CONTINUING THE
- 17 WORK. SO, IF WE CAN GO ON THE NEXT SLIDE. I THINK THIS WAS
- 18 ALREADY KIND OF MENTIONED. SO, WE HAVE HAD, ON THE LOWER DECK,
- 19 THE PART-TIME TRAFFIC LANE OPEN ON APRIL 2018 AND ON THE UPPER
- 20 DECK THE MULTI-USE PATH OPEN ON NOVEMBER 2019. SINCE THEN, WE
- 21 ALSO HAD SOME WORK DONE ON THE SIR FRANCIS DRAKE BOULEVARD,
- 22 PHASE TWO IS KIND OF LOOKING AT, AND THE PHASE ONE REPORT WAS
- 23 JUST PUBLISHED IN OCTOBER. IT COVERS ANYTHING THAT WAS,
- 24 EVERYTHING THAT WAS DONE IN THE ANALYSIS UNTIL THE END OF
- 25 JUNE. AND WILL UPDATE THE UPPER DECK PASS, AND FRANCIS DRAKE



- 1 WILL BE RELEASED EXPECTED IN SUMMER 2023. YOU CAN GO TO THE
- 2 NEXT SLIDE. THE REPORT, COVER PAGE, EXTENSIVELY WHAT HAPPENS
- 3 ON THE LOWER DECK, AND UPPER DECK. ON THE LOWER DECK, SO, WE
- 4 LOOK AT THE TRAFFIC CONDITIONS ON THE APPROACH, AND THE
- 5 BRIDGE, THE TRAFFIC SAFETY AND SOME MAINTENANCE ISSUES. ALL
- 6 THIS DESCRIBED IN THE REPORT. AND THE UPPER DECK, SIGN
- 7 VALUATION AND BICYCLE AND PEDESTRIAN USE OF THE PATH. IF WE
- 8 CAN GO TO THE NEXT SLIDE. SO, I'LL START WITH THE LOWER DECK.
- 9 SO, IN TERMS OF TRAFFIC AND SAFETY IMPROVEMENTS, SO I THINK WE
- 10 USE THE OPENING OF THE SHOULDER LANES WHEN PEAK HOUR HAS HAD A
- 11 VERY POSITIVE IMPACT ON TRAFFIC. TRAFFIC FLOW ACROSS THE
- 12 BRIDGE HAS INCREASED BETWEEN 13 AND 25% DEPENDING ON WHAT TIME
- 13 FRAME YOU ARE LOOKING AT. AND THIS HAS REDUCED TRAVEL TIME
- 14 FROM THE US 101 TO THE TOLL PLAZA, THE APPROACH AND ACROSS THE
- 15 BRIDGE ON WEEKDAYS BY ABOUT 13, 14 MINUTES. ON SIDE SATURDAYS
- 16 BETWEEN 10 AND 14 MINUTES AND ON SUNDAY BETWEEN 6 AND 8
- 17 MINUTES. AND THIS IS USING DATA FROM 2015 TO 2021. -- 2022.
- 18 SORRY. WE ALSO OBSERVED SOME IMPROVED CONDITIONS ON LOCAL
- 19 STREETS. THERE IS LESS TRAFFIC USING LOCAL ARTERIAL TO BYPASS
- 20 THE CONGESTION ON 580, PARTICULARLY ALONG FRANCISCO BOULEVARD.
- 21 AND ALONG SIR FRANCIS DRAKE, WHAT HAS BEEN OBSERVED OVER THERE
- 22 IS TRAVEL TIME HAS BEEN IMPROVED BY ABOUT FOUR MINUTES AND
- 23 THERE IS ALSO MORE FLOW GOING THROUGH THIS ARTERIAL, AND
- 24 MAINLY BECAUSE THERE IS LESS CONGESTIONS BACKING UP FROM THE
- 25 FREEWAY, AND PREVENTING TRAFFIC FROM GOING THROUGH. IT HAS



- 1 BEEN ESTIMATED ABOUT 300 VEHICLES PER HOUR MORE DURING THE
- 2 PEAK HOUR. ONE ISSUE THAT WAS OF PARTICULAR ATTENTION TO THE
- 3 CHP IS THE DRIVER COMPLY WITH OVERHEAD LANE USAGE SIGNS, ARE
- 4 THEY GOING TO USE THE LANE WHEN IT'S OPEN. ABOUT 99% OF THE
- 5 TRAFFIC FOLLOWED THE OVERHEAD SIGNS. CHP MENTIONED THAT THEY
- 6 HAVE NO CASE OF PEAK, WHEN THE LANE IS CLOSED, SOME ARE USING
- 7 THE SHOULDER LANES BYPASS LANE THIS IS A SMALL AMOUNT OF
- 8 TRAFFIC. IN TERMS OF SAFETY IMPACTS, AGAIN GOING BACK WITH THE
- 9 STATISTICS THAT'S BEEN COMPILED BY THE STATE, WE FOUND A 72%
- 10 REDUCTIONS IN THE FREQUENCY OF INCIDENTS ON THE APPROACH OF
- 11 THE BRIDGE MAINLY DUE BECAUSE THE CONGESTIONS DISAPPEAR. ON
- 12 THE BRIDGE, ITSELF, WE FOUND IT IS A BIT ABOUT A 32% REDUCTION
- 13 IN REAR ENDS, BUT HAS BEEN ABOUT A 22% INCREASE IN SIDE
- 14 [INDISCERNIBLE] ONLY DURING PEAK HOUR BETWEEN 2 AND 7:00 P.M.
- 15 MAINLY DUE BECAUSE THERE IS SIMPLY MORE LANE CHANGES THAT CAN
- 16 HAPPEN, THIS STATISTICS, IN ITSELF, MAKES SENSE. NEXT SLIDE.
- 17 SO, ON THE UPPER DECK, THAT'S THE QUESTIONS THAT I'M ALWAYS --
- 18 AH, WELL, IS THE MULTI-USE PATH BEING USED. THESE ARE THE DATA
- 19 WE HAVE. THESE ARE MOSTLY THE AVERAGE, SINCE THE BEGINNING OF
- 20 THIS YEAR. SEEMS TO BE CLOSER TO A STABLE PATTERN. ON
- 21 WEEKDAYS, WE SEE ABOUT 50, 75 CYCLISTS, PER DIRECTION PER DAY.
- 22 ON SUNDAY THAT WOULD VARY BETWEEN 10300 WITH MOST OF THE
- 23 TRAFFIC GENERALLY BEING HIGHER ON SATURDAY THAN ON SUNDAY. THE
- 24 RANGE IS DUE TO WEATHER WHEN IT'S NICE WEATHER. THEN IT TEND
- 25 TO BE HIGHER COLDER WINDY DAYS. IN TERMS OF PEDESTRIAN ACCESS



- 1 THE NUMBERS ARE FAIRLY SMALL. ON WEEKDAYS, PEDESTRIANS, NOT
- 2 CYCLISTS, ON WEEKDAYS IT'S ABOUT 8 TO 11 PEDESTRIAN PER DAY, 8
- 3 TO 11. AND ON SATURDAYS, SUNDAYS, 14 TO 24. WE DO SEE PEOPLE
- 4 JUST WALKING THE BRIDGE. A CERTAIN PERCENTAGE OF THESE
- 5 OBSERVATIONS ARE PEOPLE ACCESSING THE BRIDGE TO GO FISHING.
- 6 THAT HAS BEEN OBSERVED NUMBERS OF TIMES THAT WE DO HAVE
- 7 FISHERMEN THERE. OWN NOTE THAT WAS MENTIONED WHY THE NUMBER
- 8 MIGHT BE SMALL, IT IS VERY DIFFICULT TO PARK NEAR THE BRIDGE.
- 9 THERE IS LITERALLY ALMOST NO PARKING. A FEW PERSON INDICATED
- 10 TO ME, THERE IS THE VISTA PARKING ON THE MARIN COUNTY SIDES.
- 11 BUT THIS PARKING IS USUALLY FULLY USED BY FISHERMEN OR PEOPLE
- 12 JUST PARKING THEIR CAR THERE ALL DAY. THE REASON FOR USING THE
- 13 PATH. THIS IS BASED ON A SURVEY THAT WAS RUN IN 2021. WHERE WE
- 14 GOT OVER 2,000 RESPONDENTS. AND ABOUT 1500 OF THOSE WERE
- 15 CYCLISTS OR PEDESTRIAN. THEY SAY THAT I USE THE PATH ABOUT 63%
- 16 OF THEM FOR RECREATION, ABOUT 22% OF THE RESPONDENTS SAY
- 17 EXERCISE, AND 14% SAY THEY'RE EITHER COMMUTING TO WORK OR SOME
- 18 LEISURE LOCATIONS. WE ALSO KIND OF WERE CURIOUS TO SEE WHAT
- 19 HAPPENED. DO PEOPLE FULLY CROSS THE BRIDGE? IT'S A LONG
- 20 BRIDGE. 80% OF PEOPLE SAY THAT I FULLY CROSS THE BRIDGE GO ONE
- 21 WAY THEN COME BACK THE OTHER WAY. OF THESE, 76% WILL FULLY
- 22 CROSS THE BRIDGE REACH THE END AND COME BACK. ONLY 6% TURN
- 23 BACK MIDWAY. THE REMAINING 6% ARE INDIVIDUALS WHO EITHER ARE
- 24 COMING BACK BY CAR OR BUS, OR THEY'RE JUST GOING THROUGH THE
- 25 BRIDGE AS PARTS OF A LONGER CIRCUIT, GOING TO THE RICHMOND



- 1 BRIDGE, AND MAYBE THE BAY BRIDGE, AND COMPLETING THE LONGER
- 2 CIRCUIT. NEXT SLIDE. SO, THIS IS THE TOPIC THAT EVERYONE LIKES
- 3 TO TALK ABOUT. TRAFFIC IMPACT ON THE RICHMOND SIDE OF THE
- 4 BRIDGE. SO, WE NOTICED, BY COMPILING THE TOLL PLAZA COUNT,
- 5 THAT THERE APPEARS TO BE A SLIDE REDUCTION IN CAPACITY WITH
- 6 THE BRIDGE WITH THE ADDITIONS OF THE BIKE PATH. THIS WAS
- 7 EXPECTED. IT WAS ESTIMATED THAT THIS, THE CAPACITY WAS REDUCED
- 8 BY ABOUT 7% ON WEEKDAYS AND MAYBE 4% ON WEEKENDS. WHY THE
- 9 DIFFERENCE? IT'S POSSIBLE THAT ON THE WEEKEND, DEMAND IS
- 10 SLIGHTLY HIGHER, PERIODS WHERE WE MIGHT NOT HAVE CAPACITY, AND
- 11 DIFFERENT TYPES OF DRIVERS ON THE WEEKEND, LESS THAN THE
- 12 REGULAR COMMUTERS. IF I DRAW YOUR ATTENTION TO THE DIAGRAM ON
- 13 THE RIGHT, THESE ARE ACTUALLY SPEED MAPS FROM THE BRIDGE, AND
- 14 THEN GOING BACKWARDS, ALONG 580, AND I HAVE MARKED A FEW KEY
- 15 LOCATIONS. SO, THE RED PARTS ARE THE SECTIONS DURING THE DAY,
- 16 DURING EACH AVERAGE DAY, WHERE WE HAVE ACUTE. SO DATA STARTS
- 17 FROM 2015 GOING UP TO 2022. THIS IS UPDATED REPORT, IMPORTANT
- 18 FOR THIS MEETING TO SHOW DATA FOR SEPTEMBER AND OCTOBER. WHAT
- 19 WE OBSERVE IS, AGAIN, THIS ARE -- THE TOP IS THE AVERAGE, FROM
- 20 MID-SEPTEMBER TO MID-NOVEMBER, SEPTEMBER 15TH TO ABOUT
- 21 NOVEMBER 10, '12. ONLY WEEKDAYS, AND THE BOTTOM IS SATURDAYS.
- 22 SO WHAT WE CAN OBSERVE IS THE BACK OF THE CUE SINCE 2016 HAS
- 23 NOT REALLY GROWN. SO THE CONGESTIONS THAT WE'RE OBSERVING ON
- 24 THE RICHMOND APPROACH TO THE BRIDGE, DURING WEEK DAYS IS
- 25 SIMILAR TO WHAT HAS BEEN OBSERVED. ON SATURDAY, THOUGH, THERE



- IS A SLIGHT DIFFERENCE. WE DO NOTICE A LITTLE BIT MORE 1 CONGESTION. AS YOU CAN SEE, YOU KNOW, THE RED BLOB IS A LITTLE 2 3 BIT BIGGER. AND THIS IS IN GREAT PART DUE TO THE FACT THAT THE SATURDAY TRAFFIC IS NOW HIGHER THAN WHAT IT WAS IN ANY 4 5 PREVIOUS YEARS. WEEKEND TRAFFIC IS STILL ABOUT THE SAME. THE ONLY DIFFERENCE IS, BECAUSE OF COVID, THE AM PEAK, THE PEAK 6 FLOW IS THE SAME, BUT THE A.M. PEAK IS MUCH SHORTER IN TIME 7 8 DURATION. SO IT STARTS WITH LOWER TRAFFIC AND PEAKS AT THIS TIME, AND DROPS VERY QUICKLY. SO THAT MAKES CONGESTION THE 9 10 SAME ON WEEKDAYS AND A LITTLE BIT MORE ON SATURDAY. AND, AGAIN, THERE IS STILL SOME COVID-19 RELATED IMPACTS THAT ARE 11 LINGERING AROUND. SO, WE ARE ESSENTIALLY -- I'M ESSENTIALLY --12 WE ARE ESSENTIALLY CONTINUING TO COMPILE THE DATA AS WE GO 13 INTO 2022 THEN GRADUALLY GET BACK TO NORMAL GET A CLEARER 14 PICTURE OF WHAT HAPPENS. NEXT SLIDE PLEASE. I THINK THAT WAS 15 16 THE LAST ONE. YES. 17 ANDREW FREMIER: THANK YOU, FRANCOIS. I'M GOING TO JUMP NOW 18 INTO THE SERIES OF IMPROVEMENTS THAT WE'RE WORKING ON FOR THE 19 RICHMOND SAN RAFAEL FORWARD SUITE OF PROJECTS. NEXT SLIDE. 20
- 24 TRANSIT PRIORITY AND ALLOW GOLDEN GATE TO ADD SOME SERVICE IN

WAY BACK TO THE REGATA BOULEVARD ON RAMP THAT WILL PROVIDE

JUST AS A REMINDER, ONE OF THE BIG PROJECTS THAT WE'RE WORKING

ON IS TO EXTEND THE HOV LANE THROUGH THE TOLL PLAZA ALL THE

25 THE CORRIDOR. WE ALSO RECOGNIZE THAT WE WANT TO BE ABLE TO GET

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22



- 1 TWO PLUS AND THREE PLUS CARPOOLS INTO THAT LANE SO THAT WE CAN
- 2 USE IT EFFECTIVELY. RIGHT NOW IF YOU ARE FAMILIAR AT ALL, IF
- 3 YOU ARE FAMILIAR WITH THE RICHMOND TOLL PLAZA THERE IS A
- 4 LIMITED BENEFIT ONLY AT THE TOLL PLAZA FOR HIGH-OCCUPANCY
- 5 TRAFFIC OR BUS TRAFFIC. SO THERE IS REALLY NO TIME ADVANTAGE
- 6 TODAY. THE IDEA OF THIS PROJECT IS TO PROVIDE THAT BUS
- 7 PRIORITY BUT THEN ALSO MAKE SURE THAT WE GET ENOUGH USE IN THE
- 8 LANE. WE WOULD THEN TAKE TOLL BASED ON THE OCCUPANCY
- 9 DECLARATIONS FOR THE SWITCHABLE TAGS, MUCH LIKELY DUE IN THE
- 10 EXPRESS LANES. SO, THAT WOULD BE A DIFFERENT BRIDGE OPERATION
- 11 THAN WE HAVE HAD IN THE PAST. BUT WE THINK IT'S THE BEST WAY
- 12 TO MAKE USE OF THE LANE AND NOT CREATE MORE PROBLEMS FOR THE
- 13 GENERAL PURPOSE LANES. NEXT SLIDE. THE OTHER THING THAT WE'RE
- 14 WORKING ON, WHICH REALLY IS THE CRITICAL PATH, AND WE'RE
- 15 WORKING ON THIS FOR ALL BRIDGES, IS TO REMOVE THE EXISTING
- 16 TOLL PLAZA BOOTHS AND THE CANOPIES WHERE APPROPRIATE. THE IDEA
- 17 THERE IS TO PUT IN OPEN ROAD TOLLING AND LIMIT THE NUMBER OF
- 18 LANES THAT ARE THROUGH THERE, SO THAT YOU GET LESS OF THE
- 19 WAVING ACTION, AS THE LANES GO FROM MULTIPLE LANES BACK AT
- 20 RICHMOND PARKWAY TO A VERY SMALL THROAT ACROSS THE ENTRANCE TO
- 21 THE PLAZA, AND THEN THEY EXPAND BACK OUT TO SEVEN OR EIGHT
- 22 LANES BEFORE THEY CONVERGE DOWN TO THE TWO LANES ON THE
- 23 BRIDGE. SO, THE IDEA THERE IS TO MAKE IT MUCH MORE OF A
- 24 LAMINAR OR FLOW THROUGH THE PLAZA A AND THAT WORK UNDERWAY
- 25 NOW. THE BRIDGE APPROACH IS STILL THE SAME WHERE HOC WOULD



- 1 COME IN ON THE LEFT IN THE DEDICATED LANES AND GENERAL PURPOSE
- 2 ON THE RIGHT THEN IT WOULD MERGE AFTER IT GOT BACK ON THE
- 3 BRIDGE ON THE RIGHT SIDE OF THE DRAWING. THERE IS A LITTLE BIT
- 4 OF ALIGNMENT AT THE SAINT MARK ALIGNMENT AND AS A REMINDER
- 5 THERE ARE SOME PLANS FOR DEVELOPMENT AT THE POINT MOLATE AREA,
- 6 SO WE'RE OBVIOUSLY CONCERNED ABOUT WHEREVER DEVELOPMENT WORK
- 7 HAPPENS OUT IN THAT AREA. NEXT SLIDE. ONE OF THE BIG IMPACTS
- 8 THAT WE DON'T HAVE A LOT OF GREAT SOLUTIONS FOR BUT WE'RE
- 9 WORKING ON AGGRESSIVELY IS TRYING TO FIGURE OUT HOW TO CLEAN
- 10 UP THE RICHMOND PARKWAY ENTRANCES. RIGHT NOW THERE IS A
- 11 SIGNIFICANT AMOUNT OF TRAFFIC AND CONGESTION THAT IMPACTS THE
- 12 LOCAL STREETS THAT'S DUE TO THE RICHMOND PARKWAY MOVES. SO WE
- 13 STARTED ON THAT WORK IN THE FALL OF 2022. WE ARE LOOKING FOR
- 14 FUNDING. IT'S ELIGIBLE FOR BATA REHAB, ELIGIBLE FOR REGIONAL
- 15 MEASURE THREE. IT'S CERTAINLY A GOOD PROJECT FOR THE
- 16 TRANSFORMATIONAL ACTION PLANS. BUT AT THIS POINT IN TIME WE'RE
- 17 IN THE DESIGN PHASE LOOKING FOR CONSTRUCTION MONEY. WE
- 18 ANTICIPATE STARTING CONSTRUCTION IN 2024, AND GET IT
- 19 OPERATIONAL BY THE SPRING OF '25. IT'S PRETTY LOW COST PROJECT
- 20 IMPROVEMENT. IT'S ABOUT TWO AND A HALF MILLION DOLLARS TOTAL.
- 21 NEXT SLIDE. THE OTHER THING THAT WE HAVE BEEN TRYING TO DO IS
- 22 ENCOURAGE BIKE COMMUTES ACROSS THE BRIDGE. WE HAVE BEEN
- 23 WORKING CLOSELY WITH RICHMOND AND MARIN COMMUNITIES TO PROVIDE
- 24 DISCOUNTS FOR E-BIKE PURCHASES FOR LOW-INCOME RIDERS ALSO
- 25 PARTNERS WITH SAN RAFAEL RIDES TO OFFER EXPERIMENTAL VISITS ON



- 1 THE BRIDGE AND SEE IF WE CAN GET SOME BIKE EDUCATION AND
- 2 SAFETY TO REALLY, SORT OF, ADVERTISE THE FACT THAT THIS BRIDGE
- 3 DOES WORK WELL FOR AN E-BIKE TRAVEL FROM BOTH SIDES OF THE
- 4 CORRIDOR. NEXT SLIDE. SO, WE'RE IN THE MIDDLE OF ALL THESE
- 5 ACTIVITIES. WE ARE AGGRESSIVELY PURSUING GETTING THE OPEN ROAD
- 6 TOLLING AND HOV WORK DONE BY THE END OF '26, IN OUR CURRENT
- 7 SCHEDULE. THE REAL DIFFICULT PART REALLY IS CONVERTING THE
- 8 NEW, SORT OF, TOLL COLLECTION WORK AND WE HAVE GOT A CONTRACT
- 9 THAT'S UNDERWAY, IN PROCUREMENT, TO GET AN INTEGRATOR TO START
- 10 WORKING ON THE REBUILD OF THE TOLL SYSTEM. AND THEN WE'RE ALSO
- 11 WORKING WITH CALTRANS TO TRY TO ACCELERATE THIS WORK AS MUCH
- 12 AS WE CAN. NEXT SLIDE. SO, THAT'S THE SERIES OF EVENTS. WE CAN
- 13 PROBABLY TURN THE PROJECTOR OFF AT THIS POINT, AND GO TO THE
- 14 FULL SCREEN. SO, WHERE ARE WE AT THIS POINT? YOU KNOW? ONE OF
- 15 THE PROBLEMS THAT WE FACE IS THERE WAS THE ASSUMPTION THAT
- 16 BECAUSE THE LOWER DECK PEAK PERIOD LANE IS SUCCESSFUL, IT
- 17 WOULD NATURALLY WORK FOR THE UPPER DECK BUT THE BOUNDARY
- 18 CONDITIONS ARE VERY DIFFERENT. AND SO, WE HAVE WORKED WITH
- 19 CAM, CONTRA COSTA TRANSPORTATION AUTHORITY AND CALTRANS TO
- 20 DEVELOP TRAFFIC ANALYSIS AND COMMUTE PATTERNS IN THE MORNING
- 21 PARTICULARLY COMING INTO MARIN AND THE CONCLUSION REPORTS HAVE
- 22 COME TO IS YOU REALLY CAN'T GET THE SAME IMPROVEMENTS IN THE
- 23 WESTBOUND DIRECTION WITHOUT MAKING SIGNIFICANT CHANGES TO THE
- 24 ALIGNMENT IN MARIN, PRIMARILY DUE TO THE CAPACITY OF THE SIR
- 25 FRANCIS DRAKE BOULEVARD. SO, WE HAVE IDENTIFIED A SERIES OF



