



EXECUTIVE DIRECTOR'S REPORT

Metropolitan Transportation Commission
November 17, 2021

Retirements

Randy Rentschler – Randy started with MTC in July 1990 as a Senior Planner/Analyst. His last day with MTC is November 26, 2021 as the Section Director in the Legislation and Public Affairs section.

Ross McKeown – Ross started with MTC in January 2000 as an Associate Planner/Analyst. His last day with MTC is November 30, 2021 as an Assistant Director in the Funding Policy and Programs section.

Christina Hohorst – Christina started with MTC in September 2006 as an Associate Planner/Analyst. Her last day with MTC is November 26, 2021 as an Associate Planner/Analyst in the Funding Policy and Programs section.

New Appointments

Allen Tam– Allen started with MTC on November 15th as the Payroll Supervisor in the Finance and Accounting section.

Daisy Htun– Daisy started with MTC on November 15th as the Express Lane Program Coordinator, Express Lanes Toll System and Operations in the Field Operations and Asset Management section.

Sean Bugler– Sean was rehired with MTC on November 15th as the Cloud Developer/Special Projects Coordinator in the Technology Services section.

Key Updates

COVID-Related Activities

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. The website address is below:

<https://www.mtc.ca.gov/covid>

Public Employees' Pension Reform Act (PEPRA)

As we reported at the Joint Legislation Committee on November 12th, the US Department of Labor has taken a position challenging the State of California's pension program as defined in PEPRA, as violating the collective bargaining rights of those transit agency employees whose pension plans are subject to it. As a result, federal grants to those agencies are at risk pending final determinations legally in federal court, and/or administratively in USDOL. This situation revisits circumstances first evidenced in 2013, and we are tracking closely fast moving developments and collaborating with US Department of Transportation officials, specifically the Federal Transit Administration, on steps our transit agency partners should be taking. We will keep the Commission advised as needed.

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RM3—Imposition of the “second dollar”

State statutes governing Regional Measure 3 mandate imposition on January 1, 2022 of the second of three dollar bridge toll increases approved by the voters. In preparation for that action, BATA staff are taking a series of operational and public outreach efforts which commence starting December 1. A full description of those actions will be presented to the BATA Oversight Committee as information on December 8th at its regularly scheduled meeting.

FasTrak Equity Action Plan

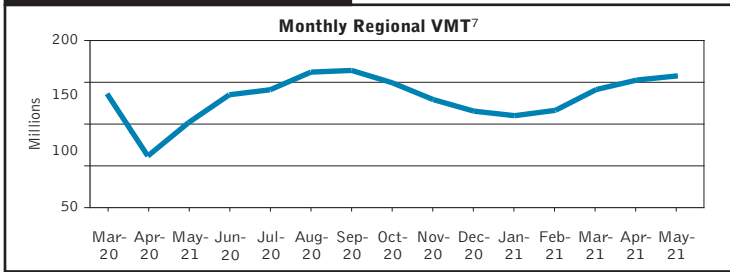
As presented to BATA in Committee last week, and today for the next of a set of actions, the FasTrak Equity Action Plan is a critical step in addressing the impacts our tolling strategies has on low-income earning households, and those who live in Equity Priority Communities. We appreciate the rich discussion among Committee members, and are considering that input as we work through December to pull together an overall “priority gameplan” to develop, fund and sequence the various improvements that have been proposed. We will report on progress at the January BATA Oversight Committee.

In addition, I participated in a meeting on November 9th, with African American affiliated Community Based Organizations that are situated along the Express Lane corridors that had some valuable feedback relating to our outreach and engagement plan for our Express Lane toll discount pilot and program implementation. It is imperative that we continue to work on many fronts to establish dignity-based, trust-centric relationships with those most impacted by our policy decisions. The FasTrak Action Plan is movement in the right direction and will complement our other equity activities in the agency.