- 1 PROJECTS IN CONJUNCTION WITH THE BIG RM3 PROJECT THAT TAM IS
- 2 WORKING ON, BELHAM BOULEVARD BUT THOSE PROJECTS ARE IN EARLY
- 3 DISCUSSION AND THERE IS NO ACTIVE SPONSOR FOR IT AT THIS
- 4 POINT. THE ROUGH ESTIMATE IS ABOUT \$90 MILLION IN ADDITION TO
- 5 THE WORK THAT'S BEING DONE AT THE BELHAM INTERCHANGE. WHAT WE
- 6 ARE PROGRESSING ON, THOUGH, AND AS I MENTIONED, OUR CONCLUSION
- 7 IS TO REALLY TRY TO FIND WAYS TO WORK WITH CALTRANS TO
- 8 ACCELERATE THE RICHMOND FORWARD PROJECTS WHICH WE'RE GOING TO
- 9 TRY TO DO AS BEST WE CAN, WE'RE ALSO, IN RESPONSE TO THE
- 10 RICHMOND CONCERNS, WORKING VERY CLOSELY WITH THE AIR DISTRICT
- 11 TO DO AIR QUALITY ANALYSIS. YOU KNOW, THE BOTTOM LINE
- 12 CONCLUSION IS THE BIKE PATH IS NOT REALLY THE PROBLEM, BUT THE
- 13 CONGESTION HAS BEEN THERE BEFORE, DURING, AND AFTER WHATEVER
- 14 THIS PILOT RESULT GIVES US. SO, WE WOULD LIKE TO TRY TO FIND
- 15 OUT WHAT IS GOING ON WITH AIR OUALITY IN THE RICHMOND AREA,
- 16 AND THE AIR DISTRICT HAS VOLUNTEERED TO HELP US WITH THAT. AS
- 17 PART OF THE RICHMOND, SAN RAFAEL -- I'M SORRY -- AS PART OF
- 18 THE RICHMOND PARKWAY WORK, WE DO HAVE TO DO AIR OUALITY
- 19 ANALYSIS FOR THAT ENVIRONMENTAL DOCUMENT. SO, WE'RE GOING TO
- 20 EXPAND THE EFFORTS TO REALLY TRY TO ADDRESS THE RICHMOND
- 21 CONCERNS. IN ADDITION, WE'RE GOING TO EXPAND THE TRAFFIC
- 22 ANALYSIS ON THE LOCAL STREETS. AGAIN, ASSOCIATED WITH THE
- 23 RICHMOND PARKWAY WORK, TO REALLY GET AN UNDERSTANDING OF
- 24 WHETHER OR NOT THERE ARE SOME IMPROVEMENT WE CAN MAKE IN THE
- 25 LOCAL TRAFFIC PATTERNS THAT MIGHT HELP OUT DURING THE PEAK



PERIOD CONGESTION TIMES. SO, THAT'S MY REPORT, CHAIR WORTH. I 1 WOULD BE HAPPY TO ANSWER QUESTIONS. WE DO HAVE GREG NUDD FROM 2 3 THE AIR DISTRICT, AS WELL, AS WELL AS FRANCOIS DION, AS WELL AS MYSELF, AND STAFF IF YOU ASK THOSE TOUGH QUESTIONS. 4 5 AMY WORTH, CHAIR: THANK YOU FOR THE REPORT. I WANT TO ASK A 6 7 COUPLE OF OUESTIONS AND THEN OPEN IT UP TO OUR COMMITTEE FOR 8 QUESTIONS AND WE HAVE SOME PUBLIC COMMENT. IN TERMS OF THE PILOT PROJECT YOU MENTIONED THE BIKE PATH ON THE BRIDGE BUT I 9 ALSO KNOW THAT INCLUDED A PERMANENT BIKE PATH THAT WOULD 10 ENABLE BIKES TO GET OFF THE FREEWAY, IF I RECALL, THE 580 11 CORRIDOR WAS ONE OF THE REMAINING PLACES IN THE ENTIRE STATE 12 OF CALIFORNIA WHERE BIKES COULD GO ON THE FREEWAY. COULD YOU 13 TALK A LITTLE BIT ABOUT WHAT THAT PROJECT IS AND WHAT THAT 14 15 ENABLES BIKES TO DO IN TERMS OF ACCESS WITHIN THE RICHMOND 16 SHORELINE? 17 ANDREW FREMIER: YEAH, SO, CHAIR WORTH, ON BOTH SIDES OF THE 18 BRIDGE, WE'RE PROVIDING DEDICATED ACCESS PROTECTED FROM THE 19 FREEWAY, WE DID DO BARRIER SEPARATED AS YOU APPROACH --20 21 LEAVING POINT RICHMOND HEADING INTO POINT MOLATE, SO YOU'RE BEHIND A BARRIER ON THE APPROACH TO THE RICHMOND SAN RAFAEL 22 BRIDGE PREVIOUSLY AS YOU MENTIONED IT WAS OPEN SHOULDER THAT 23 WAS OPEN TO BIKE ACCESS. WE HAVE DONE QUITE A BIT OF SAFETY 24 IMPROVEMENTS AND THAT'S WORKING WELL ON THE MARIN SIDE A 25



- 1 PROJECT UNDERWAY TO IMPROVE SAN FRANCISCO BOULEVARD ACCESS
- 2 REALLY TO GET BIKES OFF THE ROADWAY, ON THE FREEWAY ON THE
- 3 MARIN SIDE THEY'RE ON A VERY BUDDY BOULEVARD WITH THESE SAN
- 4 FRANCISCO PROJECTS SHOULD GET STARTED IN SPRING, AFTER IT'S
- 5 FULLY FUNDED AND DESIGNED FOR CONSTRUCTION. GETTING THAT WORK
- 6 IN NEXT YEAR.

7

- 8 SPEAKER: YEAH I CAN ADD ON THE PHASE OF THE PROJECT CONNECTING
- 9 BICYCLE TO SAN FRANCIS DRAKE OVERPASS AND BICYCLE TRAFFIC
- 10 USING THE 580 SHOULDER AS OPPOSED TO GETTING ON THE OVERPASS.

11

- 12 AMY WORTH, CHAIR: TERRIFIC. THANK YOU. ANDY, I WONDERED IF WE
- 13 RECEIVE SOME LETTERS TALKING ABOUT THE THIRD LAY ON THE UPPER
- 14 DECK, YOU CAN TALK ABOUT MORE SPECIFICALLY ABOUT THE ISSUES,
- 15 IN YOUR ANALYSIS WITH TAM, AS WELL AS CONTRA COSTA
- 16 TRANSPORTATION AUTHORITY, LOOKING AT THE CORRIDOR SPECIFICALLY
- 17 TALKING ABOUT THE OPERATIONAL CHANGES THAT WOULD NEED TO BE
- 18 MADE ON THE WESTERN TOUCHDOWN IN TERMS OF EXISTS, AS WELL AS
- 19 THE BRIDGE'S ABILITY IN TERMS OF HANDLING A DAILY MOVEMENT OF
- 20 A BARRIER?

- 22 ANDREW FREMIER: SURE. SO, THE CHALLENGE ON THE WEST SIDE IS
- 23 YOU HAVE GOT TWO -- WELL, WHAT WE DID ON THE EASTBOUND
- 24 DIRECTION, IS SIR FRANCIS DRAKE HAS A DEDICATED LANE THAT
- 25 TAKES YOU RIGHT INTO THE THIRD LANE OF THE RICHMOND BRIDGE YOU



- 1 HAVE THE LANE THAT COMES ALL THE WAY FROM SAN QUINTON DIRECTLY
- 2 ON TO THE BRIDGE AND PROVIDES SMOOTH ACCESS FOR SIR FRANCIS
- 3 DRAKE TO MOVE SIGNIFICANT AMOUNTS OF TRAFFIC IN THE AFTERNOON
- 4 OR IN THE MORNINGS COMING ACROSS THE BRIDGE. THE AMOUNT OF
- 5 TRAFFIC THAT USES SIR FRANCIS DRAKE TOWARDS SAN RAFAEL, OR
- 6 TOWARDS GREEN BERET OR SOUTH 101 DOESN'T HAVE CAPACITY TO TAKE
- 7 ALL THE TRAFFIC THAT WOULD BE COMING ACROSS THE BRIDGE MORE
- 8 DIRECTLY WHAT WE SEE IS SIGNIFICANT BACKUPS ON THE BRIDGE AND
- 9 BACK AND THE TRESTLE, AND THAT MOVEMENT CAN ONLY BE IMPROVED
- 10 BY WIDENING THE MAIN STREET BRIDGE THAT GOES TO SAN QUINTON
- 11 AND ALSO MODIFYING THE RAMP AT SIR FRANCIS DRAKE, WHICH IS A
- 12 BIG DEAL ALL BY ITSELF. THAT'S A NEW INTERCHANGE THAT WOULD
- 13 HAVE TO BE BUILT IN ORDER TO IMPROVE THE TRAFFIC AND THE
- 14 MEASURE THREE PROJECT AT THE SOUTHERN END 101/580 JUNCTION TO
- 15 BE DONE IN CONCERT WITH THIS WORK IN ORDER TO MAKE A THIRD
- 16 LANE WORK THE OTHER PROBLEM WE FACE WHICH WASN'T A CHALLENGE
- 17 FOR THE ORIGINAL PILOT WAS THAT THE CAPTII AND A.B. 743
- 18 REOUIREMENTS MAKE IT VERY DIFFICULT TO OPEN UP NEW CAPACITY
- 19 PROJECTS WITHOUT SIGNIFICANT MITIGATION. SO WE ARE IN A LITTLE
- 20 BIT DIFFERENT ENVIRONMENT AS WELL, AND I DO WANT TO REMEMBER
- 21 THE COMMITTEE THAT THE WORK THAT IT TOOK JUST TO DO THE TWO
- 22 PROJECTS REQUIRED SEVERAL YEARS OF ENVIRONMENTAL ANALYSIS
- 23 WHICH WOULD BE DIFFERENT THIS TIME AROUND IN A SIGNIFICANT
- 24 AMOUNT OF INVESTMENT TO MAKE ANYTHING WORK WELL. IT WOULD TAKE
- 25 QUITE A BIT OF RESOURCE AND TIME. AND AT THIS POINT WE FEEL



- 1 LIKE FOCUSING ON THE RICHMOND FORWARD SUITE OF PROJECTS IS THE
- 2 RIGHT PLACE FOR BATA TO PUT THEIR ENERGY.

3

- 4 AMY WORTH, CHAIR: OKAY. JUST FOLLOWING UP. ONE MORE QUESTION,
- 5 THEN I'LL TAKE OUESTIONS FROM THE COMMITTEE. I SEE WE HAVE
- 6 SEVERAL HANDS UP. ONE OF THE OTHER ELEMENTS YOU MENTIONED IN
- 7 THE RICHMOND FORWARD INITIATIVE WAS IN FACT THE HOV LANE. AND
- 8 CURRENTLY, THERE IS A GOLDEN GATE TRANSIT ROUTE THAT GOES FROM
- 9 -- IF I RECALL, THE EL CERRITO BART STATION TO SAN RAFAEL.
- 10 CORRECT?

11

- 12 ANDREW FREMIER: YEAH. GOLDEN GATE DOES HAVE HOURLY SERVICE
- 13 TODAY. THEY STOPPED SOME SERVICE WE HAVE BEEN TALKING WITH THE
- 14 BRIDGE DISTRICT AND THEY'RE WILLING TO PUT MORE TRANSIT IN THE
- 15 CORRIDOR IF WE CAN PROVIDE THEM TIME SAVINGS.

16

- 17 AMY WORTH, CHAIR: SO, WE KNOW, FROM RM3, THE BRIDGE ABOUT TWO
- 18 THIRDS OF THE CARS THAT ARE ON THE BRIDGE ARE COMING FROM THE
- 19 EAST BAY TO THE WEST BAY. SO, PRESUMABLY THEY'RE LIVING IN THE
- 20 EAST BAY AND WORKING IN MARIN. AND, SO, THAT IS WHERE THE IDEA
- 21 THAT THE TRANSIT OPPORTUNITY COULD BE REALLY PRODUCTIVE, IF
- 22 YOU LOOK AT OTHER AREAS.

- 24 ANDREW FREMIER: YEAH, YOU KNOW, THE PROBLEM WITH BOTH SIDES OF
- 25 THE BRIDGE IS WE DON'T HAVE ANY REAL MASS LOCATIONS. IT'S NOT



- 1 LIKE THE DOWNTOWN WHERE PEOPLE ARE GOING TO ONE LOCATION. WE
- 2 ARE SEEING MOST OF THE TRAFFIC IN THE OD STUDIES AND ORIGIN
- 3 AND DESTINATION STUDIES IS COMING FROM THE RICHARD AREA INTO
- 4 MARIN AS YOU MENTIONED BUT THEN IT SPREADS OUT INTO OTHER
- 5 LOCATIONS. WE WOULD LIKE TO WORK WITH CIVIC CENTER BECAUSE WE
- 6 DO THINK THE COUNTY OFFICES IS WHERE A LOT OF THE WORKERS
- 7 CROSS THE BRIDGE AND MAYBE THERE IS OPPORTUNITIES TO PROVIDE
- 8 MORE DIRECT MICRO TRANSIT FOR THEM. WE ALSO WANT TO WORK WITH
- 9 THE SCHOOL DISTRICTS BECAUSE A LOT OF THE TEACHERS LIVE ON THE
- 10 EAST SIDE AND WE DO THINK THAT'S AN AUDIENCE THAT WE MIGHT BE
- 11 ABLE TO FIND SOME SOLUTIONS TO ASSIST THEM GETTING INTO
- 12 CARPOOLS AND BUSES IF THAT I WANT TO USE THAT PRIORITY ACCESS
- 13 AND SAVE TIME IN BOTH DIRECTIONS.
- 14
- 15 AMY WORTH, CHAIR: GREAT. ALL RIGHT. WELL, THANK YOU ANDY.
- 16 THANK YOU SO MUCH. AND, STAND BY. I KNOW YOU MAY GET SOME MORE
- 17 OUESTIONS FROM OUR COMMITTEE MEMBERS. AND I KNOW THAT WE HAVE
- 18 A NUMBER OF HANDS UP FROM OUR -- FROM THE PUBLIC. SO, MAY I
- 19 START WITH COMMISSIONER MILEY AND THEN COMMISSIONER PAPAN?
- 20
- 21 NATHAN MILEY: YES. THANK YOU. I HAVE A FEW QUESTIONS. AND
- 22 EXCUSE MY IGNORANCE. BECAUSE WHEN ALL OF THIS WAS BEING DONE,
- 23 I WASN'T ON MTC. SO THERE MIGHT BE SOME OUESTIONS I ASK THAT
- 24 MAY HAVE BEEN ASKED AND ANSWERED IN THE PAST. IF YOU CAN JUST
- 25 BE PATIENT WITH ME.



1	
2	AMY WORTH, CHAIR: THEY'RE ALL GOOD QUESTIONS. SO, PLEASE.
3	
4	NATHAN MILEY: THANK YOU. AND I WANT TO STATE, ALSO, BEING A
5	SUPERVISOR OF ALAMEDA COUNTY, LIVING IF OAKLAND, YOU KNOW, I
6	TYPICALLY TRY TO STAY IN MY LANE, BUT I HAVE CROSSED ALL OF
7	THESE BRIDGES THE LAST 50 YEARS OR SO. SO, IN TERMS OF THE
8	RICHMOND SAN RAFAEL BRIDGE, WHAT I'M INTERESTED IN KNOWING IS,
9	HOW MUCH DID IT COST TO PUT IN THAT BIKE LANE AND PEDESTRIAN
10	PATH?
11	
12	ANDREW FREMIER: COMMISSIONER, I THINK, OVERALL, INCLUDING
13	OPERATIONS, IT WAS IN THE \$30 MILLION RANGE. THE BARRIER WAS
14	THE BIG COST. AND THEN WE OPERATE IT MONTHLY IT MAKE SURE THAT
15	IT WORKS WELL AND ALLOWS FOR MAINTENANCE WORK TO BE DONE ON
16	THE BRIDGE. WE ALSO INVESTED IN QUITE A BIT OF THERE IS
17	SMALL VEHICLES THAT ARE GIVEN TO THE HIGHWAY PATROL, TO THE
18	CALTRANS MAINTENANCE FOLKS, AND TO THE FIRE DEPARTMENTS THAT
19	ALLOW THEM TO ACCESS THAT BIKE LANE WITH UTILITY VEHICLES, AND
20	SO THAT'S ALSO PART OF THE PROJECT AND PART OF THE COST.
21	
22	NATHAN MILEY: SO WHAT WAS THE SO THAT 30 BILLION INCLUDES
23	ALL THAT COST?



ANDREW FREMIER: YEAH. INCLUDING THE BARRIER WORK THAT WAS DONE 1 ON THE POINT MOLATE SIDE, QUITE A BIT OF INVESTMENT IN 2 3 INFRASTRUCTURE ON BOTH SIDES OF THE BRIDGE. 4 5 NATHAN MILEY: [AUDIO DIFFICULTIES] [INDISCERNIBLE] ANY 6 PROJECTIONS? ANY OUTREACH OR ANALYSIS DONE ON THAT? 7 8 ANDREW FREMIER: I'M SORRY, COMMISSIONER YOU FROZE ON MY END. I DIDN'T CATCH THE OUESTION. 9 10 NATHAN MILEY: I'M SORRY. WAS THERE ANY ANALYSIS DONE PUTTING 11 THIS BIKE LANE AND PEDESTRIAN PATH AND SAFETY BARRIERS AND ALL 12 THE STUFF ASSOCIATED, TO DETERMINE HOW MANY PEOPLE MIGHT BE 13 14 USING. 15 16 ANDREW FREMIER: WE DID PRECONDITION. THE OUESTION OF HOW DO YOU DECIDE WHAT'S RIGHT AMOUNT OF USAGE IS NOT WHAT WE HAVE 17 EVER TACKLED. WE REALLY DIDN'T HAVE ANY INDICATION OF WHAT 18 KIND OF USAGE WE MIGHT GET. I WILL SAY, THAT OVERALL, THE 19 USAGE HAS BEEN PRETTY GOOD. AT LEAST, COMPARED TO THE OTHER 20 21 BRIDGES, WHICH WE HAVE INVESTED IN BIKE AND PEDESTRIAN PATHS 22 ON AS WELL. 23 FRANCOIS DION: I CAN CHIP IN. THE BICYCLE USE ON THE RICHMOND 24

BRIDGE IS ABOUT 80 TO 90% OF WHAT WE SEE ON THE BAY BRIDGE.



- 1 THERE IS NO STATISTICS ON THE GOLDEN GATE, BECAUSE IT IS A
- 2 TOURISTY BRIDGE. THE NUMBER IS SKEWED UP, BUT IT'S VERY CLOSE
- 3 TO WHAT WE SEE ON THE BAY BRIDGE.

4

- 5 NATHAN MILEY: THAT'S HELPFUL. I WAS VERY CURIOUS TO KNOW, WITH
- 6 ALL THE OTHER BRIDGES, BENICIA BRIDGE, BAY BRIDGE, AND GOLDEN
- 7 GATE BRIDGE, VALLEJO BRIDGE, WE HAVE DIFFERENT DATA ON
- 8 PEDESTRIAN AND BICYCLE USAGE, AND HOW DOES SAN RAFAEL BRIDGE
- 9 COMPARE TO THAT?

10

- 11 FRANCOIS DION: SAN RAFAEL IS VERY CLOSE TO THE GOLDEN GATE
- 12 BRIDGE.

13

- 14 ANDREW FREMIER: WE'RE REQUIRED TO PUT PEDESTRIAN ACCESS ON THE
- 15 BRIDGE WHEN WE BUILD A NEW FACILITY THAT'S WHY WE PUT IT ON
- 16 THE RICHMOND BRIDGE OBVIOUSLY THAT WAS A DIFFICULT CHOICE AND
- 17 THAT'S WHY WE CHOSE TO PILOT IT. IT IS A SIGNIFICANT
- 18 CONNECTION IN THE BAY TRAIL.

- 20 NATHAN MILEY: I GOT IT. I UNDERSTAND SOME OF THE RATIONALE. I
- 21 WAS JUST TRYING TO UNDERSTAND THE USAGE AND THE EXPENDITURE OF
- 22 THE FUNDS, RELATIVE TO THE USAGE, AND IF IT'S ACHIEVING ITS
- 23 GOAL AND ITS PURPOSE. AND YOU JUST OUTLINE TO ME, WHAT WAS THE
- 24 GOLDEN PURPOSE OF THIS. I THINK WE WERE TRYING TO GET AT A
- 25 NUMBER OF CONCERNS.



1 ANDREW FREMIER: HONESTLY, THE BIGGEST CONCERN WE HAVE IS WE'RE 2 3 COMMITTED TO FINISHING THE BAY TRAIL AND THAT REQUIRES SIGNIFICANT INVESTMENT ON SEVERAL OF OUR BRIDGES. SO, WE'RE 4 5 ALSO WORKING ON TRYING TO CONNECT THE WEST SIDE OF THE BAY BRIDGE INTO SAN FRANCISCO IS THOSE ARE REALLY THE TWO BIGGEST 6 MOST EXPENSIVE CONNECTION POINTS IN THE REMAINING BAY TRAIL 7 8 INVESTMENT. 9 NATHAN MILEY: OKAY. ALL RIGHT, WELL, THANK YOU FOR THIS 10 INFORMATION AT THE MOMENT. THAT'S ALL MY QUESTIONS AT THIS 11 12 TIME. 13 AMY WORTH, CHAIR: THANK YOU. COMMISSIONER PAPAN, AND THEN VICE 14 15 CHAIR ABE-KOGA. 16 GINA PAPAN: THANK YOU, MADAM CHAIR. AND THANK YOU FOR THE 17 REPORT HERE. SO, THE HIGH-OCCUPANCY VEHICLES, AND YOU SAID 18 MORE, HOPEFULLY GETTING MORE GOLDEN GATE BUS TRANSIT ON THERE 19 -- ARE WE IN THE PROCESS OF STUDYING EXACTLY WHAT BUS SERVICES 20 ARE ON THERE NOW? DO WE TRACK THE CORPORATE BUS SERVICES? IF 21 22 THERE ARE ANY? OR YOU MENTIONED THE SCHOOLS, AS WELL. 23 ANDREW FREMIER: COMMISSIONER PAPAN, THAT'S A GOOD QUESTION. WE 24 DO WORK CLOSELY WITH GOLDEN GATE BRIDGE DISTRICT IN TERMS OF 25



- 1 EVALUATING WHAT KIND OF SERVICE THEY CAN PROVIDE. THAT'S ALSO
- 2 DONE IN CONJUNCTION WITH TAM AND MARIN TRANSIT. SO, WE DO HAVE
- 3 A REAL GOOD UNDERSTANDING OF WHAT THEY COULD DO IN THE
- 4 CORRIDOR, IF THEY GOT BUS PRIORITY. THEY ALSO KNOW WHAT THEY
- 5 DO HAVE TODAY, AND HOW THAT IS CHANGED A LITTLE BIT SINCE THE,
- 6 YOU KNOW, CHANGE IN COMMUTE PATTERNS. WE DON'T HAVE A LOT OF
- 7 GOOD DATA ON, SORT OF, THE PRIVATE BUSES, BUT THAT HAS NOT
- 8 TRADITIONALLY BEEN A CORRIDOR WHERE PRIVATE BUSES HAVE
- 9 EXISTED. I WOULD SAY THAT THERE IS AN OPPORTUNITY, THOUGH,
- 10 WITH THIS PRIORITY LANE TO MAYBE INCREASE THAT USAGE. AND I
- 11 THINK THAT'S, SORT OF, THE REFERENCE WHERE THERE ARE CLUSTERS
- 12 OF WORKERS, CAN WE HELP PROVIDE SOME TRANSIT CONNECTIVITY THAT
- 13 WOULD ALLOW FOLKS TO GET THROUGH THE BUS CONGESTION -- OR
- 14 THROUGH THE CONGESTION AT THE PLAZA AND THEN GET DROPPED OFF
- 15 DIRECTLY, AT EITHER SMART, OR AT THE CIVIC CENTER WHERE THERE
- 16 IS QUITE A BIT OF THE WORKFORCE THAT COMES ACROSS THE BRIDGE
- 17 IN THE MORNING.

18

19 GINA PAPAN: GREAT, YOU KNOW --

20

21 ANDREW FREMIER: -- DEFINITELY WORK TO BE DONE.

- 23 GINA PAPAN: AND IN ADDITION TO THAT, I HOPE MARIN COUNTY CAN
- 24 IDENTIFY THE LARGEST EMPLOYERS, YOU MENTIONED THE CITY AND
- 25 COUNTY, THE DEPARTMENT OF CORRECTIONS IS A BIG ONE OVER THERE.



- 1 THERE ARE STATE AGENCIES OVER THAT WAY. IN ADDITION TO, THERE
- 2 IS A COMMUNITY COLLEGE, AND THERE IS SOME COLLEGES OVER THERE.
- 3 SO, ALL OF THOSE ASPECTS, I HOPE WE CAN REACH OUT TO THEM TO
- 4 MAKE THAT CONNECTION HAPPEN MORE SO. THAT WOULD HELP US REDUCE
- 5 THE GREENHOUSE GASSES WE'RE STRIVING FOR. A LOT OF INFORMATION
- 6 TO FIND OUT BUT I APPRECIATE EVERYTHING YOU'RE DOING HOPEFULLY
- 7 WE CAN GET OVERBOARD BOARD TO REDUCE TRAVEL TIME AND GET MORE
- 8 PEOPLE ON BOARD TO SOME, SORT OF, HIGH-OCCUPANCY TRAVEL.

9

- 10 ANDREW FREMIER: THANK YOU FOR THAT. WE HAVE A PROBLEM ON STATE
- 11 ROUTE 37 WHERE THERE IS JUST NO PRIORITY FOR HIGH-OCCUPANCY
- 12 TRAVEL. SO THERE IS NO INCENTIVE TO CHANGE, AND THERE IS A BIT
- 13 OF THE CHICKEN AND EGG IN BOTH CASES. THE HOUSING OUESTION IN
- 14 MARIN IS A PLAYER TO THE PROBLEM AND WE ALSO DON'T HAVE
- 15 PRIORITY IN EITHER DIRECTION -- EITHER OF THOSE MAIN CORRIDORS
- 16 FOR HIGH-OCCUPANCY TRAVEL. SO, IN BOTH CASES THAT'S WHAT WE'RE
- 17 TRYING TO DO AND WORK WITH THE TRANSIT COMMUNITY AND BUILD
- 18 THAT TRANSIT UP.

19

- 20 GINA PAPAN: SOME OF US ARE OPENING UP MANAGED LANES. HOPEFULLY
- 21 WE CAN FIND SOME RESULTS THAT CAN TRANSFER OVER SOME OF THE
- 22 OTHER JURISDICTIONS TO SAY THIS IS A GREAT BENEFIT, AND WE
- 23 HOPE YOU DO IT TOO. I DON'T KNOW IF THAT'S THE RIGHT ANSWER,
- 24 BUT ANYTHING WE CAN DO TO ASSIST IN THE PROCESS. THANK YOU.



1	AMY WORTH, CHAIR: THANK YOU COMMISSIONER. COMMISSIONER ABE-
2	KOGA. THEN COMMISSIONER CONNOLY.
3	
4	MARGARET ABE-KOGA, V. CHAIR: THANK YOU, CHAIR. I WAS HOPING TO
5	HEAR MORE ABOUT THE AIR DISTRICT SORRY I SERVE ON THE
6	AIR DISTRICT BOARD TOO, BUT THEIR ASSISTANCE, OR EXPECTED
7	ASSISTANCE IN THE STUDYING, ARE WE LOOKING AT SOURCES OF THE
8	EMISSION MARKS, JUST THE MEASURING OF THE EMISSIONS TO VERIFY
9	AN INCREASE JUST SOMETHING TO HEAR MORE ABOUT WHAT THE STUDY
10	INTEND TO DO.
11	
12	ANDREW FREMIER: THAT'S FOR GREG NUDD WHO IS HERE AS A
13	PANELIST. DO YOU WANT TO TRY TO HELP THE VICE CHAIR?
14	
15	GREG NUDD: SURE. THANK YOU FOR THE QUESTION VICE CHAIR ABE-
16	KOGA. WE HAVE DONE A STUDY OF RICHMOND AIR QUALITY ALREADY.
17	
18	AMY WORTH, CHAIR: YOU CAN SPEAK UP. WE'RE HAVING A HARD TIME
19	HEARING YOU.
20	
21	GREG NUDD: APOLOGIES. IS THIS BETTER?
22	
23	AMY WORTH, CHAIR: THANK YOU.



- 1 GREG NUDD: VICE CHAIR ABE-KOGA, WE HAVE ALREADY DONE EXTENSIVE
- 2 AIR QUALITY ANALYSIS OF THE RICHMOND NORTH RICHMOND SAN PABLO
- 3 AREA AS PART OF WORKING WITH COMMUNITY THERE AND COMMUNITY
- 4 EMISSIONS REDUCTIONS PLAN AND CERTAINLY TRAFFIC IS A HUGE
- 5 ISSUE OF POLLUTION MOBILE SOURCES AND PREDOMINANT SOURCES OF
- 6 AIR QUALITY RISK IN PLACES LIKE RICHMOND THAT HAS A LOT OF
- 7 INDUSTRY AND A LOT OF NEIGHBORHOOD SCALE TOXIC SOURCES. WHAT
- 8 WE'RE PLANNING TO DO HERE IS PARTNER WITH MTC AND UC BERKELEY
- 9 ON THE WORK THEY'RE DOING TO IMPROVE CONGESTION IN THE AREA,
- 10 AND HELP THEM EVALUATE THE AIR QUALITY IMPACTS OF THOSE
- 11 CHANGES THAT THEY'RE PLANNING TO MAKE. SO, THAT WOULD LEVERAGE
- 12 A LOT OF THE MODELING THAT WE HAVE ALREADY DONE. THIS IS --
- 13 STAFF CONSTRAINTS REALLY PUT US IN THE HELP RATHER THAN DO
- 14 MODE HERE. BUT THERE ARE A LOT OF COMPETENT FOLKS OUT THERE IN
- 15 THE CONSULTING WORLD, AND UC BERKELEY HAS THIS CAPACITY AS
- 16 WELL. THIS WOULD BE SIMILAR TO A PROJECT THAT WE DID WITH THE
- 17 CITY AND COUNTY OF SAN FRANCISCO WHERE WE HELPED THEM SELECT A
- 18 CONTRACTOR. WE WORKED WITH THEM ON THE OVERSIGHT OF THE
- 19 CONTRACTOR, AND REVIEWING THE MATERIALS AND THAT, SORT OF,
- 20 THING. SO, OUR ROLE WOULD BE MORE OF A TECHNICAL CONSULTANT AS
- 21 OPPOSED TO KIND OF DOING THE WORK.
- 23 ANDREW FREMIER: AND, VICE CHAIR, ALSO IT DOES DOVETAIL NICELY
- 24 WITH THE WORK WE'RE DOING IN RICHMOND PARKWAY WHERE WE'RE



REQUIRED TO DO SOME OF THE AIR QUALITY WORK I THINK WE HAVE 1 2 GOT IT STEPPED UP PROPERLY. 3 GREG NUDD: AND THE LOCAL STREETS IMPACT ON FEEDER STREETS 4 5 THAT'S OF PARTICULAR AIR OUALITY PROBLEM ESPECIALLY TALKING ABOUT DIESEL TRUCKS AND HAPPY TO HEAR THEY'RE LOOKING AT THAT 6 TRAFFIC ANALYSIS. AND IT'S A GOOD COMBINATION OF TRAFFIC 7 8 ANALYSIS EXPERTISE ON MTC SIDE AND PARTNERING WITH THE BAY 9 AREA AIR OUALITY MANAGEMENT DISTRICT. 10 MARGARET ABE-KOGA, V. CHAIR: THANK YOU. IT SOUNDS LIKE THERE 11 IS THE ISSUE OF THE APPROACH VERSUS THE BRIDGE AND IS THAT 12 WHERE WE'RE HEADING TOWARDS, THAT THERE MIGHT BE ISSUES MORE 13 TO THE APPROACH TO THE BRIDGE IS LOOKING AT WAYS TO ALLEVIATE 14 15 THAT CONGESTION? 16 ANDREW FREMIER: YEAH, VICE CHAIR ABE-KOGA. THE PROBLEM WITH 17 18 MOST OF OUR BRIDGE CORRIDORS IS NOT ON THE BRIDGE WE TALKED ABOUT THAT WITH THE BAY BRIDGE WHEN WE WERE DISCUSSING 19 OPPORTUNITY TO PUT BUS LANE ON THE BRIDGE. THE ISSUE IN ALL 20 21 CASES IS THE APPROACHES, THE RESTRICTIONS THAT LOCAL TRAFFIC 22 APPROACHING THE BRIDGE CREATES WHEN IT ENTERS THE BRIDGE. WE 23 SEE ALL BRIDGES WORKING WELL FOR MOVING TRAFFIC BUT RUN INTO TROUBLE ON BOTH ENDS AND IS A SIMILAR PROBLEM ON MOST BRIDGE 24

25

CORRIDORS.



1	
2	SPEAKER: IN THE ANALYSIS WE DO THE APPROACH ONE WAY AND THE
3	BRIDGE. I KNOW COMING FROM RICHMOND TRAFFIC CONDITIONS ON THE
4	RICHMOND BRIDGE HAVE CHANGED AND IT WAS ESTIMATED THAT IT
5	REDUCED EVER SO SLIGHTLY, MOSTLY IN THE FIRST 30 WHERE PEOPLE
6	CHANGE LANES. I THINK IT WAS IDENTIFIED, THE FACT THAT A TOLL
7	PLAZA MIGHT IMPROVE THINGS, BECAUSE THE MERGE AREA WAS HALF,
8	YOU KNOW, TO BE 800 FEET IS 300-SOMETHING FEET NOW, AND THE
9	FACT THAT THE TRAFFIC GOES FROM 270, BACK TO [AUDIO
10	DIFFICULTIES] [INDISCERNIBLE] THAT IS ESTIMATED TO BE ONE
11	SOURCE. THERE IS PARTS OF THE PROJECT TO REMOVE THE TOLL GATE
12	[AUDIO DIFFICULTIES] [INDISCERNIBLE] ALIGN, THAT MIGHT IMPROVE
13	WHAT HAPPENS. BUT THE BRIDGE ITSELF, YEAH, NOT MUCH
14	DIFFERENCE.
15	
16	ANDREW FREMIER: IT IS IMPORTANT TO RECOGNIZE THAT EVEN THE
17	SERIES OF RICHMOND PROJECTS DOESN'T RELIEVE THE CONGESTION WE
18	WILL STILL HAVE CONGESTION IN THAT CORRIDOR UNTIL WE FIND
19	BETTER WAYS FOR PEOPLE TO TRANSPORT ACROSS THE BRIDGE
20	CORRIDOR.
21	
22	MARGARET ABE-KOGA, V. CHAIR: THANK YOU. THANK YOU VERY MUCH.



- 1 AMY WORTH, CHAIR: SO, ANDY JUST TO CLARIFY, WHAT YOU'RE SAYING
- 2 IS THAT WHAT WE REALLY NEED TO DO IS TO CONVERT A LOT OF THOSE
- 3 SINGLE OCCUPANCY VEHICLES INTO TRANSIT?

4

5 ANDREW FREMIER: CORRECT.

6

- 7 AMY WORTH, CHAIR: TO TRY TO GET PEOPLE ACROSS THE BRIDGE IN A
- 8 LESS CAR INTENSIVE WAY.

9

10 ANDREW FREMIER: CORRECT.

11

- 12 AMY WORTH, CHAIR: AND IN ORDER TO DO THAT, YOU HAVE GOT TO
- 13 HAVE THE CORRIDORS. IT'S LIKE VICE CHAIR JOSEFOWITZ, TRANSIT
- 14 PRIORITY F WE'RE GOING TO GET PEOPLE IN TRANSIT, WE HAVE GOT
- 15 TO PROVIDE THE CORRIDORS. OKAY. THANK YOU. OKAY. THANKS. JUST
- 16 CLARIFYING THAT. THANK YOU, VICE CHAIR ABE-KOGA. AND NOW
- 17 TURNING TO COMMISSIONER CONNOLLY.

- 19 DAMON CONNOLLY: THANKS CHAIR WORTH. GOOD MORNING, EVERYONE.
- 20 JUST A COUPLE OF OUESTIONS ON RICHMOND FORWARD IN THE
- 21 ANTICIPATED TIME. AND THEN I HAVE SOME STATEMENTS REGARDING
- 22 THE OVERALL THIRD LANE ISSUE, I CAN MAKE LATER. BUT, FEBRUARY
- 23 6TH, 2019 PATHWAY UPDATE GAVE THE FOLLOWING TIMELINE.
- 24 "CARPOOL, E-BIKE SHARE, E-BIKE INCENTIVES AND COMMUTE
- 25 MANAGEMENT TECHNOLOGY COMING IN 2019." FOUR YEARS LATER, THE



LAUNCH WE'RE HEARING NOW IS ANTICIPATED TO LAUNCH IN EARLY 1 2 2023. OPEN ROAD TOLLING, HOV LANE EXTENSION TO CENTRAL AVENUE, 3 INCREASED TRANSIT FREQUENCY WITH GOLDEN GATE TRANSIT BUS, 40X, WAS ALL SLATED FOR 2021, AND TODAY'S UPDATE DOES NOT GIVE US A 4 5 TIMELINE FOR THE HOV LANE EXTENSION, OR THE OPEN ROAD TOLLING. GRANTED WE HAD THE PANDEMIC, WHICH WAS HUGE, BUT -- AND I'M 6 HOPING THAT YOU AND THE TEAM CAN FURTHER DELVE INTO WHAT IS 7 8 THE TIMELINE AND KIND OF, HOW CAN WE REALLY MOVE THE NEEDLE FORWARD. GOLDEN GATE TRANSIT HAS TOLD US THEY WILL WORK TO 9 IMPROVE TRANSIT WHEN THERE IS A TRANSIT ADVANTAGE, THAT DOES 10 NOT EXIST RIGHT NOW. AS WE KNOW, CONGESTION IS COMING BACK. 11 AND, AGAIN, I CAN HOLD OFF SOME OF MY OTHER COMMENTS FOR AFTER 12 THE PUBLIC. BUT, CAN YOU DABBLE A LITTLE BIT MORE INTO 13 RICHMOND FORWARD? WHY ARE WE MISSING THE TIMELINE BENCHMARKS? 14 15 16 ANDREW FREMIER: FAIR QUESTIONS, COMMISSIONER CONNOLLY. FAIR OUESTIONS. THE REAL CHALLENGE FOR US IN RICHMOND CORRIDOR 17 ACTUALLY HAS BEEN SOME OF THE CHANGES REQUIRED AT THE DENMARK 18 DRIVE ONRAMP. ANYTHING WE DO THERE STILL CREATES SUBSTANDARD 19 CONDITION. AND SO CALTRANS HAS BEEN CONCERNED ABOUT HOW WE 20 ADDRESS CHANGES IN THE CORRIDORS, AND ANY TIME YOU ACCESS 21 INTERSTATE FREEWAY IT DOES REQUIRE QUITE A BIT OF WORK AND WE 22 HAVE STRUGGLED MOVING FORWARD ON THE INTEGRATION OF THE NEW 23 TOLL ACCOUNTING SYSTEMS THAT ARE REQUIRED AS WE MOVE DOWN THAT 24

PATH. SO, WE HAVE HAD SIGNIFICANT CHALLENGES IN BOTH PLACES.



- 1 YOU KNOW, IN TERMS OF THE E-BIKES THAT'S ALSO BEEN A STRUGGLE,
- 2 AN EXPERIMENT IN SOME WAYS TO PROVIDE SUBSIDIES AND WE HAVE
- 3 ALSO SEEN AS WE REPORTED IN THE BIKESHARE PROGRAM, A DIFFICULT
- 4 TIME AT KEEPING VENDORS AFLOAT SO THERE HAS BEEN A SERIES OF
- 5 CHALLENGES. WE DO THINK THE IDEA OF GETTING THE HOV LANE IN
- 6 FROM REGATA IS A RELATIVELY SIMPLE ENGINEERING PROJECT AND
- 7 THAT'S WHERE WE'RE WORKING CLOSELY WITH CALTRANS AND THE
- 8 DISTRICT TO SEE IF THERE IS WAYS WE CAN TRY TO ACCELERATE THAT
- 9 PIECE OF THE WORK AND PROVIDE THAT BUS PRIORITY SOONER. AND I
- 10 DO BELIEVE THAT GOLDEN GATE IS READY AND WILLING WHERE WE ARE
- 11 ABLE TO PROVIDE THAT PRIORITY TO MAKE SOME CHANGES.

13 DAMON CONNOLLY: THANKS.

- 15 AMY WORTH, CHAIR: OKAY. THERE ARE ANY OTHER QUESTIONS AT THIS
- 16 POINT? OKAY. IF NOT, THEN MAY WE PLEASE TURN TO THE PUBLIC?
- 17 AND, KIMBERLY, MAY I TURN TO YOU FOR THE PUBLIC COMMENT? AND I
- 18 KNOW WE RECEIVED SOME WRITTEN CORRESPONDENCE AND MOST WAS
- 19 POSTED TO THE WEBSITE.
- 21 CLERK, KIMBERLY WARD: YES. AT THIS POINT WE HAVE 13 MEMBERS OF
- 22 THE PUBLIC WITH THEIR HANDS RAISED. HOW MUCH TIME WOULD YOU
- 23 LIKE TO GIVE TO SPEAK?

24

20

12



AMY WORTH, CHAIR: WHY DON'T WE GIVE EVERYONE A MINUTE AND A 1 2 HALF, PLEASE? 3 CLERK, KIMBERLY WARD: OKAY. AND WE HAVE RECEIVED THREE LETTERS 4 5 CORRESPONDENCE, THEY ARE SUSAN NOVERY, KATE MARIE OF NORTH BAY 6 LEADERSHIP COUNCIL, AND JIM WUNDERMAN OF BAY AREA COUNCIL. WITH THAT THE FIRST MEMBER OF THE JOE LEE FISHER ROKER. PLEASE 7 8 UNMUTE YOURSELF, MR. ROKER. YOU MAY BEGIN YOU HAVE A MINUTE AND A HALF. I'LL RESET MY CLOCK. 9 10 SPEAKER: THANK YOU, CHAIR AMY WORTH AND COMMISSIONERS. MY NAME 11 IS JOE FISHER, I AM THE PRESIDENT OF RICHMOND MARIN COALITION 12 FOR TRANSPORTATION JUSTICE. I'M ALSO THE PRESIDENT OF THE 13 CORONADO NEIGHBORHOOD COUNCIL. AND I AM GLAD TO HEAR THAT YOU 14 ARE WORKING ON SEEKING SOLUTIONS TO ADDRESS THE ENVIRONMENTAL 15 16 JUSTICE PROBLEMS HERE IN RICHMOND. BECAUSE THE TRAFFIC BACKPACKS ON THE BRIDGE, IN THE MORNING COMMUTE HOURS, ARE 17 HORRENDOUS. IT BRINGS POLLUTION INTO OUR NEIGHBORHOODS AND 18 INTO OUR LUNGS AND THAT IS THE REASON WE FORMED THE RICHMOND 19 AND MARIN COALITION FOR TRANSPORTATION JUSTICE. WE ARE MADE UP 20 21 OF NEIGHBORHOOD COUNCIL LEADERS, COMMUNITY LEADERS, NWACP, LABOR UNION SERVICE WORKERS AND COMMUTERS WHO ARE TIRED OF 22 DEALING WITH THE ADDITIONAL CONGESTION AND RESULT IN 23

ENVIRONMENTAL POLLUTIONS IN OUR NEIGHBORHOODS AND INTO OUR



- 1 LUNGS. SO, WE ENCOURAGE YOU TO CONTINUE TO SEEK OUT SOLUTIONS.
- 2 IN FACT, WE WOULD LIKE THE SAME DEAL AS MARIN RESIDENTS GOT.