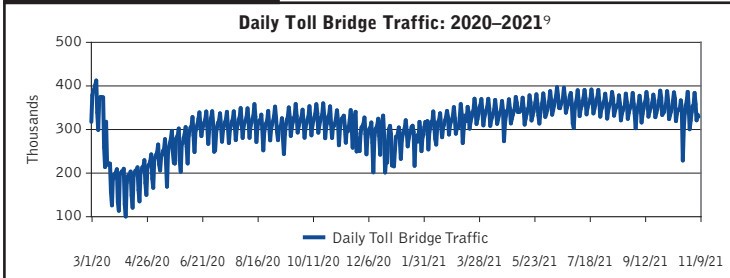


Therese W. McMillan

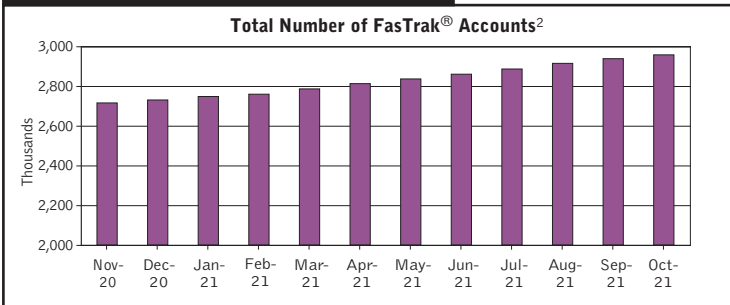
VMT in COVID-19 Pandemic



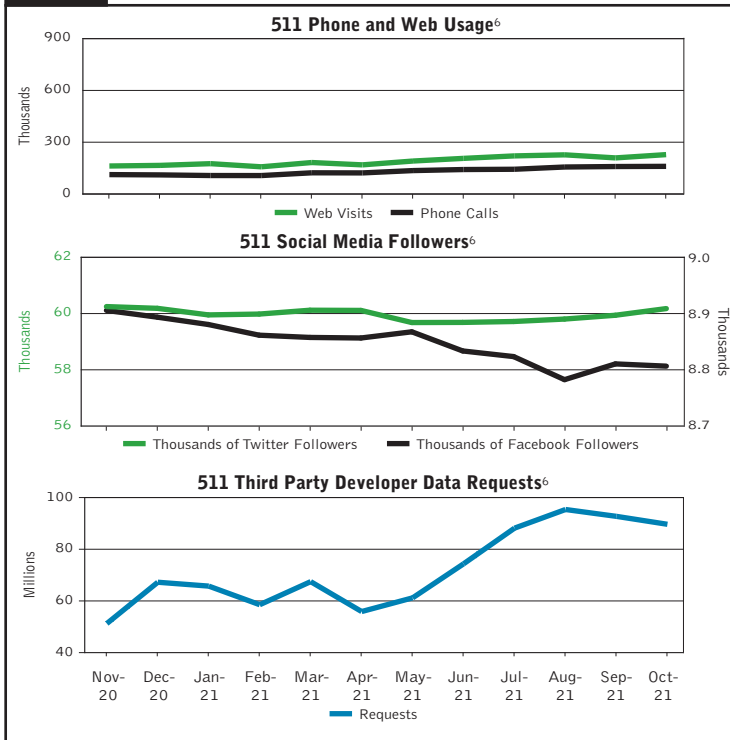
Toll Bridge Crossings



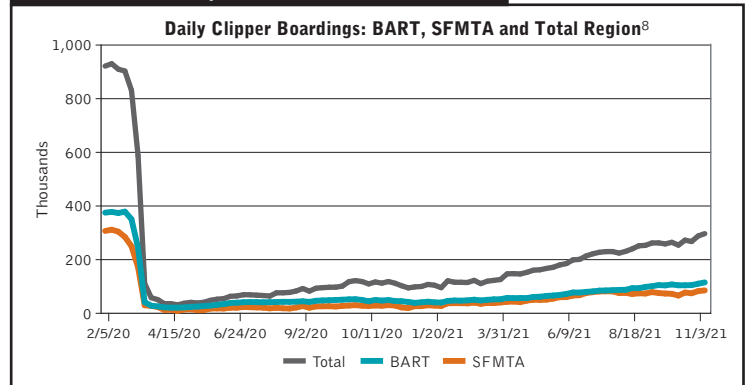
FasTrak® Electronic Toll Collection¹



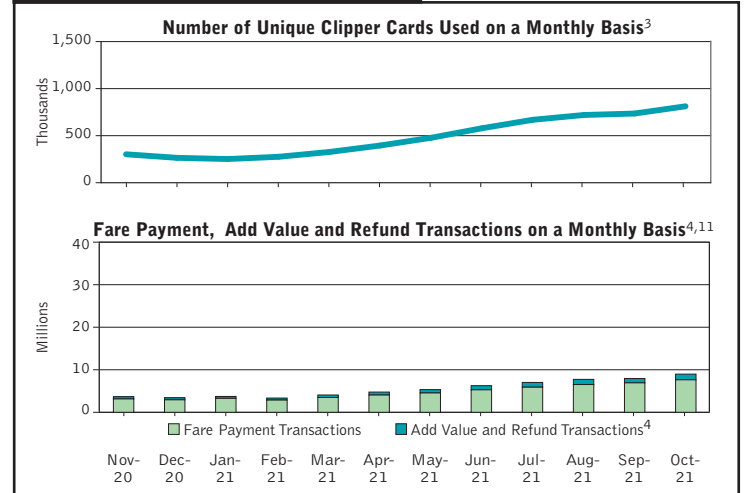
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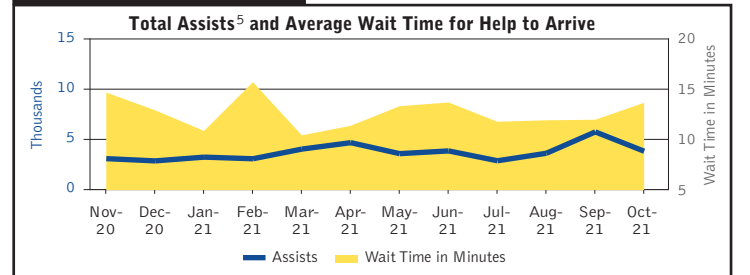
Transit Ridership in COVID-19 Pandemic



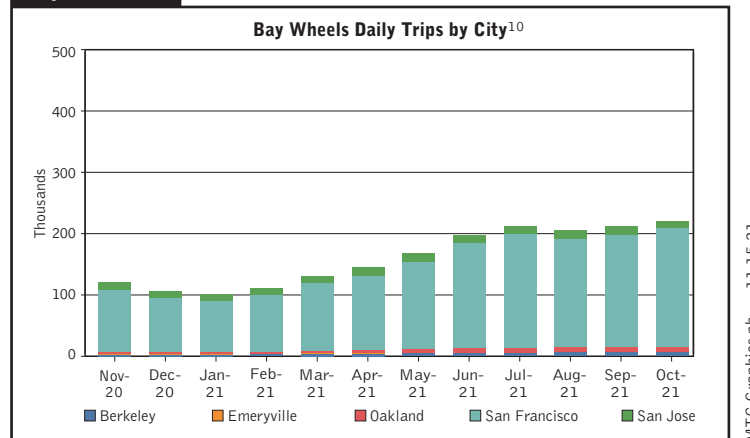
Clipper® Fare Payment System



Freeway Service Patrol



Bay Wheels



Notes: 1 MTC, as the Bay Area Toll Authority (BATA), assumed responsibility for FasTrak® customer service operations in Jan. 2004. Figures are cumulative.

2 Number of debit accounts opened through BATA service center; each account may represent more than one toll tag issued.

3 New category as of September 2003; data collected since Aug. 2002

4 As of November 2009, refund transactions are counted with add value transactions. This chart includes refunds in the Add Value bars for the past 12 months.

5 FSP Assist numbers for the most current month are a best estimate, and may be subject to change. Final assist numbers are available at the end of the month, and the report is updated accordingly.

6 511 now tracks two new types of data in addition to call and web usage: social media followers and developer data requests.

7 VMT data courtesy of StreetLight Data.

8 Clipper-paid boardings recorded on Wednesdays of each week.

9 Daily crossings in the toll-paid direction on the Bay Area's seven state-owned toll bridges. Does not include Golden Gate Bridge.

10 Please note that Lyft is resolving a data reporting issue starting 11/23 so the trip totals for November may be lower than actual usage.

11 Due to a graphing error, Fare Payment, Add Value and Refund Transactions were shown as much higher than actual in previous versions of this sheet. Correct data is now in place.