3

- 4 CLERK, KIMBERLY WARD: THANK YOU. NEXT SPEAKER IS WARREN WELLS.
- 5 PLEASE UNMUTE YOURSELF YOU HAVE 30 SECONDS.

- 7 SPEAKER: THANK YOU MEMBERS OF THE COMMITTEE WARREN WELLS.
- 8 POLICY DIRECTOR FOR THE -- [INDISCERNIBLE] BICYCLE COALITION -
- 9 - DESPITE SOME OF THE OBJECTIONS THE PILOT DOES APPEAR TO
- 10 HAVE BEEN A SUCCESS FROM THE RESPECT OF THE DRIVER'S
- 11 EXPERIENCE. LOWER DECK HAS RECEIVED A 13 MONDAY REDUCTION
- 12 TRAVEL TIME WESTBOUND UPPER DECK REPORT SHOWS SUCCESSFUL
- 13 ACCESS TO PEOPLE WALKING AND BIKING WITHOUT SIGNIFICANT EFFECT
- 14 ON TRAFFIC. DESPITE CAPACITY REDUCTION CONGESTION ON THE TOLL
- 15 PLAZA AVERAGE PEAK TRAVEL TIME ON THE BRIDGE HAS REMAINED
- 16 SIMILAR TO BEFORE. END QUOTE. TAKING THE TWO TOGETHER
- 17 PROVIDING MEANS FOR PEOPLE CROSSING THE BAY ON FOOT OR BIKE.
- 18 ALL THIS TO SAY THERE ARE MANY TOOLS IN THE TOOLBOX TO EMPLOY
- 19 [INDISCERNIBLE] BIKE PEDESTRIAN PATHWAY DURING A.M. HOURS. MR.
- 20 FREMEIR MENTIONED SUCH A PROJECT WOULD HAVE TO BE PAIRED WITH
- 21 BETWEEN 100 MILLION AND 300 MILLION OF WIDENING AND FREEWAY
- 22 RAMPS IN MARIN, WHICH IS A LOT OF MONEY TO SPEND THAT WOULD
- 23 ENCOURAGE [INDISCERNIBLE] AND WOULD BE AT ODDS WITH STATE AND
- 24 REGIONAL PRIORITIES IN CLIMATE CHANGE AND GREENHOUSE GAS
- 25 REDUCTIONS. FULL DISCLOSURE MY INTEREST IN THIS PROJECT IS



- 1 PERSONAL AND PROFESSIONAL. THANK YOU FOR YOUR TIME AND
- 2 CONSIDERATION FOR THIS PROJECT TODAY.

3

- 4 CLERK, KIMBERLY WARD: THANK YOU. NEXT SPEAKER IS JOHN GRUB.
- 5 PLEASE UNMUTE YOURSELF, MR. GRUBB.

- 7 SPEAKER: THANKS MY NAME IS JOHN, CHIEF OPERATING OFFICER AT
- 8 THE BAY AREA COUNCIL. A LOT OF THE CONVERSATION AMONG
- 9 COMMISSIONERS HAS BEEN ABOUT TRANSIT AND BIKING OPTIONS AND I
- 10 WOULD LIKE TO MAKE SURE THAT YOU CONTINUE TO BE FOCUSED ON THE
- 11 CARS AND TRUCKS, THE PICK UP TRUCKS THAT ARE TRYING TO GET
- 12 ACROSS THE BRIDGE IN THE MORNING COMMUTE THERE IS ABOUT 18,000
- 13 PEOPLE VAST MAJORITY 63% ARE PEOPLE OF COLOR 69% DO NOT HAVE A
- 14 COLLEGE DEGREE AND MAJORITY MAKE LESS THAN THE BAY AREA MEDIAN
- 15 INCOME THESE ARE ESSENTIAL WORKER WHO IS FREQUENTLY DON'T HAVE
- 16 REMOTE WORK OPTIONS AND THEY COME FROM SUCH DISPERSED
- 17 LOCATIONS THAT TRANSIT AND BIKING IS NOT REALLY AN OPTION FOR
- 18 THEM. WE AT THE BAY AREA COUNCIL ARE CALLING FOR THE
- 19 INSTALLATION OF A 2 BIKE LANE THAT WOULD BE ON THE LOWER DECK
- 20 OF THE IMMOVABLE BARRIER AND THEN DO ADDITIONAL IMPROVEMENTS
- 21 THAT WOULD ALLOW THE OPENING OF THE THIRD LANE TO ALLOW
- 22 TRAFFIC TO GO THROUGH. IT'S FINE, IT'S GREAT IF IT'S A CARPOOL
- 23 LANE AND HAVE A DIRECT CONNECTOR TO HIGHWAY 101. WE HAVE PUT A
- 24 LETTER IN ON THIS. WE THINK THERE IS A LOT OF EXPENDITURES
- 25 GOING ON IN THE BAY AREA AND THIS POPULATION DESERVES, THESE



- 1 PEOPLE THAT ARE STUCK IN THIS TRAFFIC AND THE EFFECT IT'S
- 2 HAVING ON THE AIR QUALITY AND THE LOCAL STREET ROAD CONDITIONS
- 3 IN RICHMOND, THEY DESERVE A BIG INVESTMENT TOO, AND WE'RE
- 4 READY TO BACK IT IF YOU WILL GET A PROJECT THAT IS SPONSORABLE
- 5 TO GO THROUGH. THANK YOU.

6

- 7 CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS ALETA
- 8 DUPREE, FOLLOWED BY BIKE EAST BAY.

- 10 SPEAKER: THANK YOU. GOOD MORNING CHAIR AMY WORTH. ALETA DUPREE
- 11 FOR THE RECORD, SHE IS HER. GOOD TO BE BACK. THANK YOU FOR THE
- 12 PRESENTATION. I LOOK FORWARD TO THE IMPORTANT WORK ON THE OPEN
- 13 ROAD TOLLING PROJECT AND A MORE SPECIFIC TIMELINE AS TO WHERE
- 14 WE ARE AT WITH THE CONTRACTING FOR THE NEW TOLL EQUIPMENT AND
- 15 THEN GOING INTO CONSTRUCTION FOR THE NEW TOLL EQUIPMENT, WHICH
- 16 WILL BE INSTALLED IN THE GANTRY. AND ULTIMATE, EXPEDITIOUS OF
- 17 THE TOLL PLAZA. WE'RE HALFWAY THERE. ELECTRIC TOLLING IS
- 18 WORKING, BUT WE STILL HAVE THE OBSTRUCTION OF THE TOLL PLAZA
- 19 IN PLACE. SO, I THINK A DASHBOARD IS ESSENTIAL. AND, I THINK
- 20 THERE IS A BIG FUTURE FOR ELECTRIC BIKING, ESPECIALLY ELECTRIC
- 21 BIKING THAT IS THROTTLED, AS OPPOSED TO PEDAL ASSIST BASED.
- 22 BECAUSE THERE ARE PEOPLE WHO HAVE SOME ISSUES WITH THEIR LEGS,
- 23 HIPS, KNEES, ET CETERA. I WANT THE BENEFIT OF ELECTRIC POWER,
- 24 BUT DO NOT HAVE TO MOVE THEIR LEGS. HOPEFULLY WE'LL SEE MORE
- 25 OF THAT, AND THEY CAN USE THE BRIDGE. THANK YOU.



1 CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS BIKE EAST 2 3 BAY FOLLOWED BY RALEIGH. 4 5 SPEAKER: GOOD MORNING COMMISSIONERS, DAVE CAMPBELL WITH BIKE EAST BAY THANK YOU FOR THE UPDATE ON THE PROJECT. MARIN COUNTY 6 COALITION AND BIKE EAST BAY GROUPS AND CITY RIDE AND RICHMOND, 7 8 WE WROTE A LETTER AND I WOULD ASK STAFF TO SHARE THAT LETTER WITH COMMISSIONERS. IF YOU DON'T HAVE THAT PLEASE LET ME KNOW. 9 10 DAVE AT BIKEEASTBAY.ORG, AND I'LL GET YOU THAT LETTER, A COPY OF IT AGAIN. WE'RE IN SUPPORT OF RICHMOND FORWARD PROJECT. ALL 11 PARTS OF THE PROJECTS MOVING FORWARD. WE UNDERSTAND THE ISSUE. 12 WE DON'T LIKE CONGESTION EITHER, IN ADDITION TO BIKING. WE USE 13 CARS TOO, AND WE DON'T LIKE CONGESTION EITHER. BUT THE PROBLEM 14 15 HERE IS YOU HAVE GOT A BUNCH OF TRAFFIC COMING INTO TWO LANES 16 ON THE MARIN SIDE. AND THERE IS NO QUICK SOLUTION TO THAT. SO, HOW AND WHERE ARE YOU GOING TO DEAL WITH ALL THIS TRAFFIC? YOU 17 WANT THOSE CARS SITTING OUT ON THE BRIDGE OR DO YOU WANT THEM 18 SITTING IN RICHMOND? OR DO WE WANT TO IMPROVE TRANSIT, WALKING 19 AND BIKING, AND ADDRESS THE HOUSING AFFORDABILITY ISSUE IN A 20 COMPREHENSIVE WAY, LIKE THE RICHMOND FORWARD PROGRAM IS DOING. 21 SO WE'RE HERE IN SUPPORT OF THAT, AND WE'RE HERE TO BE 22 PARTNERS TO DISCUSS THESE ISSUES SO THAT NO ONE IS STUCK IN 23 TRAFFIC, WHETHER YOU'RE DRIVING, WALKING, OR BIKING OR ON A 24 BUS. THANKS. 25



1	
2	CLERK, KIMBERLY WARD: THANK YOU. RALEIGH, FOLLOWED BY RICH
3	CITY DANI.
4	
5	SPEAKER: GOOD MORNING. EXECUTIVE DIRECTOR OF THE MARIN
6	ASSOCIATION OF PUBLIC EMPLOYEES UNION REPRESENTING MAJORITY OF
7	COUNTY OF MARIN EMPLOYEES MANY OF OUR MEMBERS DRIVE THAT
8	COMMUTE EVERY DAY BECAUSE THEY CANNOT AFFORD TO LIVE IN MARIN
9	COUNTY AND IT'S THE REGULAR TOPIC OF HOW MUCH TIME IT TAKES TO
10	GET ACROSS THE BRIDGE AND MOST OF THEM DON'T HAVE
11	ALTERNATIVES. BIKE SUGGEST NOT ALTERNATIVE, PUBLIC TRANSIT IS
12	NOT ALTERNATIVE. JUST A STORY FROM A FORMER MEMBER WHO HAD AN
13	EARLY START TIME SHE WOULD LEAVE FROM EL SOBRANTE TWO HOURS
14	BEFORE START TIME, IF THERE WAS TRAFFIC SHE WAS FINE THERE AN
15	HOUR EARLY, BUT GOT THERE JUST IN TIME TO START WORK.
16	COMPARING EFFECTS OF CONGESTION IT'S GOTTEN WORSE, ESPECIALLY
17	EAST BOUND WHEN YOU OPEN THE THIRD LANE IT WAS A DIFFERENCE OF
18	NIGHT AND DAY ACCELERATION OF THAT MADE PEOPLE COMING HOME
19	CHANGE DRAMATICALLY. YOU NEED FIND A SOLUTION THAT OPENS UP
20	DURING RUSH HOWARD THIRD LANE WESTBOUND, SO THAT PEOPLE CAN
21	GET TO WORK AND TAKE CARE OF THEIR FAMILIES AND HAVE A
22	REASONABLE COMMUTE, WHICH SIMPLY DOESN'T EXIST NOW. THANK YOU
23	VERY MUCH.



CLERK, KIMBERLY WARD: THANK YOU. RICH CITY DANI, FOLLOWED BY 1 2 SUZANNE. 3 SPEAKER: GOOD MORNING. THANK YOU. I WOULD LIKE TO MAKE AN 4 5 ANNOUNCEMENT AND INVITE EVERYONE TO A CELEBRATION, IF THAT'S OKAY. I WOULD LIKE FOR EVERYONE TO JOIN NON-PROFIT CITY RIDES 6 FOR THE CELEBRATION OF THE OPENING OF THE RICHMOND SAN RAFAEL 7 8 BRIDGE TRAIL IT'S THE 30 YEAR ANNIVERSARY COMING UP NOW IN NOVEMBER AND WE ARE CELEBRATING WITH A BICYCLE RIDE, AND, 9 10 ALSO, AN AFTER PARTY, NOVEMBER 20TH. THAT'S SUNDAY. WE'RE MEETING AT THE RICHMOND BART PLAZA, AT 11:00 A.M. AND WE'RE 11 ROLLING OUT AT NOON, GOING OUT ACROSS THE RICHMOND SAN RAFAEL 12 BRIDGE TRAIL, RIDING AROUND MARIN AND COMING BACK, ENDING AT 13 THE EAST BAY BROTHER BEER COMPANY, WITH COMMUNITY NETWORKING 14 OPPORTUNITIES, FUN GAMES, FOOD AND MUSIC. IT'S A FAMILY 15 16 FRIENDLY ENVIRONMENT, EVERYONE IS WELCOME TO JOIN. AND THERE WILL ALSO BE A CONVOY GOING BACK TO BART FOR THOSE WHO WANT TO 17 BE TAKEN BIKE BACK TO BART. THANK YOU SO MUCH. 18 19 CLERK, KIMBERLY WARD: THANK YOU. SUZANNE FOLLOWED BY CYNTHIA 20 21 MURRAY. 22 SPEAKER: HELLO. MY NAME IS SUSAN, I'M A RESIDENT OF SAN 23

RAFAEL. I HAVE RIDDEN OVER THE RICHMOND SAN RAFAEL BRIDGE

RECREATIONALLY BUT HAVE A FRIEND THAT RIDES OVER FOR COMMUTE

24



- 1 AND IN 2015 CALTRANS ADMITTED BECAUSE OF AN ARTICLE OR STUDY
- 2 DONE FROM THE NATIONAL CENTER FOR SUSTAINABLE TRANSPORTATION,
- 3 BUILDING ROADS INDUCES MORE DRIVING. THERE IS AN EFFECT CALLED
- 4 THE INDUCED TRAFFIC EFFECT. AND WHILE OPENING A THIRD LANE IS
- 5 A SHORT-TERM SOLUTION IT'S UNSUSTAINABLE BECAUSE IT CREATES
- 6 MORE PEOPLE DRIVING AND ULTIMATELY ENDS UP, IT DECREASES THE
- 7 DRIVING COST AND INCREASED VEHICLE MILES TRAVELED WHICH
- 8 EXACERBATES THE PROBLEM OF TRAFFIC CONGESTION AND AIR
- 9 POLLUTION. SO WHILE ADDING A THIRD LANE FEELS LIKE IT RELIEVES
- 10 PEOPLE'S STRIFE WITH DRIVING IN THE SHORT-TERM, IT'S NOT A
- 11 LONG-TERM SOLUTION. THERE IS, ALSO, AN ISSUE WITH BARRIERS TO
- 12 BIKING AND PEOPLE IN COMMUNITIES OF COLOR. THERE ARE FEARS OF
- 13 TRAFFIC COLLISION, AND RACIAL PROFILING, AND IF WE CAN
- 14 INCREASE MORE -- IF WE CAN CREATE MORE SUSTAINABLE METHODS OF
- 15 TRAVELING WITHIN CITIES, SUCH AS RICHMOND AND INCREASE THE
- 16 SAFETY FACTORS IN THOSE AREAS, IN THE EAST BAY, PEOPLE WILL
- 17 FEEL MORE COMFORTABLE BIKING OVER THE BRIDGE TO RICHMOND. AND
- 18 THAT IS ALL I HAVE TO SAY ON THIS ISSUE.
- 19
- 20 CLERK, KIMBERLY WARD: THANK YOU. CYNTHIA MURRAY, FOLLOWED BY
- 21 DENNLUS JOHNSON.
- 22
- 23 SPEAKER: GOOD MORNING CYNTHIA MURRAY, NORTH BAY LEADERSHIP
- 24 COUNCIL AND WE WANT TO ECHO EVERYTHING JOHN GRUBB SAID FROM
- 25 THE BAY AREA COUNCIL. WE HAVE A HUGE PROBLEM WITH ATTRACTING



RETAINING WORKFORCE IN MARIN AND SONOMA COUNTIES, AND AS WE 1 2 NEED THE CONGESTION ON THE BRIDGE TO BE RELIEVED SO THAT WE 3 WILL NOT HAVE A PROBLEM WITH MAINTAINING OUR WORKFORCE, MANY OF WHICH ARE ESSENTIAL EMPLOYEES, SUCH AS OF THE GOVERNMENT 4 5 WORKERS, TEACHERS, HEALTH CARE WORKERS, ALL KINDS OF PEOPLE WHO COME IN FROM THE EAST BAY. IT'S ALSO A SAFETY FACTOR, AS 6 WE HAVE LIMITED WAYS TO ACCESS BETWEEN THE NORTH BAY AND THE 7 8 EAST BAY. SO, WE HOPE THAT YOU WILL CONTINUE TO LOOK AT THE THIRD LANE, AS WE SAID IN OUR LETTER, AND AS JOHN GRUBBS SAID 9 10 FROM THE BAY AREA COUNCIL, WE APPRECIATE THE OPPORTUNITY TO SHARE OUR CONCERNS AND HOPE THAT YOU WILL BE ABLE TO HELP US 11 BECAUSE WE NEED THE HELP IN THE NORTH BAY. THANK YOU. 12 13 CLERK, KIMBERLY WARD: THANK YOU. DENNLUS JOHNSON, FOLLOWED BY 14 15 NAJARI SMITH. 16 SPEAKER: THANK YOU SO MUCH. MY NAME IS DENNLUS JOHNSON, III. I 17 SERVE ON THE RICHMOND CITY COUNCIL AND I ALONG WITH CITY 18 COUNCIL MEMBERS HAVE PUT FORTH A RESOLUTION ASKING THIS BODY 19 TO ADD TO THE FOUR-YEAR BIKE PATH STUDY AND ANALYSIS OF AIR 20 21 OUALITY EMISSIONS ASSOCIATED WITH HEALTH IMPACTS AS A RESULT 22 OF INCREASED TRAFFIC CONGESTION ON INTERSTATE 580 AND RICHMOND NEIGHBORHOODS. THE RESOLUTION ASKS FOR THIS BODY TO PURSUE 23 FUNDING FOR ADDITIONAL BRIDGE IMPROVEMENTS AND I MUST STRESS 24

THIS PIECE, AS WELL, LAST NIGHT, I HAD THE OPPORTUNITY TO USE



- 1 THE RICHMOND SAN RAFAEL BRIDGE, AND I MUST SAY, I HAD TO PRAY
- 2 THE ENTIRE TIME CROSSING THE BRIDGE, FOR MY SAFETY, AS HALF OF
- 3 THE LIGHTS WERE OUT, AND, YEAH, IT WAS RAINING. SO, IN
- 4 ADDITION TO TRAFFIC, CONGESTION, EMISSIONS, LET'S ALSO MAKE
- 5 SURE WE'RE LOOKING AT SAFETY MEASURES TO IMPROVE ON THE
- 6 RICHMOND SAN RAFAEL BRIDGE. THANK YOU.

7

- 8 CLERK, KIMBERLY WARD: THANK YOU. NAJARI SMITH, FOLLOWED BY
- 9 BRUCE BAYERT.

- 11 SPEAKER: THANK YOU. I'M WITH RICH CITY RIDES BASED IN RICHARD
- 12 AN ORGANIZATION PLEADING FOR TRANSIT JUSTICE FOR RICHMOND FOR
- 13 OVER TEN YEARS INCREASING ACCESS TO BIKES AND WALKING IN
- 14 PUBLIC TRANSIT FOR MARGINALIZED COMMUNITIES I WANT TO UPLIFT
- 15 THE MUNICIPALITIES WHO WORK WITH LOCAL ORGANIZATIONS SUCH AS
- 16 RICH CITY RIDES DOING THIS WORK FOR YEARS ON THE OUTREACH AND
- 17 IMPLEMENTATION OF ALL BIKES AND PROJECTS ADDITIONALLY
- 18 GOVERNMENT ORGANIZATIONS MUST CONSIDER THE FEEDBACK ON HOW E-
- 19 BIKE REBATE PROGRAMS ARE DEVELOPED AND IMPLEMENTED. THE
- 20 CURRENT E-BIKE REBATE PROGRAMS THAT IS SUPPOSED TO BENEFIT
- 21 THESE MARGINALIZED COMMUNITIES HAVE SERIOUS BARRIERS
- 22 PREVENTING LOW-INCOME FOLKS FROM BEING ABLE TO TAKE ADVANTAGE
- 23 OF THESE PROGRAMS. SO, WHAT I AM HERE TO REACH OUT FOR, IS FOR
- 24 MORE, FOR ORGANIZATIONS, FOR GOVERNMENT ENTITIES, TO CONSIDER
- 25 THESE NON-PROFIT ORGANIZATIONS, THESE COMMUNITY-BASED



ORGANIZATIONS, IN THE DECISIONS THEY MAKE ON HOW THEY ROLL OUT

2 THESE PROGRAMS. THANK YOU.

3

- 4 CLERK, KIMBERLY WARD: THANK YOU. BRUCE BEYAERT, FOLLOWED BY
- 5 PASTOR ULIS REDIC.

- 7 SPEAKER: GOOD MORNING BRUCE BEYAERT CHAIR OF TRACK TRAILS FOR
- 8 RICHMOND ACTION COMMITTEE OUR MISSION IS TO COMPLETE THE SAN
- 9 FRANCISCO BAY TRAIL IN RICHMOND I WOULD LIKE TO THANK BATA FOR
- 10 FUNDING AND BUILDING THE RICHMOND SAN RAFAEL BRIDGE TRAIL AND
- 11 TO CALTRANS FOR OPERATING IT. THERE HAVE BEEN OVER 268,000
- 12 PEDESTRIAN BIKE TRIPS ACROSS THE BRIDGE IN THE LAST THREE
- 13 YEARS WITHOUT ADVERSELY AFFECTING MOTOR VEHICLE TRAFFIC FLOW
- 14 AND THAT'S A PLUS. WHILE TRAFFIC CONGESTION REMAINS A PROBLEM
- 15 ON THE 580, AND RICHMOND SAN RAFAEL BRIDGE BAY TRAIL BECOMES A
- 16 LIGHTENING ROD FOR THOSE CAUGHT UP IN THIS TRAFFIC, THE
- 17 EXPEDITING OF THE BRIDGE FORWARD PROGRAM INSTALLING TOLL PLAZA
- 18 STRUCTURES AND HOV LANE EXTENSION WOULD MAKE A BIG DIFFERENCE
- 19 DON'T DELAY TO 2026. THE BAY BRIDGE TRAIL, A BIKE PATH, FIVE
- 20 MILES AND A KEY ELEMENT OF THE REGIONAL SAN FRANCISCO BAY
- 21 TRAIL AUTHORIZED BY STATE LEGISLATION AND APPROVED UNDER A
- 22 BCDC PERMIT ON THE BRIDGE. IT'S NOT AN ONLY BIKE LANE OR PATH.
- 23 TO WRAP IT UP, PLEASE LOOK AT WHAT YOU CAN DO TO ACCELERATE
- 24 THE BRIDGE FORWARD PROGRAM, GET RID OF THE TOLL PLAZA



- 1 STRUCTURES AND INSTALL THE HOV LANE IT WILL HELP EVERYONE.
- 2 THANK YOU.

3

- 4 CLERK, KIMBERLY WARD: THANK YOU. PASTOR ULIS RIDIK FOLLOWED BY
- 5 DAVE TROOP.

6

- 7 SPEAKER: THANK YOU COMMISSIONERS. I'M PASTOR ULIS, PASTOR OF
- 8 THE BAPTIST MINSTERS CONFERENCE OF RICHMOND AND VICINITY
- 9 PRESIDENT OF MEN AND WOMEN OF UPON NON-PROFIT I HAVE USED THE
- 10 BICYCLE LANE GOING FROM RICHMOND TO SAN RAFAEL AND THE
- 11 APPRECIATE IT HOWEVER OUR LOCAL STREETS HAVE BECOME AN
- 12 ARTERIAL OF PEOPLE TRYING TO GET TO THE FREEWAY ON-RAMP. AND
- 13 IN THE MORNINGS, YOU CAN -- CAN'T EVEN GET OUT OF YOUR
- 14 DRIVEWAY, BECAUSE THE CARS ARE BLOCKING OUR RESIDENTIAL
- 15 STREETS TO GET OUT. THAT'S EVERY MORNING, MONDAY THROUGH
- 16 FRIDAY. I ALSO USE THE CHEVRON CREDIT UNION AND THEIR ATM
- 17 WHICH IS JUST SOUTH OF 580, AND THE TRAFFIC IS STOPPED ON THE
- 18 APPROACH TO THE BRIDGE, NOT ONLY DURING THE MORNING COMMUTES
- 19 GOING ON ANY GIVEN DAY, TRAFFIC IS BACKED UP. THERE F THERE IS
- 20 AN ACCIDENT ON THE BRIDGE IT JUST BACKS IT UP, EVEN ON
- 21 SUNDAYS. SO, I KNOW THAT CHANGING -- MOVING FROM A TWO LANE TO
- 22 A THREE LANE IS SHORT-TERM, BUT A SHORT-TERM SOLUTION GETS THE
- 23 POLLUTION OFF OF OUR RESIDENTS. THANK YOU SO MUCH.



CLERK, KIMBERLY WARD: THANK YOU. MADELINE LAW, FOLLOWED BY 1 2 CALLER LAST FOUR DIGITS 3756. 3 SPEAKER: GOOD MORNING. MY NAME IS MADELINE LAW, PRESIDENT OF 4 5 THE PARK PLAZA NEIGHBORHOOD COUNCIL IN RICHMOND ON THE SOUTH SIDE. I JUST WANT TO SAY HOW MUCH I APPRECIATE THE 6 IMPROVEMENTS THAT ARE BEING MADE FOR THE BRIDGE, SIMPLY 7 8 BECAUSE, AS THE PREVIOUS SPEAKER SAID, WHEN THERE IS A BACK UP ON THE BRIDGE, I LIVE RIGHT OFF OF CUTTING BOULEVARD, AND WHAT 9 HAPPENS IS CUTTING BECOMES THE ROUTE TO GET TO THE BRIDGE, AND 10 THEREFORE IT BACKS UP, PERIODICALLY, WHICH, IN TURN, CAUSES 11 MORE POLLUTION IN OUR NEIGHBORHOOD THAN WE EXPERIENCE ON AN 12 AVERAGE DAY. SO I DO WANT TO SAY THAT I APPRECIATE THE 13 IMPROVEMENTS THAT ARE BEING MADE. HOPEFULLY WE CAN STAY ON 14 15 TARGET AND GET THEM DONE IN A TIMELY MANNER. AND I APPRECIATE 16 YOU GIVING ME A CHANCE TO SAY THAT. THANK YOU VERY MUCH. 17 CLERK, KIMBERLY WARD: THANK YOU. CALLER LAST FOUR DIGITS 3756? 18 OH PARDON 3756. CALLER UNMUTE YOURSELF. 19 20 21 SPEAKER: GOOD MORNING. THIS IS MR. PHILLIPS, I AM A RICHMOND RESIDENT, RICHMOND ATTORNEY AND SCHOOL BOARD MEMBER IN 22 RICHMOND AS WELL. I'M CALLING TO EXPRESS MY SUPPORT FOR THIS 23 PROJECT. WE'RE TALKING, IN MY OPINION, ABOUT TRANSIT EQUITY, 24

AND THAT ALSO INCLUDES MAKING SURE THAT THE RICHMOND SIDE OF



- 1 THE BRIDGE IS ABLE TO SUPPORT THE TRAFFIC THAT CROSSES IT. NOT
- 2 ONLY DOES IT AFFECT COMMUTERS, IT ALSO AFFECTS THE RESIDENTS,
- 3 INCLUDING MYSELF. LIKE MANY OF THE PEOPLE SPOKE ABOUT EARLIER
- 4 BEFORE ME, SO I WON'T REPEAT THEM. BUT I WOULD LIKE TO VERY
- 5 MUCH ENCOURAGE YOU ALL TO MOVE FORWARD, BECAUSE THIS, ONCE
- 6 AGAIN, IS ABOUT TRANSIT EQUITY AND MAKING SURE THAT OUR SIDE
- 7 OF THE BRIDGE IS FUNCTIONAL AS PART OF THAT. THANK YOU SO
- 8 MUCH.

9

- 10 CLERK, KIMBERLY WARD: THANK YOU. THERE ARE NO ADDITIONAL
- 11 RAISED HANDS, MADAM CHAIR. SO I'LL TURN IT OVER TO YOU.

- 13 AMY WORTH, CHAIR: GREAT. THANK YOU, MADAM CLERK. THANK YOU
- 14 VERY MUCH. SO I WILL NOW CLOSE THE PUBLIC COMMENT AND BRING IT
- 15 BACK TO THE -- OH -- LET ME DO THIS. BEFORE I PAUSE, BEFORE I
- 16 CLOSE THE COMMENT, I WOULD LIKE TO TURN BACK TO THE PUBLIC. I
- 17 SEE THAT MAYOR BUTT HAS JOINED US. I KNOW HE HAD ANOTHER
- 18 MEETING THIS MORNING, AND WAS GOING TO JOIN US AS SOON AS HIS
- 19 MEETING WAS FINISHED. KIMBERLY IF YOU MIGHT PUT HIM BACK ON
- 20 THE CALL? HE WAS HERE. NOW HE'S GONE. OKAY. LET ME JUST SEE IF
- 21 HE'S GOING TO GET BACK ON. I WANTED TO GIVE THE MAYOR AN
- 22 OPPORTUNITY TO SPEAK, ALSO. OKAY. LET'S DO THIS. SINCE HE MAY
- 23 BE HAVING TECHNICAL PROBLEMS, IF YOU -- IF THE COMMITTEE WOULD
- 24 CONCUR, LET'S, FIRST OF ALL, I'LL TURN TO STAFF TO ANSWER ANY
- 25 QUESTIONS, AND THAT MIGHT GIVE MAYOR BUTT AN OPPORTUNITY TO



1	GET BACK ON THE ZOOM CALL, AND WE'LL TAKE HIS COMMENTS THEN
2	COME BACK TO COMMUNITY COMMENT. ANDY, THERE MIGHT HAVE BEEN A
3	FEW QUESTIONS THAT CAME ON. IF YOU MIGHT BE ABLE TO ANSWER
4	THEM?
5	
6	ANDREW FREMIER: COMMISSIONER WORTH, I THINK THE BEST WAY TO
7	ANSWER THEM IS TO REALLY FOCUS ON WHAT WE SAID WE'RE COMMITTED
8	TO DOING. BECAUSE I THINK IT ADDRESSES A LOT OF THE THINGS
9	THAT WERE BROUGHT FORWARD. SO WE HAVE COMMITTED TO WORKING
10	WITH THE AIR DISTRICT IN CONJUNCTION WITH THE RICHMOND PARKWAY
11	WORK TO EXPAND THE AIR QUALITY ANALYSIS REALLY TRYING TO
12	UNDERSTAND WHAT'S GOING ON IN THE COMMUNITY ESPECIALLY AS
13	RELATED TO TRAFFIC CONGESTION SECONDARILY EXPANDING THE
14	FOOTPRINT OF OUR TRAFFIC ANALYSIS RELATED TO THE RICHMOND
15	PARKWAY WORK FOR SOLUTIONS THAT WE CAN ADD ON TO LOCAL STREETS
16	TO RELIEVE LOCAL CONGESTION AND AIR POLLUTION THAT HAPPENS
17	FROM THAT. AND THE THIRD PIECE, WHICH I DO THINK WE HAVE SOME
18	SPECIFIC ASKS, THAT WE HAVE ASKED THE DEPARTMENT TO CONSIDER,
19	AND THAT IS ACCELERATION OF THE RICHMOND AND SAN RAFAEL
20	FORWARD IN PARTICULAR ONE OF THE ITEMS IS MAYBE TO DISCONNECT
21	THE HOV WORK WITH THE ORT WORK. NOW, I WILL
22	

AMY WORTH, CHAIR: DO YOU WANT TO --

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ANDREW FREMIER: I'M SORRY. THE OPEN ROAD TOLLING WORK. OPEN 1 ROAD TOLLING WORK WHICH WILL REMOVE THE ENTIRE PLAZA WHICH 2 3 WILL RECONFIGURE THE LANES IN THE PLAZA ITSELF. SO IT MAY BE POSSIBLE TO DO SOME WORK ON THE CANOPY ITSELF THAT WOULD ALLOW 4 5 US TO CONNECT THE HOV LANE, ALL THE WAY FROM REGATA EARLIER THAN THE OPEN ROAD TOLLING WORK IS ACTUALLY COMMENCED. I'LL 6 REMIND FOLKS IF YOU HAVE TAKEN A LOOK AT THE PLAZA EACH ONE OF 7 8 THE PILLARS SUPPORTS THE CANOPIES SO IT'S NOT JUST REMOVING A BOOTH AND ALLOWING A CAR TO GO THROUGH YOU HAVE GOT TO DEAL 9 WITH THE RETROFIT OF THE CANOPY ITSELF IN A DIFFERENT WAY THAN 10 JUST REMOVING. AND SECOND STRIPING CHANGES WITHIN THE TOLL 11 PLAZA ITSELF. RIGHT NOW WE HAVE SEVEN BOOTH THAT IS STRIPED AS 12 YOU EXPAND COMING FROM RICHMOND PARKWAY, WE THINK THERE IS 13 PROBABLY SOME CHANGES THERE THAT WE CAN SIMPLIFY AND REMOVE 14 15 SOME OF THE WEAVING THAT HAPPENS IN THE CORRIDOR. AND, SO, A 16 COMBINATION OF ASKS LIKE THAT ARE IN FRONT OF CALTRANS AND HOPEFULLY THAT WILL ALLOW US, AS COMMISSIONER CONNOLLY POINTED 17 OUT, TO BRING SOME OF THOSE SCHEDULES BACK AND PROVIDE THOSE 18 BENEFITS MUCH SOONER. AND SO THAT'S WHAT WE'RE AGGRESSIVELY 19 20 WORKING ON. 21 22 AMY WORTH, CHAIR: GREAT. THANK YOU VERY MUCH. I DON'T SEE THE MAYOR BACK ON THE CALL. BUT IF YOU WOULD ALL AGREE THAT IF HE 23 COMES BACK ON, WE GIVE HIM THE COURTESY OF BEING ABLE TO 24

PROVIDE SOME COMMENTS TO OUR COMMITTEE. AND I'LL OPEN UP THE



- 1 PUBLIC COMMENT FOR THAT OPPORTUNITY. WITH THAT, LET ME TURN TO
- 2 THE COMMITTEE, THEN, AND TO SEE IF THERE ARE ANY ADDITIONAL
- 3 COMMENTS. I HAVE COMMENTS BUT I WANT TO WAIT UNTIL EVERYBODY
- 4 ON THE COMMITTEE HAS HAD THE OPPORTUNITY TO SPEAK.
- 5 COMMISSIONER CONNOLLY?

- 7 DAMON CONNOLLY: THANK YOU AGAIN FOR A REALLY GOOD DISCUSSION.
- 8 AS WAS NOTED, THE ISSUE ON THE RICHMOND SAN RAFAEL BRIDGE IS
- 9 COMPLEX. THE BIKE LANE HAS FUNCTIONED AS A RECREATIONAL ASSET
- 10 LARGELY FOR WEEKEND RIDERS AND HAS NOT RESULTED IN ANY A
- 11 APPRECIABLE SHIFT IN MODE OF TRANSPORTATION DURING A.M. PEAK
- 12 COMMUTE HOURS. WHEN LOOKING AT THE DATA, I YOU BELIEVE IT IS
- 13 APPROPRIATE TO FOCUS ON WEEKDAY USE DURING MORNING COMMUTE
- 14 HOURS. TRAFFIC IS BACK. MANY OF THE SINGLE OCCUPANCY VEHICLES
- 15 TRAVELING WEST IN THE MORNING DON'T HAVE THE OPTION OF RIDING
- 16 A BIKE. THERE ARE PARENTS WHO NEED TO PICK UP AND DROP OFF
- 17 THEIR CHILDREN, WORKERS WHO NEED TO TRANSPORT THEIR TOOLS TO
- 18 THE JOB SITE AND FOR MANY RIDING A BIKE OR EVEN AN E-BIKE IS
- 19 NOT AN OPTION. THIS IS AN EQUITY ISSUE WHERE RELIEF IS NEEDED
- 20 DURING THE A.M. AND P.M. COMMUTE FOR OUR WORKFORCE LARGELY
- 21 EMPTY BIKE LANE IS CRAWLING WHILE TRAFFIC FOR TEACHERS HOME
- 22 HEALTH CARE WORKERS, DELIVER TRUCK DRIVERS STORE CLERKS PUBLIC
- 23 SERVANTS AND SO MANY OTHER PEOPLE CANNOT BE OVERLOOKED. AS
- 24 MADE CLEAR OVER TIME THIS IS NOT A SINGLE OCCUPANCY VEHICLE
- 25 VERSUS BIKE ISSUE, IT IS MULTI-FACETED AND COMPLEX. I WANT TO



- 1 SEE, AS WE ALL DO, FACILITATED CARPOOL AND TRANSIT USE. THE
- 2 RICHMOND FORWARD PROGRAM HAS A NUMBER OF PROPOSALS. AGAIN, WE
- 3 HAVE REITERATED THAT THIS MORNING, BUT WE HAVE BEEN TALKING
- 4 ABOUT MANY OF THEM SINCE 2018. WE NEED TO MOVE THESE
- 5 INITIATIVES FORWARD. OUR WORKFORCE IS BEING ASKED TO MOVE
- 6 BEYOND THE PANDEMIC AND WE NEED DO THE SAME. AGAIN, I'M
- 7 CONCERNED THAT THE TOOLS HAVE BEEN SITTING IN OUR TOOLBOX AND
- 8 ARE NOT BEING TRIED, BUT THAT HAVING BEEN SAID, I APPRECIATED
- 9 ANDY'S COMMENTS AROUND THE TOLL PLAZA A OPEN ROAD TOLLING,
- 10 STRIPING, AND OTHER SOLUTIONS. LET'S GET THOSE DONE. THOUSANDS
- 11 OF PEOPLE ARE SITTING IN TRAFFIC WITH NO MEANINGFUL
- 12 ALTERNATIVE, AS GAS PRICES HIT RECORD HIGHS. WE CAN AND MUST
- 13 DO MORE FOR OUR RESIDENTS TO EASE THE BURDEN OF COMMUTING
- 14 ACROSS THE RICHMOND SAN RAFAEL BRIDGE, WE NEED TO PUT
- 15 SOLUTIONS INTO PRACTICE. THANK YOU.
- 17 AMY WORTH, CHAIR: THANK YOU, COMMISSIONER CONNOLLY. ARE THERE
- 18 ANY OTHER COMMENTS? OKAY. WELL LET ME JUST OFFER SOME
- 19 COMMENTS. FIRST OF ALL, I WANT TO -- OH, THERE WE GO. MAYOR
- 20 BUTT IS ON THE LINE. SO, LET ME JUST -- IF -- KIMBERLY F YOU
- 21 MIGHT BE ABLE TO AUTHORITY MAYOR THE OPPORTUNITY TO -- I WOULD
- 22 LIKE TO REOPEN THE PUBLIC COMMENT PERIOD FOR MAYOR BUTT TO
- 23 SPEAK.

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TOM BUTT: THANK YOU, AMY. I APPRECIATE IT. IS SO, THIS HAS 1 BEEN AN INTERESTING DISCUSSION, MATTER OF FACT, THIS 2 3 DISCUSSION HAS BEEN GOING ON FOR ABOUT THREE YEARS, MAYBE MORE. BUT, THE ONE THING THAT I THINK PEOPLE ARE MISSING IS 4 5 THERE IS NOT A QUICK SOLUTION. AND THE DIRECTION OF THE BRIDGE TRAFFIC IS RADICALLY DIFFERENT GOING WEST TO EAST, WHICH IS 6 THE CURRENT THREE LANES NOW, YOU GO FROM THREE LANES IN MARIN, 7 8 TO THREE LANES ON THE BRIDGE. SIMPLE. GOING EAST TO WEST, YOU GO FROM FIVE LANES TO THREE LANES, PLUS ABOUT HALF A DOZEN ON-9 10 RAMPS, AND I THINK YOU POINTED THIS OUT BEFORE, THAT TO FIX THESE BRIDGE APPROACHES WOULD COST, YOU KNOW, AT LEAST \$100 11 MILLION, AND IT STILL WOULDN'T FIX THE PROBLEM OF MERGING FROM 12 FIVE PLUS LANES TO THREE LANES, ON THE EAST FIVE. SO, THIS IS 13 NOT SOMETHING THAT'S GOING HAPPEN QUICKLY. I MEAN, IF 14 15 EVERYBODY DECIDED TO GET RID OF THE THIRD LANE TODAY IS PUT 16 CARS BACK ON IT, IT WOULD TAKE LITERALLY YEARS TO MAKE THAT CHANGE. AND, SO, THERE IS -- JUST, THE POINT I WANT TO MAKE IS 17 THERE IS NO OUICK SOLUTION. AND PEOPLE WHO THINK THERE IS ARE 18 JUST KIDDING THEMSELVES. SO, THANK YOU FOR THE OPPORTUNITY. 19 20 AMY WORTH, CHAIR: GREAT. THANK YOU MAYOR. WELL, AGAIN, THANK 21 YOU. I WANT TO THANK YOU, AND YOUR COLLEAGUES ON THE CITY 22 COUNCIL FOR BRINGING THIS FORWARD, AND THE OPPORTUNITY TO SIT 23 DOWN WITH THE RICHMOND CITY COUNCIL TO TALK ABOUT THE ISSUES 24

THAT ARE PRIORITIES FOR THE CITY OF RICHMOND. YOU KNOW, THE --



- 1 I WANT TO BEGIN BY THANKING EVERYONE ON THIS COMMITTEE, AND IN
- 2 THE PUBLIC WHO ENGAGED IN THIS CONVERSATION, AND ALL OF THE
- 3 PROFESSIONALS AND OUR STAFF AND CONSULTANTS AND THE UNIVERSITY
- 4 OF CALIFORNIA BEING INVOLVED IN HELPING OUR COMMUNITIES,
- 5 LOCALLY, HELPING THE WORLD AND IT'S NICE TO HELP CLOSER TO
- 6 HOME IN TERMS OF THE WORK WE'RE ALL DOING TOGETHER. THIS
- 7 BRIDGE IS A BELOVED BRIDGE AND IT'S ONE THAT DOES REFLECT THE
- 8 CHALLENGE OF PEOPLE GOING FROM HOME TO WORK. AND, IN FACT, OUR
- 9 CHALLENGE WITH OUR JOBS/HOUSING IMBALANCE. THE PEOPLE THAT
- 10 WORK CAN AFFORD TO LIVE IN ONE COUNTY AND WORK IN ANOTHER. THE
- 11 PATTERNS OF THE BRIDGE OF CHANGE SUBURB U SUBSTANTIALLY SINCE
- 12 IT WAS ORIGINALLY BUILT WE CONTINUE TO TRY TO ACCOMMODATE THE
- 13 USE OF THAT BRIDGE TO KEEP IT SAFE AND WORKING. FIRST ANDY
- 14 ARTICULATING THE CURRENT PILOT AND HOW STAFF IS RECOMMENDING
- 15 IT'S GOING TO PROCEED WITH EXPANDING THE ANALYSIS OF THE PILOT
- 16 WHEN WE MET IN SACRAMENTO WITH CALTRANS AND SECRETARY OF
- 17 TRANSPORTATION THERE WAS A STRONG FEELING THAT IT WAS
- 18 IMPORTANT TO DO THE ANALYSIS UNDER THIS PILOT AND WHAT WE'RE
- 19 HEARING FROM STAFF TODAY -- AND, AGAIN, THANK YOU FOR
- 20 EVERYBODY WHO WEIGHED IN ON THIS, IS TO EXPAND THE INFORMATION
- 21 THAT WE'RE GOING TO GET THAT REALLY DOES FOCUS ON THE IMPACTS
- 22 THAT THE CONGESTION AS A WHOLE HAS ON THE RESIDENTS IN
- 23 RICHMOND, THE NEIGHBORHOODS, THE AIR OUALITY. YOU KNOW, OUR
- 24 VICE CHAIR WHO ALSO SERVES ON THE AIR DISTRICT WAS ABLE TO
- 25 AUTHORITY OPPORTUNITY TO CLARIFY THE ROLE WHAT WE'RE GOING TO



- 1 DO WITH EXPANDING THE STUDY AND ALSO THE TRAFFIC IMPACTS ON
- 2 THIS. I THINK A COUPLE OF OTHER THINGS THAT ARE VERY IMPORTANT
- 3 IS, YOU KNOW, THE -- I WOULD -- I HAVE BEEN IN TOUCH WITH OUR
- 4 DISTRICT FOUR DIRECTOR OF THIS, AND THIS EFFORT IS A REAL
- 5 PRIORITY OF CALTRANS. THE OPPORTUNITY TO INCREASE THE --
- 6 DECREASE THE TIMES TO CROSS THIS BRIDGE, THE MULTI-USE OF THE
- 7 BRIDGE IS A HIGH PRIORITY, BUT, ALSO, WORKING TO TRY TO
- 8 EXPEDITE THE WORK. I THINK ANDY SUGGESTED A GOOD SOLUTION,
- 9 WHICH IS TO SEPARATE THE HOV PROJECT WITH THE OPEN ROAD
- 10 TOLLING WORK, SO THAT WE CAN EXPEDITE THE HOV WORK, AND
- 11 WORKING WITH CALTRANS, THAT THIS IS A PRIORITY. SO, I THINK
- 12 WE'LL HAVE A PARTNER IN THIS, THAT WILL HELP US DO THIS. THE
- 13 OTHER THING IS, AS YOU KNOW, THERE IS SIGNIFICANT FUNDS FOR
- 14 THIS PROJECT THAT ARE EMBEDDED IN RM3. AND I WOULD HOPE THAT
- 15 WE CAN WORK TOGETHER WITH OUR STATE DELEGATION, AND ANDY
- 16 IDENTIFIED SOME POTENTIAL FUNDING SOURCES TO ACCELERATE THE
- 17 FUNDING FOR THESE INVESTMENTS SO THAT WE REALLY CAN WORK MORE
- 18 QUICKLY TO COMPLETE THE DESIGN AND THE IMPLEMENTATION, AND THE
- 19 CONSTRUCTION OF THIS PROJECT. YOU KNOW, THE CHALLENGE WITH THE
- 20 IDEA OF A THIRD LANE, WHAT EAST -- WEST BOUND IS THE
- 21 MECHANICS, THE STRUCTURE, THE FREEWAY LANES COMING IN AND
- 22 GOING OUT, ARE VERY DIFFERENT THAN THEY ARE IN -- ON THE WEST.
- 23 AND WHEN WE HEAR FROM THE TRAFFIC ENGINEERS AT THE UNIVERSITY
- 24 OF CALIFORNIA, THAT THE CONGESTION IS NOT ON THE BRIDGE, IT'S
- 25 REALLY ON THE FREEWAY MERGES. AND THIS IS WHERE WE REALLY, I



- 1 THINK WHAT WE'RE HEARING FROM OUR TRAFFIC PROFESSIONAL THIS,
- 2 IS WHERE WE REALLY NEED TO TACKLE THE PROBLEMS. SO, THE -- I
- 3 AM APPRECIATIVE OF THE STAFF'S RECOMMENDATION IN TERMS OF YOUR
- 4 ACTION PLAN. I THINK OUR CHALLENGE AND OUR OPPORTUNITY, AND
- 5 REALLY THE MANDATE FOR US IS ACCELERATE THE WORK WE'RE DOING.
- 6 CONTRA COSTA COUNTY AND BATA TRANSPORTATION AUTHORITIES HAVE
- 7 BEEN WORKING ON THIS CORRIDOR. I APPRECIATE SUPERVISOR
- 8 CONNOLLY'S COMMITMENT TO THIS PROJECT, AND MARIN CONTRA COSTA
- 9 TRANSPORTATION AUTHORITY COMMISSIONER GLOVER WORKING TOGETHER
- 10 TO IDENTIFY THIS, AND BATA WE HAVE HAD A WORKING GROUP OVER
- 11 THE YEARS TO TRY TO MOVE FORWARD IN THESE INITIATIVES IT'S
- 12 INCUMBENT UPON ALL OF US, BOTH THE RESIDENTS THAT LIVE IN
- 13 CONTRA COSTA, AND THOSE THAT WORK IN MARIN COUNTY WE ALL SHARE
- 14 THE SAME GOAL OF INCREASING THE EFFICIENCY OF THE BRIDGE. AND
- 15 AGAIN I WANT TO POINT OUT THAT THE INCREDIBLE GAINS OF
- 16 PROVIDING THAT COMPLETE BIKE PATHWAY IS, AS BRUCE BEYAERT
- 17 TALKED ABOUT FOR THE BIKE TRAIL, ESPECIALLY GETTING THE
- 18 PERMANENT BIKE INVESTMENT ON THE FREEWAY CORRIDOR SO BIKE
- 19 RIDERS DON'T HAVE TO GO ON THE FREEWAY ANYMORE, THAT SAFE BIKE
- 20 PATHWAY, AND I THINK THE DAY THAT OPENED WAS A REAL WIN FOR
- 21 THE WHOLE BAY AREA IN TERMS OF SAFETY. THANK YOU EVERYBODY FOR
- 22 YOUR INPUT. I KNOW WE HAVE A LOT OF WORK CUT OUT FOR US TO
- 23 FULFILL THE PROMISES THAT WE'RE MAKING TO OUR COMMUNITY. BUT I
- 24 THINK THIS IS SUCH AN IMPORTANT PROJECT IT REALLY FITS WITH
- 25 THE PRIORITIES THAT MTC AND BATA HAVE ARTICULATED IN TERMS OF



- 1 OUR EOUITY INVESTMENTS IN THE REGION, AND I APPRECIATE THE
- 2 OPPORTUNITY THAT WE HAVE HAD TO WORK WITH THE COMMUNITY OF
- 3 RICHMOND AND THE CITY TO REALLY PROVIDE THE IMPROVEMENT THAT
- 4 THEY ARE SEEKING AND IT'S SO IMPORTANT THAT WE DO THIS AND I
- 5 THINK THE WHOLE BAY AREA WILL BENEFIT FROM ALL THE WORK THAT
- 6 WE'RE DOING. SO, THANK YOU, ALL, VERY MUCH FOR TAKING THE TIME
- 7 TO REALLY LOOK AT THIS ISSUE AND TO, AS WE HAVE THE
- 8 OPPORTUNITY TO MOVE FORWARD. SO, ANDY, THANKS AGAIN FOR YOUR
- 9 LEADERSHIP ON THIS. AND WITH THAT, IF THERE IS NO MORE -- IF
- 10 THERE AREN'T ANY OTHER QUESTIONS OR COMMENTS, I THINK WE HAVE
- 11 GOT SOME GOOD DIRECTION, AND WE'LL MOVE FORWARD. THANK YOU,
- 12 AGAIN. SO, THE NEXT ITEM IS ITEM 5B, IT'S THE EQUITY ACTION
- 13 PLAN COMMUNITY ENGAGEMENT RESULTS. SO, I WOULD LIKE TO -- MAY
- 14 I TURN TO LYSA HALE FOR THAT ITEM?
- 15
- 16 LYSA HALE: GOOD MORNING CHAIR WORTH, GOOD MORNING COMMITTEE
- 17 MEMBERS. I'M LYSA HALE WITH BATA STAFF. IF WE COULD GET THE
- 18 PRESENTATION PULLED UP? OKAY. AND LET'S GO TO THE NEXT SLIDE.
- 19 AS NOTED IN PREVIOUS MEETINGS, WE EMBARK ON A PUBLIC
- 20 ENGAGEMENT PROJECT EARLIER THIS YEAR TO SOLICIT INPUT AND
- 21 GATHER DATA DIRECTLY FROM THE COMMUNITY ABOUT OUR TOLL
- 22 COLLECTION PROGRAM. WE HAVE TO LISTEN AND LEARN IN ORDER TO
- 23 MAKE POTENTIAL CHANGES IMPACTFUL. SO, THIS DATA IS VITAL TO
- 24 UNDERSTANDING THE CHANGES THAT MAY BE NEEDED TO IMPROVE
- 25 EQUITY. TODAY, I WILL BE REPORTING ON THE RESULTS OF THIS



- 1 COMMUNITY ENGAGEMENT EFFORT. NEXT SLIDE. WE WANTED FEEDBACK
- 2 THAT WAS ACTIONABLE. SO WE IDENTIFIED SPECIFIC OBJECTIVES TO
- 3 DEVELOP THE ENGAGEMENT MATERIALS. FOR ONE, WE WANTED TO
- 4 UNDERSTAND WHAT CHALLENGES DRIVERS EXPERIENCE IN PAYING TOLLS.
- 5 WE ALSO WANTED TO UNDERSTAND WHICH COMMUNITIES CAN BENEFIT
- 6 MOST FROM CHANGES TO TOLL POLICIES, ENFORCEMENT PRACTICES, AND
- 7 PROGRAM ENHANCEMENTS. AND THE ABILITY TO IDENTIFY OUR
- 8 STRENGTHS AND WEAKNESSES AROUND PUBLIC AWARENESS, THAT IS HOW
- 9 WELL PEOPLE UNDERSTAND HOUR TOLL PROGRAM, IS A KEY INPUT TO
- 10 DEVELOPING PUBLIC COMMUNICATIONS PLANS. NEXT SLIDE. WE
- 11 CONDUCTED FOUR TYPES OF ENGAGEMENT. WE DID INTERCEPT SURVEYS
- 12 WITH ABOUT 400 RESPONDENTS AND WE WORKED WITH COMMUNITY-BASED
- 13 ORGANIZATIONS TO FOCUS ON LOW-INCOME NEIGHBORHOODS. WE DID A
- 14 COMBINATION OF ONLINE AND PHONE SURVEYS, BOTH OF WHICH HAD A
- 15 HIGH PARTICIPATION RATE AMONG RESIDENTS AT RESPONDENTS FROM
- 16 LOW-INCOME HOUSEHOLDS. THESE FIRST TWO ACTIVITIES RESULTED IN
- 17 QUANTITATIVE DATA BUT WE ALSO WANTED QUANTITATIVE DATA TO
- 18 UNDERSTAND THE NUANCES THAT WE MAY NOT GARNER FROM A SURVEY
- 19 TOOL. SO WE CONDUCTED FIVE FOCUS GROUPS WHICH INCLUDED
- 20 MULTIPLE GENDERS AND ETHNICITIES AND WE INTERVIEWED SIX
- 21 COMMUNITY ADVOCATES WHO ARE PEOPLE IN ORGANIZATIONS WHO
- 22 INTERFACE WITH LOW-INCOME INDIVIDUALS FIRSTHAND TO CONNECT
- 23 THEM WITH LEGAL AND LIFELINE SERVICES. BECAUSE EACH ENGAGEMENT
- 24 METHOD HAS A DISTINCT OUTPUT, I WILL BE REPORTING ON BOTH
- 25 QUANTITATIVE AND QUALITATIVE OUTCOMES TODAY. NEXT SLIDE.



- 1 BEFORE WE GET INTO SPECIFICS, I WANT TO NOTE THAT WHAT WE
- 2 HEARD AND WHAT WE'RE DOING. WE HAVE ALWAYS SAID THAT EQUITY
- 3 CANNOT WAIT. SO IT IS IMPORTANT TO KEEP OUR FOOT ON THE GAS.
- 4 WE WERE ABLE TO REACH A GROUP OF RESPONDENTS THAT HAVE VERY
- 5 DIVERSE AND WE IDENTIFIED SIMILAR THEMES THAT CAN AND SHOULD
- 6 BE ADDRESSED THROUGH CHANGE. LOOKING AT BOTH THE QUANTITATIVE
- 7 AND QUALITATIVE DATA ALLOWED US TO DETERMINE WHAT WE COULD DO
- 8 QUICKLY AND WHAT WE COULD START PLANNING FOR LONG-TERM. AND OF
- 9 COURSE, A NUMBER OF THE RESPONDING ACTIONS THAT WE HAVE ARE
- 10 ALSO INFORMED BY ASSEMBLY BILL 2594. NEXT SLIDE. THE STAFF
- 11 REPORT CONTAINS A DETAILED ACTIONS RELATED TO KEY FINDINGS AND
- 12 TAKE-AWAY'S BUT LET'S JUMP INTO RAW DATA TO HIGHLIGHT SOME
- 13 RESULTS NOW. I'M GOING TO START WITH OUANTITATIVE SURVEYS
- 14 FIRST. NEXT SLIDE. MORE THAN HALF OF THE RESPONDENTS HAVE
- 15 FASTRAK INCLUDING LOW-INCOME HOUSEHOLDS, WHICH ARE DEFINED AS
- 16 EARNING LESS THAN \$50,000 ANNUALLY. NEXT SLIDE. WHEN OFFERED A
- 17 LIST OF REASONS FOR NOT HAVING FASTRAK, THE TOP REASON BY A
- 18 WIDE MARGIN WAS THAT PEOPLE DID NOT SEE THE VALUE IN IT. THIS
- 19 REASON WAS SELECTED BY ABOUT 30% OF RESPONDENTS ACROSS ALL
- 20 ETHNICITIES AND INCOME LEVELS REPRESENTED IN THE SURVEY. FOUR
- 21 TOP REASONS SHOWN HERE IN DESCENDING ORDER INCLUDES COST BEING
- 22 A BARRIER. COULD THIS MEAN THAT IN CONTRAST TO PAYING ONE TOLL
- 23 AT A TIME, THE AGGREGATE COST TO START OR REFRESH AN ACCOUNT
- 24 FROM MULTIPLE TOLLS COULD CREATE ISSUE WITH ABILITY TO PAY OR
- 25 OTHERWISE CREATE PERCEPTION OF HIGHER COST. REMEMBER WE WERE



- 1 CONDUCTING SURVEYS IN SPRING WHEN WE WERE IN THE PROCESS OF
- 2 ADDRESSING BARRIERS TO GETTING AND USING A FASTRAK ACCOUNT.
- 3 NEXT SLIDE. AS A FOLLOW-UP QUESTION, WE ASKED WHO WOULD BE
- 4 LIKELY TO CONSIDER USING FASTRAK TO PAY FOR BRIDGE TOLLS IF
- 5 YOU KNEW IT WOULD SAVE YOU MONEY INSTEAD OF BEING CHARGED VIA
- 6 INVOICE. THE RESPONSE WAS THAT A LARGE MAJORITY OF RESPONDENTS
- 7 WOULD BE SOMEWHAT OR VERY LIKELY TO CONSIDER GETTING FAST
- 8 REGARDLESS OF AGE OR ETHNICITY. WHEN SEPARATED BY AGE OR
- 9 NECESSITY NOT SEPARATED AGAINST THE SAME DATA SET WE CAN SEE
- 10 WHO IS LIKELY TO CONSIDER FASTRAK RESPONDENTS WHO WERE OLDER
- 11 WERE LESS LINE AND YOUNGER EXTREMELY LIKELY. INDIVIDUALS
- 12 IDENTIFYING AS PLAOUE OR WHITE WERE THE LEAST LIKELY AND THOSE
- 13 IDENTIFYING AS ASIAN OR WHITE WERE EXTREMELY LIKELY TO
- 14 CONSIDER FASTRAK. WHITE RESPONDENTS SHOW UP IN BOTH LEAST
- 15 LIKELY AND EXTREMELY LIKELY BECAUSE AN EQUAL PERCENTAGE
- 16 REPORTED THOSE RESULTS. NEXT SLIDE. WE WANTED TO KNOW HOW WELL
- 17 PEOPLE UNDERSTAND THE INVOICING AND VIOLATION PROCESS. SOME
- 18 KEY FINDINGS HERE ARE THAT MOST PEOPLE ACROSS ALL DEMOGRAPHICS
- 19 UNDERSTAND THAT YOU GET AN INVOICE IF YOU DON'T USE FASTRAK
- 20 BUT LESS THAN HALF OF RESPONDENTS UNDERSTOOD THE ESCALATION
- 21 PROCESS AND THE FEES FOR NOT PAYING. EVEN FEWER UNDERSTOOD
- 22 THAT UNPAID TOLLS CAN BE SENT TO THE DMV FOR COLLECTION WHEN
- 23 YOU REGISTER YOUR VEHICLE. IN CONTRAST, THE LARGEST MAJORITY
- 24 OF RESPONDENTS UNDERSTOOD THAT TO USE THE EXPRESS LANES YOU
- 25 WERE REQUIRED TO HAVE FASTRAK, AND IF YOU DID NOT HAVE ONE,



- 1 YOU WOULD GET A VIOLATION. NEXT SLIDE. FOR BRIDGE INVOICES,
- 2 ABOUT HALF OF THE RESPONDENTS HAD A POSITIVE EXPERIENCE.
- 3 THROUGH FOLLOW-UP QUESTIONS WE LEARNED THAT THE INCOME LEVELS
- 4 LEAST LIKELY TO PAY ON TIME ARE HOUSEHOLDS THAT MAKEOVER
- 5 \$150,000 OR MORE. WITH VERY LOW-INCOME HOUSEHOLDS COMING IN AT
- 6 A DISTANT SECOND. RESPONDENTS IN THE LOWEST INCOME LEVEL AND
- 7 RESPONDENTS IN THE HIGHEST AGE CATEGORIES REPORTED LOW
- 8 AWARENESS OF HOW THE INVOICING PROCESS WORKED. NEXT SLIDE. WE
- 9 HAVE BEEN EXPLORING VARIOUS WAYS TO PAY AN INVOICE SURVEY
- 10 RESULTS SHOWED US THAT OVERWHELMINGLY PEOPLE PREFER TO PAY
- 11 THEIR BILLS WITH A CARD OR USING THEIR PHONE. THAT HOLDS TRUE
- 12 ACROSS ALL DEMOGRAPHICS. HOWEVER, IF YOU SLICE THE DATA BY AGE
- 13 OR ETHNICITY, AGAIN, NOT BOTH AT THE SAME TIME, WE SEE THAT
- 14 LOW-INCOME HOUSEHOLDS MAIN A PREFERENCE FOR CASH AND THE 65
- 15 PLUS AGE BRACKET PREFERS CHECKS. WHILE THESE ARE CURRENT
- 16 OPTIONS THE NEXT SET OF RESULTS REVEALED CHALLENGE WITH
- 17 AWARENESS. NEXT SLIDE. USERS OF THE CASH PAYMENT NETWORK WERE
- 18 SATISFIED, BUT ACROSS ALL SURVEYS WE LEARNED THAT NEARLY ALL
- 19 RESPONDENTS WERE UNAWARE OF THE OPTION TO PAY CASH AT
- 20 LOCATIONS ACROSS THE BAY AREA ESPECIALLY TRUE FOR RESPONDENTS
- 21 WHO WERE LOW-INCOME LEVELS REPORTING STRONG PREFERENCE FOR
- 22 CASH PAYMENTS. NEXT SLIDE. GETTING INTO THE SUBJECT OF
- 23 VIOLATIONS, ABOUT 1/3 OF THE RESPONDENTS RECEIVED A VIOLATION
- 24 NOTICE. WITH BLACK AND HISPANIC ETHNICITIES BEING MORE LIKELY
- 25 TO HAVE RECEIVED ONE. FOR THOSE WHO HAVE RECEIVED THE



- 1 VIOLATION, HALF PAID IT ON TIME. NOTE THAT THIS IS BEFORE
- 2 ASSEMBLY BILL 2594 EXTEND THE TIME TO PAY. INCOME LEVELS BELOW
- 3 30,000 AND ABOVE 80,000 REPORTED TO BE THE LEAST LIKELY TO PAY
- 4 ON TIME. NEXT SLIDE. FOR THOSE WHO CURRENTLY OWE PAYMENTS ON
- 5 VIOLATIONS, ABOUT HALF OWE MORE THAN \$150 ON THE OTHER HAND
- 6 RESPONDENTS IN THE SURVEY REPORTED THEY HAD OVER 1,000 IN
- 7 OUTSTANDING VIOLATIONS SURVEYS IN LOW-INCOME NEIGHBORHOODS
- 8 CONDUCTED IN MULTIPLE LANGUAGES AND HAD HIGHER PERCENTAGE OF
- 9 HISPANIC AND ASIAN PACIFIC ISLANDER PARTICIPANTS. NEXT SLIDE.
- 10 THE SECOND PART OF THE PRESENTATION IS GOING TO FOCUS ON THE
- 11 OUALITATIVE METHODS OF CONDUCTING FOCUS GROUPS AND INTERVIEWS
- 12 COMMUNITY ADVOCATES. NEXT SLIDE. FOCUS GROUP PAR 'TIS PANTS
- 13 WITHOUT FASTRAK REPORT THAT THEY DID NOT SEE ANY VALUE IN
- 14 ENROLLMENT BECAUSE THEY EITHER DIDN'T USE IT ENOUGH OR HAD NO
- 15 INCENTIVE. FOR THOSE ENROLLED IN FASTRAK, SOME FOUND IT
- 16 CONVENIENT, BUT THERE WERE SOME CONCERNS ABOUT PREPAYMENT
- 17 BEING REQUIRED. AMONG THE COMMUNITY ADVOCATES, THE CHALLENGES
- 18 WERE MOSTLY RELATED TO DIFFICULTY IN NAVIGATING THE FASTRAK
- 19 CUSTOMER SERVICE CENTER CHANNELS. NEXT SLIDE. USING THEIR PAST
- 20 EXPERIENCE, THE FOCUS GROUPS FOUND THE PROCESS TO BE CONFUSING
- 21 AND REPORTED ESPECIALLY NEGATIVE SENTIMENTS AROUND THE EARLY
- 22 DAYS AROUND ALL ELECTRONIC TOLLING. THESE EXPERIENCES MAY HAVE
- 23 BEEN BEFORE INVOICING WHEN A VIOLATION WAS RECEIVED AS THEIR
- 24 FIRST OPPORTUNITY TO PAY. THE DESIRE FOR A PAY AS YOU GO
- 25 OPTION WAS EXPRESSED AND IS LIKELY ROOTED IN THE ISSUES AROUND



- 1 PREPAYMENT OR AUTO REFRESH AMOUNTS. A FEW PEOPLE JUST MISSED
- 2 COLLECTORS BEING THERE TO TAKE THEIR TOLL AND BE OF SERVICE.
- 3 NEXT SLIDE. SHIFTING TO THE COMMUNITY ADVOCATES WHO OFFERED A
- 4 VERY VALUABLE PERSPECTIVE AS THEY INTERACT WITH MANY CLIENTS
- 5 AND VULNERABLE OR CHALLENGING CIRCUMSTANCES, THERE WAS A
- 6 NOTABLE UPTICK IN TOLL DEBT AFTER THE CASH PAYMENT OPTIONS ON
- 7 THE BRIDGE WAS REMOVED. THE DEBT HAD COMPOUNDED QUICKLY WITH
- 8 THE HIGHER PENALTY AMOUNTS THAT HAVE SINCE BEEN SUBSTANTIALLY
- 9 REDUCED MANY DIDN'T KNOW ABOUT THEIR DEBT UNTIL THEY NEEDED TO
- 10 RENEW THEIR REGISTRATION. IN AIDING CLIENTS, FRUSTRATION WAS
- 11 REPORTED AROUND THE LIMITS OF BEING ABLE TO IDENTIFY ANY AND
- 12 ALL OUTSTANDING DEBT WITHOUT AT LEAST ONE PIECE OF MAIL. MAIL
- 13 REQUIRES AN ADDRESS, WHICH IS A BARRIER FOR SOME AMID THE
- 14 HOUSING CRISIS. NEXT SLIDE. TO BRIEFLY TOUCH ON EXPRESS LANES
- 15 WHICH REOUIRE FASTRAK, THE FOCUS GROUPS REPORTED CONFUSION ON
- 16 MOST ELEMENTS OF OPERATIONS. LESS THAN HALF NEW HOW THEY WORK.
- 17 SOME SUGGESTED THEY SHOULD GET INVOICES INSTEAD OF VIOLATIONS
- 18 AND MANY PEOPLE THOUGHT THERE SHOULD BE LITTLE OR NO PENALTY
- 19 FOR VIOLATIONS. NEXT SLIDE. WE ALSO WANTED TO GET MORE
- 20 INFORMATION ON PREFERENCES FOR PAYMENT PLANS. MOST WANTED
- 21 PLANS TO BE AVAILABLE TO EVERYONE, BUT SOME THOUGHT THEY
- 22 SHOULD ONLY BENEFIT LOW-INCOME INDIVIDUALS. WHILE BATA'S
- 23 CURRENT COLLECTION PRACTICES DO NOT INCLUDE ANY INTEREST EVER
- 24 BEING APPLIED FOR COLLECTION, PARTICIPANTS WANTED PAYMENT
- 25 PLANS TO BE INTEREST FREE, AS WELL. THE THRESHOLD OF 200% OF



- 1 THE FEDERAL POVERTY LEVEL WAS STILL SEEN AS TOO LOW FOR THE
- 2 BAY AREA. NEXT SLIDE. COMMUNITY ADVOCATE ORGANIZATIONS ALSO
- 3 PROVIDED INPUTS ON PAYMENT PLANS BASED ON THEIR EXPERIENCE
- 4 WITH OTHER PROGRAMS AND WHAT WOULD BE IMPACTFUL TO CLIENTS.
- 5 THE MINIMUM PAYMENT, INCLUSION OF TOLLS, AND DESIRE FOR
- 6 CONSISTENT COMMUNICATIONS ALIGNED WITH THE CURRENT DEVELOPMENT
- 7 EFFORTS. SOME ORGANIZATIONS NOTED THE CHALLENGES WITH
- 8 VERIFICATION DOCUMENTATION, THE BARRIER BEING WHETHER
- 9 DOCUMENTS WERE READILY AVAILABLE AS OPPOSED TO ISSUES WITH
- 10 PRIVACY. NEXT SLIDE. WE'RE CONTINUING TO MOVE FORWARD ON
- 11 SEVERAL INITIATIVES IN PARALLEL TO MEET THE DEADLINES WE HAVE
- 12 COMMITTED TO FOR THE PAYMENT PLAN. THIS COMMUNITY ENGAGEMENT
- 13 ALLOWS US TO REDUCE ASSUMPTIONS, PRODUCE DATA-DRIVEN
- 14 RECOMMENDATIONS, AND CREATE MEANINGFUL CHANGE. THIS IS
- 15 ESPECIALLY IMPORTANT AS WE CONTINUE DEVELOPMENT ON THE
- 16 EVALUATION STRATEGY FOR THE FULL EQUITY ACTION PROGRAM THAT
- 17 YOU WILL HEAR ABOUT EARLY NEXT YEAR. FOR TODAY, I WANT TO DRAW
- 18 SOME CONNECTIONS BETWEEN WHAT WE HAVE LEARNED AND WHAT WE ARE
- 19 DOING ABOUT IT. NEXT SLIDE. WE KNOW PAYMENT PLANS ARE COMING,
- 20 BUT WE ALSO UNDERSTAND THAT THESE CANNOT BE ONE SIZE FITS ALL
- 21 AND EXPECT THEM TO MEET THE NEEDS FOR EVERYONE. WE'RE
- 22 EXPLORING A SUPPLEMENTAL PROGRAM THAT FOCUSES ON HARDSHIP THAT
- 23 GIVES CONSIDERATION TO CIRCUMSTANCES BESIDES THE LOW-INCOME
- 24 THRESHOLD. WE KNOW THAT EXPANDING AWARENESS AND EDUCATION IN
- 25 MULTIPLE LANGUAGES IS VITAL TO CUSTOMER COMPLIANCE AND



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- 2 TRANSLATION OF ACCOUNT MANAGEMENT AND PAYMENT PAGES TO IMPROVE
- 3 THAT EXPERIENCE. EXTENDING THE PAYMENT TIME FRAME FOR INVOICES
- 4 AND VIOLATIONS IS ALREADY UNDERWAY. BUT THE FEEDBACK REVEALS
- 5 THAT MORE FLEXIBILITY AND COMMUNICATIONS COULD KEEP CUSTOMERS
- 6 IN GOOD STANDING, SO WE WANT TO EXPLORE THAT FOR POTENTIAL
- 7 IMPROVEMENTS. THERE ARE IMMEDIATE INITIATIVES TO PROVIDE
- 8 SIMPLE AND CLEAR EXPLANATION ON THE INVOICE AND VIOLATION
- 9 PROCESS ONLINE. WE WILL BE USING MULTIPLE CHANNELS TO INCREASE
- 10 AWARENESS OF WHERE PEOPLE CAN GO IF THEY OPEN THEIR MAIL AND
- 11 DON'T UNDERSTAND HOW IT WORKS. WE CAN PROMOTE LICENSE PLATE
- 12 ACCOUNTS TO ADDRESS CONCERNS WITH PREPAYMENT REPLENISHMENT
- 13 AMOUNTS AND WE NEED TO IMPLEMENT THIS ALONG WITH OTHER TYPES
- 14 OF REPAYMENT ACCOUNTS. NEXT SLIDE. WE HAVE OUR WORK CUT OUT
- 15 FOR US. AS FOR OUR NEXT STEPS, WE WILL FINALIZING THE ANALYSIS
- 16 REPORT ON THE COMMUNITY ENGAGEMENT RESULTS WHICH WE WILL USE
- 17 TO UPDATE OUR EQUITY ACTION PLAN INITIATIVES WILL BE VAULTED
- 18 IN METRICS AND PLANS ARE UNDERWAY DEVELOPMENT AND DATA WILL
- 19 CONTINUE TO INFORM WHERE WE NEED TO RESEARCH LONGER TERM
- 20 CHANGES AND WE WILL FOCUS ON CHANGES THAT CAN BE REASONABLY
- 21 DELIVERED WITHIN THE NEXT YEAR SO WE CAN CONTINUE TO
- 22 INCREMENTALLY INCREASE BENEFITS TO PEOPLE SOONER RATHER THAN
- 23 LATER. WITH THAT I WELCOME YOUR COMMENTS AND OUESTIONS.



- 1 AMY WORTH, CHAIR: LYSA THANK YOU FOR YOUR REPORT AND ALL YOUR
- 2 HARD WORK AND ANALYSIS. I SEE A COUPLE OF HAND UP. LET ME TURN
- 3 TO THE COMMITTEE AND THEN I'LL TAKE PUBLIC COMMENT. LET ME
- 4 FIRST START WITH OUR VARIETY VICE CHAIR JOSEFOWITZ, AND THEN
- 5 TURN TO COMMISSIONER PAPAN THEN VICE CHAIR ABE-KOGA.

6

- 7 NICK JOSEFOWITZ: THANK YOU, CHAIR. THANK YOU, LYSA FOR THAT
- 8 PRESENTATION. AND GOOD THAT WE'RE -- YOU KNOW, IT'S GOD SEE
- 9 THAT WE'RE FINALLY GETTING THE RESULTS OF THIS EVEN AFTER WE
- 10 DECIDED ON MOST OF THE CHANGES THAT WE'RE GOING TO BE MAKING
- 11 IN THE SHORT-TERM. I KNOW IT'S BACKWARDS HAVING COMMUNITY
- 12 ENGAGEMENT AFTER WE HAVE MADE THE POLICY BUT I HOPE THIS WILL
- 13 INFORM US GOING FORWARD. ARE YOU GOING TO BE RELEASING THE,
- 14 SORT OF, SOME OF THE MORE -- THE RAW DATA, SO TO SPEAK? I KNOW
- 15 YOU KIND OF GAVE US SOME HEADLINE SUMMARIES.

16

- 17 LYSA HALE: YES. WE WILL BE RELEASING THE RAW DATA. WE'RE STILL
- 18 WORKING ON THAT, SLICING AND DICING, SO WE CAN FINISH THE
- 19 FINAL REPORT AND THEN RAW DATA WILL BE AVAILABLE TO WHOEVER
- 20 WOULD LIKE IT.

21

22 NICK JOSEFOWITZ: GREAT. WHAT'S TIMELINE FOR THAT?



LYSA HALE: I'M HOPING TO GET THE REPORT DONE BY THE END OF THE 1 YEAR. THAT'S THE GOAL. IT MAY SLIP A LITTLE INTO EARLY NEXT 2 YEAR THOUGH. 3 4 5 NICK JOSEFOWITZ: GOT IT. THERE ARE A FEW THINGS THAT JUMPED OUT AT ME. ONE OF THEM IS, IT APPEARS FROM THE RESEARCH, THAT 6 THE WAY THAT WE -- THAT FASTRAK DOESN'T NECESSARILY WORK VERY 7 8 WELL FOR LOWER INCOME DRIVERS. OR THEY AT LEAST DON'T PERCEIVE THAT IT WORKS FOR THEM. THEY THINK IT THAT IT'S TOO EXPENSIVE, 9 OR THAT IT TAKES MONEY OUT OF THEIR ACCOUNTS BEFORE THEY CROSS 10 THE BRIDGE, THINGS LIKE THAT. ONE OF OUR GOALS IS OBVIOUSLY TO 11 GET MORE AND MORE PEOPLE ON TO FASTRAK. I DON'T THINK THE 12 ANSWER IS TO JUST SAY, "OH, WELL, WE'RE JUST GOING TO EXPLAIN 13 TO LOW-INCOME DRIVERS THAT FASTRAK ISN'T ACTUALLY TOO 14 EXPENSIVE AND IT'S GOOD VALUE FOR MONEY" I THINK WE NEED TO 15 16 TAKE THAT ON BOARD TAKE THAT EXPERIENCE SERIOUSLY AND REALLY THINK THROUGH WHAT WE CAN DO TO FASTRAK TO MAKE IT WORK FOR 17 LOWER INCOME DRIVERS. AND I WAS WONDERING IF YOU AGREED WITH 18 THAT? AND IF THERE IS -- AND IF WE CAN TRY AND INCLUDE THAT 19 IN, SORT OF, WORK THAT WE'RE DOING GOING FORWARD? 20 21 LYSA HALE: ACTUALLY, WE ARE WORKING ON EXACTLY THAT PROBLEM. 22 WE'RE LOOKING AT WHAT OTHER -- WHAT OTHER AGENCIES HAVE DONE 23

AROUND THE COUNTRY TO INCREASE PARTICIPATION IN THEIR



TRANSPONDER PROGRAMS AND THAT IS SOMETHING THAT WE'RE LOOKING 1 2 AT RIGHT NOW. 3 NICK JOSEFOWITZ: WHAT IS THE KIND OF THE -- THE, SORT OF, THE 4 5 TIMELINE? FOR THAT? WELL, WE'RE WORKING ON IT RIGHT NOW. AGAIN, I AM HOPING THAT WE CAN HAVE SOME EARLY NEXT YEAR THAT 6 7 MIGHT BE -- PROVIDE SOME DIRECTION ON THAT. 8 NICK JOSEFOWITZ: AND ARE YOU FOCUSING SPECIFICALLY ON HOW WE 9 CAN INCREASE UPTAKE AMONGST LOWER INCOME DRIVERS? 10 11 LYSA HALE: YES. IF YOU -- WHEN YOU SEE THE REPORT, YOU WILL 12 SEE THAT A LOT OF PEOPLE SAID THAT THEY NEEDED AN INCENTIVE TO 13 USE FASTRAK. SO THAT'S ONE OF THE THINGS THAT WE'RE LOOKING AT 14 IS WHAT KIND OF AN INCENTIVE COULD WE PROVIDE BEYOND WHAT WE 15 16 CURRENTLY DO. 17 18 NICK JOSEFOWITZ: OKAY. AND I HOPE WE CAN ALSO REALLY WORK WITH 19 THESE COMMUNITY ORGANIZATIONS THAT YOU HAVE KIND OF DONE THIS OUTREACH TO, TO BE ABLE TO GO, LIKE, REALLY UNDERSTAND, IN 20 DEEPER DEPTH, WHY FASTRAK DOESN'T REALLY WORK FOR LOW-INCOME 21 22 PEOPLE, AND TRY, SORT OF, NOT JUST TAKE THE EXISTING MODEL THAT WE HAVE, AND THEN TRYING TO GERRY RIG IT. 23



- 1 LYSA HALE: YEAH. ONE OF THE THINGS WE'RE GOING TO DO IS SOME
- 2 ADDITIONAL RESEARCH AND THAT WILL LIKELY BE ONE OF THE THINGS
- 3 THAT WE EXPLORE IS HOW DO WE PROVIDE MORE INCENTIVES FOR
- 4 PEOPLE TO ADOPT FASTRAK.

5

- 6 NICK JOSEFOWITZ: YEAH. THE OTHER THING THAT REALLY JUMPED OUT
- 7 IS HOW MANY PEOPLE -- LIKE, WHAT -- HALF OF THE PEOPLE DIDN'T
- 8 KNOW THEY GOT VIOLATION BEFORE THEY GOT DMV HOLD BASED ON THE
- 9 FEEDBACK FROM SOME COMMUNITY GROUPS. IT'S JUST LIKE A COMPLETE
- 10 -- THERE IS JUST NOT ACCEPT -- THAT'S JUST A DISASTER, AND NOT
- 11 ALL OF THE PEOPLE WHO RESPOND -- THAT THEY ARE TALKING ABOUT,
- 12 ARE HOMELESS. ALTHOUGH, I AM SURE THAT THEY DO REPRESENT
- 13 HOMELESS PEOPLE TOO. YOU KNOW, WHAT ARE WE GOING TO BE DOING
- 14 ABOUT THAT? AND, AGAIN, YOU KNOW, WE REALLY NEED TO BE ABLE TO
- 15 TEXT PEOPLE. AND I KNOW THAT'S NOT SOMETHING THAT IS, YOU
- 16 KNOW, THAT WE CAN JUST DO. WE NEED STATE LEGISLATION AROUND
- 17 THIS. BUT WE REALLY NEED TO FIND A WAY TO COMMUNICATE MORE
- 18 EFFECTIVELY WITH OUR DRIVERS ON ALL OF THIS STUFF. BECAUSE
- 19 IT'S JUST NOT OKAY THAT THEY FIND OUT THEY GOT A PRIVILEGE
- 20 TOLL VIOLATION OR EXPRESS LANE VIOLATION WHEN THEY SHOW, YOU
- 21 KNOW, ALL THE WAY, WHEN THEY GET DMV HOLD.

22

23 LYSA HALE: RIGHT.



- 1 NICK JOSEFOWITZ: SO THOSE ARE TWO THINGS THAT KIND OF REALLY
- 2 JUMP OUT AT ME. AND I'M GLAD THAT WE'RE DOING THIS. OF COURSE,
- 3 THERE IS RESULTS HERE THAT KIND OF REFER TO SOME OF THE
- 4 COMPROMISES THAT WE HAD PREVIOUSLY AGREED TO AROUND KIND OF
- 5 HOW WE'RE HANDLING PAYMENT PLANS, HOW WE'RE HANDLING, YOU
- 6 KNOW, HOW WE'RE HANDLING HARDSHIP, THINGS LIKE THAT, AND I
- 7 HOPE WE CONTINUE WORKING ON THAT, BUT WE HAVE REALLY TALKED
- 8 ABOUT THOSE AT GREAT LENGTH, AND THIS WOULD HAVE INFORMED OUR
- 9 DISCUSSION AT THE TIME, BUT I HOPE AS WE READ INTO THOSE
- 10 ISSUES THAT THAT COULD BE INFORMED BY COMMUNITY OUTREACH.
- 12 LYSA HALE: ABSOLUTELY.
- 14 AMY WORTH, CHAIR: THANK YOU. COMMISSIONER PAPAN?
- 16 GINA PAPAN: THANK YOU. LYSA THANK YOU SO MUCH. I THINK WE HAVE
- 17 A LEARNING EXPERIENCE AHEAD OF US, SO ALL OF THE DATA YOU HAVE
- 18 SO FAR, THIS AMAZING AND WONDERFUL. AND I UNDERSTAND
- 19 COMMISSIONER JOSEFOWITZ'S FRUSTRATION. WE AS ELECTED PEOPLE
- 20 CONSTANTLY, YOU KNOW, HOW DO WE GET TO THE COMMUNITY. YOU'RE
- 21 TAKING CERTAIN EFFORTS HERE, AND THAT'S GREAT. ONE THING I
- 22 WOULD LIKE TO SUGGEST, I DON'T THINK WE HAVE DONE THIS BEFORE,
- 23 IS REALLY OUTREACH AT COMMUNITY EVENTS, HUGE FESTIVALS. THAT'S
- 24 WHERE PEOPLE ARE RELAXED. PEOPLE ARE WALKING WITH THEIR
- 25 FAMILIES, AND JUST TO GET THE FASTRAK OUT THERE. HERE IT IS

11

13



- 1 YOU CAN GET IT RIGHT HERE. I HAVE SEEN THAT WORK, BECAUSE IT'S
- 2 A ONE-ON-ONE ENGAGEMENT. IT'S NOT ON THE COMPUTER. IT'S NOT ON
- 3 THE MAIL. NO MATTER WHAT WE SEND OUT, PEOPLE THROW THINGS
- 4 AWAY. IT'S JUST REALLY HARD HERE. SO I MIGHT -- I WOULD LIKE
- 5 TO SEE TRYING THAT AT SOME LEVEL, PARTICULARLY IN COMMUNITIES
- 6 OF NEED, JUST BEING THERE AND SAYING, YOU KNOW, THIS IS IT,
- 7 AND THIS IS HOW YOU GET IT. ONE SECONDARY POINT, TOO, IS THAT
- 8 I HOPE WE SHARE THIS INFORMATION WITH TAS, CITIES AND
- 9 COUNTIES. BECAUSE WE JUST HAD A HUGE HOMELESS FORUM, BECAUSE
- 10 OUR COUNTY IS COMMITTED TO ZERO HOMELESS. AND THE COMMUNITY-
- 11 BASED ORGANIZATIONS SAID THAT PARK VIOLATIONS JUST DEVASTATE
- 12 PEOPLE. SO, IF THIS WORKS HERE, HOPEFULLY WE CAN SHARE THAT
- 13 AND REALLY BRING COMMUNITIES UP TO A CERTAIN LEVEL. SO,
- 14 WHATEVER YOU GET HERE, LYSA, I HOPE WE CAN SHARE THAT WITH
- 15 CITIES, COUNTIES, AND THE TAS SO WE'RE ALL HEADED DOWN THE
- 16 RIGHT PATH AND GIVE PEOPLE THE GREATEST OPPORTUNITY FOR
- 17 SUCCESS. I WANT TO THANK YOU FOR ALL THAT YOU'RE DOING. AND
- 18 EVERYONE, PLEASE KNOW THIS IS WORK IN PROGRESS, AND WE HAVE
- 19 COME A LONG WAY THANKS TO YOUR EFFORTS AND PROGRESS. WE'RE
- 20 GOING TO BE MUCH BETTER MOVING FORWARD HERE. THANK YOU.

22 AMY WORTH, CHAIR: VICE CHAIR ABE-KOGA?

- 24 MARGARET ABE-KOGA, V. CHAIR: THANK YOU, CHAIR. AND THANK YOU
- 25 FOR THE PRESENTATION. I REALLY APPRECIATE ALL OF THE STUDIES

21



- 1 THAT YOU HAVE BEEN DOING. THIS IS OUITE INTENSIVE AND SUPER
- 2 INFORMATIVE. I -- PLEASE EXCUSE ME. I AM PRETTY NEW TO
- 3 FASTRAK, WE, JUST AS A FAMILY SIGNED UP BECAUSE OF THE EXPRESS
- 4 LANES, BUT IT'S HELPFUL, A LOT OF TIMES I HAVE LEARNED BY
- 5 ACTUALLY DOING. AND WHAT CAME OUT, WHAT STRUCK ME WITH THE
- 6 INFORMATION THAT YOU PROVIDED IS THE COMMUNICATION PIECE. AND
- 7 I THINK VICE CHAIR JOSEFOWITZ TOUCHED ON IT, AS WELL, AND I
- 8 HAVE TO ADMIT, IT'S MAYBE ME, BUT WE HAVE HAD SOME CHALLENGES
- 9 UNDERSTANDING THE WHOLE PROGRAM AND THE ISSUE OF, LIKE, HOW
- 10 MUCH DO WE HAVE ON OUR ACCOUNT, AND, YOU KNOW, AND THAT COULD
- 11 LEAD TO THE ISSUE OF, YOU KNOW, WHEN WE -- HOPEFULLY WE WILL
- 12 NEVER HAVE VIOLATIONS -- BUT JUST KNOWING, HAVING THAT
- 13 REALTIME INFORMATION, IS SEEMS VERY CHALLENGING. I'M NOT SURE
- 14 -- I TRIED TO LOOK ON THE APP STORE, BUT IS THERE A FASTRAK
- 15 APP? OR ARE WE WORKING TOWARDS THAT? I'M THINKING WITH
- 16 CLIPPER, FOR INSTANCE, THAT IT IS HELPFUL TO HAVE THAT, AND
- 17 CAN WE BE TRENDING IN THE SAME WAY AS BEING A LITTLE BIT MORE
- 18 ACCESSIBLE FOR FOLKS.

- 20 LYSA HALE: ACTUALLY, WE'RE IN THE MIDDLE OF DEVELOPING AN APP
- 21 RIGHT NOW. SO IT WILL BE A LOT EASIER FOR YOU TO JUST IN THE
- 22 PALM OF YOUR HAND, BE ABLE TO SEE WHAT YOUR BALANCE IS. IT
- 23 WILL BE EASY FOR PEOPLE WHO PAY BY INVOICE TO ACTUALLY PAY
- 24 THEIR INVOICES ON THE APP. SO IT JUST PROVIDES ONE MORE METHOD
- 25 FOR PAYMENT AND FOR ACCOUNT MANAGEMENT.



1 MARGARET ABE-KOGA, V. CHAIR: YES. I THINK THAT'S REALLY KEY. 2 FOR FOLKS WHO HAVE A PHONE AND BEING ABLE TO GET THAT DATA TO 3 GET THE NOTICE SAYING, OH, THIS IS HOW MUCH YOU STILL HAVE, OR 4 5 THIS IS WHAT YOU OWE, WOULD HOPEFULLY HELP IN FOLKS BEING ABLE TO NOT FEEL LIKE IT'S SO COMPLICATED. I THINK THAT'S A BIG --6 ONE OF THE BIG BARRIERS RIGHT NOW. SO, DO YOU HAVE A SENSE OF 7 8 WHEN THAT APP MIGHT BE? 9 LYSA HALE: YOU KNOW I'M NOT ACTUALLY SURE RIGHT NOW WHAT THE 10 SCHEDULE IS FOR THAT. I KNOW WE'RE DEVELOPING A LOT OF 11 DIFFERENT THINGS INCLUDING THE PAYMENT PLAN, SO I'M NOT SURE 12 WHERE IT FITS IN THE SCHEDULE OF ACTIVITIES BUT IT'S SOMETHING 13 WE'RE ACTIVELY WORKING ON RIGHT NOW. 14 15 16 MARGARET ABE-KOGA, V. CHAIR: GREAT. AND I KNOW THIS IS 17 PROBABLY BEYOND THIS CONVERSATION, BUT I -- YEAH, I WAS IN JAPAN AND REALIZE -- SAW HOW EASY IT IS, EVERYTHING IS ON ONE 18 SINGLE APP, OR ONE SINGLE TRANSIT PASS PROGRAM, SO I WONDER 19 IF, LIKE, SOME DAY WE CAN GET CLIPPER AND FASTRAK, AND 20 21 EVERYTHING COMBINED INTO ONE APPLICATION SO IT MAKES IT REALLY EASY FOR EVERYONE. THANK YOU. 22 23 AMY WORTH, CHAIR: GREAT. THANK YOU, COMMISSIONER. YOU KNOW 24

THAT'S ONE OF THE THINGS, AS YOU WILL KNOW WHEN CHILDREN GO



- 1 OFF TO COLLEGE, TRACKING THOSE FASTRAK TRANSPONDERS WHO'S GOT
- 2 WHAT, AND SAME THING WITH TRAVELING, WHEN WE'RE TRAVELING
- 3 TOGETHER I KNOW STAFF APPRECIATES GETTING FEEDBACK FROM OTHER
- 4 PLACES WHERE THE BEST PRACTICES ARE. THANK YOU VERY MUCH FOR
- 5 THOSE COMMENTS. I WANT TO TURN IT OUR CHAIR, COMMISSIONER
- 6 PEDROZA, AND THEN SUPERVISOR SPERING.

- 8 ALFREDO PEDROZA: THANK YOU, CHAIR WORTH. AND I JUST WANT TO
- 9 CONCUR WITH THE COMMENTS FROM COMMISSIONER ABE-KOGA. I THINK
- 10 THEY WERE SPOT ON AROUND NOT JUST LOOKING AT FASTRAK BUT THE
- 11 OVERALL PAYMENT STRUCTURE WHOLE CONCEPT OF MOBILITY WALLET I
- 12 THINK IS SO APPROPRIATE. LYSA THANK YOU FOR DOING THIS. I KNOW
- 13 WE HAVE ASKED FOR THIS DATA BUT WE NEEDED TO TAKE POLICY
- 14 ACTION AND WE DID IT AND THIS JUST HELPS US UNDERSTAND HOW WE
- 15 TWEAK IT GOING FORWARD. VERY VALUABLE INFORMATION FOR US TO
- 16 HAVE. AND AS VICE CHAIR TALKED ABOUT FASTRAK, TO ME THAT'S THE
- 17 SOLUTION, RIGHT TO THE INVOICING. IF WE CAN MAKE IT MORE
- 18 ACCESSIBLE, IT HELPS US ON THE INVOICING SIDE, WHICH TO ME IT
- 19 LEADS TO SOME OF THE PROBLEMS WE'RE TRYING TO AVOID. TAKING A
- 20 DEEPER DIVE ON THAT I'M VERY SUPPORTIVE OF THAT AND AS
- 21 COMMISSIONER ABE-KOGA MENTIONED MAYBE BROADER IN TERMS OF
- 22 PAYMENT STRUCTURE. WE'RE IN THE BAY AREA, SILICON VALLEY,
- 23 THERE IS SO MUCH TECHNOLOGY OUT THERE, THERE HAS TO BE A
- 24 BETTER WAY TO DO THIS. THAT IS VALUABLE. BECAUSE, TO ME, THE
- 25 VALUE QUESTION WE CAN ANSWER, WE JUST NEED OF TO KNOW HOW. WE



CAN ANSWER HOW, AN ANSWER WE NEED TO SPEND TIME ON. THIS IS

EXCITING AND WILL BE HELPFUL MOVING FORWARD. THANK YOU.

AMY WORTH, CHAIR: THANK YOU. COMMISSIONER SPERING.

JAMES P. SPERING: WE NEED TO LOOK WITHIN HOW WE'RE PERCEIVED

TO ME IT'S KIND OF LIKE THE DISTRICT ATTORNEY AND PUBLIC

DEFENDER AND DO WE NEED TO BECOME THE PUBLIC DEFENDER THAT WE

9 HAVE SOMEBODY THAT'S THEIR ADVOCATE THAT THEY CAN GO TO HELPS

10 THEM SOLVE THE PROBLEM. YOU KNOW? THEY FEEL LIKE THAT PERSON

11 IS ON THEIR TEAM. AND I THINK THAT'S THE PERCEPTION WE HAVE TO

12 DEVELOP. I DON'T THINK WE HAVE DEVELOPED THAT. I DON'T THINK

13 THE TRUST IS THERE IN THE ORGANIZATION. SO I THINK IT'S

14 SOMETHING THAT WE NEED TO LOOK AT IS HOW WE'RE BEING PERCEIVED

15 AND HOW DO WE CHANGE THAT DYNAMIC. AND I THINK THAT'S GOING TO

16 BE AN IMPORTANT PIECE. I OWN A LOT OF PROPERTY AND I SEND OUT

17 NOTICES AND FIRST THING PEOPLE SAY WHEN THEY GET THE EVICTION

18 IS I NEVER GOT THE NOTICE AND YOU KNOW THEY GOT THE NOTICE.

19 IT'S A MECHANISM AND WE HAVE TO FIGURE OUT HOW DO WE BRIDGE

20 THAT GAP FROM WHEN WE SEND THE NOTICE AND TAKE ACTION. I THINK

21 WE HAVE GOT TO CHANGE THAT OF HOW WE'RE BEING PERCEIVED. THANK

22 YOU, MADAM CHAIR.



AMY WORTH, CHAIR: THANK YOU, JIM. I SEE WE HAVE SOME PUBLIC 1 COMMENT. KIMBERLY, MAY I PUT THIS IN YOUR TUFT TRUSTY HANDS 2 3 FOR PUBLIC COMMENT. 4 5 CLERK, KIMBERLY WARD: SURE. DO YOU WANT TO STICK WITH 90 6 MINUTES? 7 8 AMY WORTH, CHAIR: SURE. 9 CLERK, KIMBERLY WARD: FIRST UP IS ELAINA BINDER, FOLLOWED BY 10 ALETA DUPREE. PLEASE UNMUTE YOURSELF. 11 12 SPEAKER: GOOD MORNING COMMISSIONERS EL ANNA BINDER FOR GLIDE, 13 SUPPORTING THE ACTION PLAN HOWEVER SO FAR EFFORTS HAVE BEEN 14 15 INSUFFICIENT MANY COMMUNITY CONCERNS HAVE GONE UNADDRESSED AND 16 THE SYSTEM REMAINS FLAWED AND INEQUITABLE. FINES AND FEES ARE 17 HARMFUL AND, COSTLY AND COUNTERPRODUCTIVE BURDENING THOSE WHO ARE VULNERABLE AND [INDISCERNIBLE] MUCH OF WHICH IS 18 UNCOLLECTIBLE. [AUDIO DIFFICULTIES] [INDISCERNIBLE] IMPACTS 19 STAFF WHO SUM UP CROSS TWO BRIDGES EACH WAY DURING COMMUTE TO 20 21 SERVE SAN FRANCISCO'S VULNERABLE POPULATION BROAD SUPPORT FOR BARRIER FREE PLANS -- [AUDIO DIFFICULTIES] [INDISCERNIBLE] TOO 22 LOW -- LEVEL -- ELIGIBLE TO PARTICIPATE IN THE PAYMENT PLAN 23 HALF OF PEOPLE FALL BELOW THE \$100 THRESHOLD. RESEARCH SHOWED 24

THAT CURRENT COMMUNICATION STRATEGIES ARE INEFFECTIVE PEOPLE



- 1 DON'T NOT RULES DON'T UNDERSTAND HOW TO NAVIGATE THE SYSTEM
- 2 AND ARE RECEIVING NOTICES THEY HAVEN'T PAID TOLLS ON TIME THIS
- 3 IS -- HARMFUL -- [INDISCERNIBLE] [AUDIO DIFFICULTIES] SYSTEM
- 4 DOES NOT WORK WILL ONLINE HURT EQUITY. THANK YOU.

5

- 6 CLERK, KIMBERLY WARD: THANK YOU. ALETA DUPREE FOLLOWED BY
- 7 OCEAN MOTLEY.

- 9 SPEAKER: GOOD MORNING AGAIN, ALETA DUPREE FOR THE RECORD SHE
- 10 IS HER. THIS IS VERY IMPORTANT. ALL OF IT NEEDS A DEEP DIVE
- 11 BECAUSE WE HAVE TO LOOK AT CONSUMER SPENDING PATTERNS ACROSS
- 12 THE BOARD. THAT, YES, THERE IS A QUESTION ABOUT PAY, AS YOU GO
- 13 TOLLS VERSUS PREPAYING TOLLS. BUT HOW MUCH PEOPLE BUY GASOLINE
- 14 ON A DAILY BASIS. THERE ARE SOME WHO PROBABLY DO. I DID IT
- 15 WHEN I WAS YOUNGER IN THE PAST. I DIDN'T HAVE TO. I DID IT
- 16 BACK THEN WHEN I WAS 20 YEARS OLD, BECAUSE, I GUESS I LIKED
- 17 PUMPING MY OWN GAS BACK IN THE DAY. IT WAS A NOVEL THING. SO,
- 18 HOW MANY PEOPLE DO BUY THEIR GAS ON A DAILY BASIS AND DO OTHER
- 19 THINGS ON A DAILY BASIS? SO, I THINK WE HAVE TO LOOK AT THE
- 20 PATTERNS OF HOW PEOPLE USE THEIR MONEY AND LOOK FOR
- 21 CONSISTENCY. LAST I CHECKED IN NEW YORK, EASY PASS TRANSPONDER
- 22 USES AROUND 95%. I HOPE IN THE BAY AREA THAT WE'RE NOT
- 23 DISCOURAGING PEOPLE FROM USING FASTRAK. AND I AS A PERSON WHO
- 24 HAS ALWAYS BEEN OF MODERN MEANS HAVE ALWAYS USED TRANSPONDERS
- 25 WHEN I DID HAVE AN AUTOMOBILE AND LIVED IN PLACES WITH



TRANSPONDER PAYMENT. I THINK THESE ARE DOABLE AND WE CAN'T 1 2 LIVE IN A VACUUM. THANK YOU. 3 CLERK, KIMBERLY WARD: THANK YOU. NEXT SPEAKER IS OCEAN MOTLEY 4 5 FOLLOWED BY RICHARD HEDGES. 6 SPEAKER: THANK YOU VERY MUCH. MY NAME IS OCEAN MOTLEY STAFF 7 8 ATTORNEY AT BAY AREA LEGAL AID REPRESENTING CLIENTS UP TO 200% OF THE FEDERAL POVERTY LEVEL I WOULD LIKE TO SECOND COMMENTS 9 MADE BY ELIANA BINDER FROM GLIDE, AUTO IMPORTANT TO REPRESENT. 10 THE RESEARCH SHOWS THAT BROAD SUPPORT FOR BAY AREA FREE 11 PAYMENT PLANS AND WE WON'T PARTICIPATE IN ANY DEBT INCOME 12 LEVEL AND ANY LEVEL OF FEDERAL POVERTY IS TOO LOW. 50% OF BAY 13 AREA MEDIAN INCOME SHOWED HALF THE PEOPLE HAD VIOLATIONS OF 14 15 LESS THAN \$150 LETTING PEOPLE BELOW \$100 INTO THE PAYMENT PLAN 16 DOESN'T MAKE SENSE. IT MEANS THE PAYMENT PLAN ISN'T WORKING. MISSING TOLL WORKERS, MAKES IT EASIER TO PAY TOLLS IT I WOULD 17 ENCOURAGE BRINGING BACK TOLL COLLECTORS. THE DANGERS IS NOT A 18 REASON TO ELIMINATE THE OPTION FOR PAYMENT. DOUBLING DOWN ON 19 THE SYSTEM IS ONLY GOING TO HURT EQUITY. THANK YOU. 20 21 22 CLERK, KIMBERLY WARD: THANK YOU. RICH HEDGES. 23 SPEAKER: THANK YOU. I APPRECIATE THE THOUGHTFULNESS THAT'S 24

BEEN GIVEN TO THIS TOPIC BY THE COMMISSION AND PUBLIC



SPEAKERS. I RECEIVED A FASTRAK DEVICE LATE IN THE GAME BECAUSE 1 I ENJOYED READING THE TOLL WORKER AND COLLECTION AGENCY ALSO 2 3 BECAUSE I LIKE TO WISH THEM A GOOD DAY. IT'S A GREAT DEVICE AND SAVED ME MONEY I SAVE GASOLINE BY GETTING IN THE LANES I 4 5 WANT TO SAY FOR OUR MEMBERS WHO MAKE ABOUT 28 BUCKS AN HOUR AT TOP PAY AND MANY OTHER UNION WORKERS IN THE AREA, SOME HELP 6 WITH THESE TOLLS WOULD BE A GREAT IDEA. THREE TRIPS ACROSS THE 7 8 BRIDGE IF YOU CAN'T AFFORD TO LIVE IN THE WEST BAY IS NEARLY THE 25 THERE DEPOSIT. SO PLEASE WORK ON THIS. I THINK IT WOULD 9 BE A GOOD IDEA TO SET UP A FUND WITHIN MTC ESPECIALLY IF WE 10 PREVAIL IN RM3 TO GRANT DEVICES FOR FREE TO PEOPLE AND MAYBE 11 EVEN GRANT THEM THE FIRST 25 BUCKS TO GET THEM TO USE IT. I 12 JUST CAN'T UNDERSTAND HOW PEOPLE WHO ARE MAKING THOSE KINDS OF 13 WAGES WILL END UP NOT APPRECIATING OUR EFFORTS TO HELP FUND 14 15 THEM. ALSO, I HELPED GET THIS INFORMATION OUT THROUGH ALL OF 16 OUR DIFFERENT LABOR UNIONS THROUGHOUT THE BAY AREA BY GETTING NEWS ARTICLES IN THE UNION NEWSPAPERS AND THE LABOR COUNCILS. 17 SO THANK YOU. I REALLY APPRECIATE IT. 18 19 CLERK, KIMBERLY WARD: THANK YOU. THERE ARE NO ADDITIONAL HANDS 20 21 RAISED, MADAM CHAIR. 22 23 AMY WORTH, CHAIR: KIM, THANK YOU SO MUCH. SO, I WILL CLOSE THE

PUBLIC COMMENT PERIOD AND BRING IT BACK TO THE COMMITTEE. THIS

IS AN INFORMATION ITEM. I WANT TO THANK EVERYBODY FOR THEIR

24



- 1 COMMENTS. AND I KNOW STAFF TOOK NOTE OF THOSE COMMENTS. AGAIN,
- 2 I JUST WANT TO REMIND EVERYBODY THAT OUR GOAL WAS TO IMPLEMENT
- 3 THE INITIAL PROGRAM AND THEN TAKE AN ACTIVE LOOK, AS WE
- 4 CONTINUE TO GET FEEDBACK, AS WE GO TO NEXT STEPS. SO, YOUR
- 5 COMMENTS AND THE PUBLIC COMMENTS TODAY ARE REALLY IMPORTANT AS
- 6 WE MOVE FORWARD. AND, AGAIN, I WANT TO THANK LYSA AND YOUR
- 7 TEAM, AND ANDY, THANK YOU ALL SO MUCH FOR YOUR HARD WORK ON
- 8 THIS. AND YOU KNOW, WE REALLY ARE IN THE FOREFRONT OF THIS
- 9 WORK, NATIONALLY. SO, THANK YOU SO MUCH. IT'S NOT THAT
- 10 SOMEBODY ELSE HAS FIGURED IT OUT. WE ARE GOING THROUGH THIS
- 11 PROCESS. SO, THANK YOU, AND TO EVERYBODY ELSE FOR YOUR
- 12 COMMENTS. SO IF THERE ARE NO FURTHER COMMENT ON THIS ITEM,
- 13 WE'LL MOVE ON TO OUR FINAL COMMENT WHICH IS PUBLIC COMMENT.
- 14 GENERAL PUBLIC COMMENT BEFORE THIS COMMITTEE. AND I SEE WE
- 15 HAVE ONE SPEAKER.

16

- 17 CLERK, KIMBERLY WARD: YES. ONE SPEAKER, AND I HAVE RECEIVED
- 18 NOTHING IN WRITING FOR THIS ITEM. ALETA DUPREE, GO AHEAD AND
- 19 UNMUTE YOURSELF AND I WILL START THE CLOCK FOR YOU.

- 21 SPEAKER: THANKS AGAIN CHAIR AMY WORTH. ALETA DUPREE FOR THE
- 22 RECORD, SHE AND HER. GOOD MEETING TODAY. I LOVE A GOOD PUBLIC
- 23 MEETING. COMING TO MEETING THE IS THE HIGHEST AND BEST USE OF
- 24 MY TIME. THANK YOU. IT'S GOOD TO BE HERE. MUCH MORE GOING ON
- 25 OUT IN THE WORLD OF TOLL COLLECTION SPACE IN NEW HAMPSHIRE



1	SHIRE ALMOST A MONTH AGO, THE SPAULDING TURNPIKE CONVERTED TWO
2	TOLLING PLAZA AS TO ALL ELECTRONIC TOLLING, AND HOPEFULLY
3	WE'LL SEE SOME DEMOLITION HAPPENING AND RESTORING THOSE ROADS
4	TO OPEN CONFIGURATION. AND WORK CONTINUES IN OKLAHOMA A AND I
5	SAW A HOMEMADE VIDEO OF SOMEBODY WHO DROVE THROUGH LINCOLN
6	TUNNEL AND IT APPEARED THAT THERE WAS A GAME TREE LOCATED ON
7	THE NEW YORK SIDE HOPEFULLY WE'LL HEAR FROM THE PORT AUTHORITY
8	ABOUT THAT CROSSING GOING INTO AN OPEN ROAD TOLLING
9	CONFIGURATION. SO HOW DO WE GET TO THE NEXT STEP OF OPENING
10	THESE ROADS UP AND TRAVEL BECOME BEING FRICTION LESS, LESS
11	OBSTACLES? AND WE DON'T LIVE IN A VACUUM. PEOPLE SOME NEVER BE
12	PRESUMABLY CAPABLE OF CHANGING AND LEARNING NEW THINGS. IT'S
13	NOT THAT HARD. AND LET'S CONTINUE THE WORK OF HELP. THANK YOU.
14	
15	CLERK, KIMBERLY WARD: THANK YOU. THERE ARE NO ADDITIONAL
16	PUBLIC HANDS RAISED, MADAM CHAIR.
17	
18	AMY WORTH, CHAIR: THANK YOU, KIMBERLY. AND THANK YOU. SO,
19	WE'LL MOVE TO OUR NEXT ITEM WHICH IS ADJOURNMENT. OUR
20	COMMITTEE MEETING UPON ADJOURN TO OUR NEXT MEETING TO BE HELD
21	WEDNESDAY DECEMBER 14TH, 2022. IF THERE ARE ANY CHANGES THAT
22 23 24 25	WILL BE DULY NOTED TO THE PUBLIC. [ADJOURNED]



Broadcasting Government