Transcript: "The Future of Freeways" Webinar
November 17, 2022
Presenters: Dave Vautin (MTC Major Plans), Leslie Lara-Enriquez (MTC Public Engagement) and Alex Eisenhart (MTC Public Engagement)

1
00:00:01.080 --> 00:00:06.239
Staff: Dave Vautin, MTC: Oh, now we're recording, and we'll be posted on the MTC. Website in the next few days.

2
00:00:07.330 --> 00:00:15.780
Staff: Dave Vautin, MTC: Today's Webinar is in a connection to the next generation Freeway study that MTC. Commenced earlier this year.

3
00:00:16.090 --> 00:00:28.580
Staff: Dave Vautin, MTC: As we look ahead to the decades ahead in the region, we want to think about how to reinvent our freeways for the st century, addressing many of the challenges created. When the system was built in the twentieth century,

4
00:00:29.200 --> 00:00:45.300
Staff: Dave Vautin, MTC: we have a number of strategies that may be pursued in order to tackle these challenges. And today we'll walk you through some of that history, some of the challenges that exist today and get your feedback on potential goals for reinventing the future of our region's. Freeways

5
00:00:45.720 --> 00:00:47.110
Staff: Dave Vautin, MTC: next slide, please.

6
00:00:49.550 --> 00:01:01.269
Staff: Dave Vautin, MTC: So just looking at the agenda, so you have a sense of how we'll be using the time in today's Webinar. First, we'll be doing a poll to get some of your initial priorities on the future. If the area freeways

7
00:01:01.410 --> 00:01:09.080
Staff: Dave Vautin, MTC:then Alex will give a presentation on the story of our region's freeway system and take questions.

8

00:01:09.630 --> 00:01:26.030
Staff: Dave Vautin, MTC: We'll then take another poll to get a sense of how your priorities might have evolved, and the future of the area freeways, and look ahead to some next steps and some draft goals for the next generation, the area freeway network to understand how we use our existing infrastructure more effect efficiently,

9
00:01:26.730 --> 00:01:31.059
Staff: Dave Vautin, MTC: We'll have plenty of time for Q & A At the end, and then we should be wrapping up.

10
00:01:32.150 --> 00:01:46.970
Staff: Dave Vautin, MTC: If you have any technical difficulties, please send a chat message to our staff, and we'll do our best to to help out with that. And as I mentioned, we'll have a couple of breaks for those question responses, so feel free to use the Q & A Box for any questions that you have.

11
00:01:47.170 --> 00:01:50.079
Staff: Dave Vautin, MTC: With that i'll turn it over to Alex.

12
00:01:52.170 --> 00:01:54.789
Staff: Alex Eisenhart, MTC: Awesome. Thank you, Dave.

13
00:01:55.030 --> 00:02:01.520
Staff: Alex Eisenhart, MTC: So, Alex Eisenhart here, Public information officer with the Metropolitan Transportations Public engagement team.

14
00:02:01.590 --> 00:02:06.270
Staff: Alex Eisenhart, MTC: thanks, everyone for coming. We're going to start today's presentation with a quick poll

15
00:02:06.340 --> 00:02:24.499
Staff: Alex Eisenhart, MTC: which my colleague Leslie, will activate momentarily. It's one multiple choice question: What should be policymakers top priorities on planning for the future of bay area freeways again. I see that poll coming up on your screen right now, so we'll give folks a couple of minutes to send in your answers.

16

00:02:24.510 --> 00:02:30.819
Staff: Alex Eisenhart, MTC: No wrong answer is here. All your submissions are anonymous, and we're just looking to gauge your honest opinion on the subject,

17
00:02:31.930 --> 00:02:44.790
Staff: Leslie Lara-Enríquez, MTC: and I just want to clarify Alex. If there is a couple of questions on the polls. So the first one is… The second one is an open-ended question.

18
00:02:55.610 --> 00:02:58.359
Staff: Alex Eisenhart, MTC: Awesome lot of answers coming in here.

19
00:02:58.730 --> 00:03:00.780
Thanks, everyone for your participation.

20
00:04:01.440 --> 00:04:03.339
I'm almost done here

21
00:05:04.410 --> 00:05:08.080
Staff: Alex Eisenhart, MTC: again. Thanks. Everyone for participating in this first poll,

22
00:05:16.520 --> 00:05:26.600
Staff: Leslie Lara-Enríquez, MTC: so we'll give folks about another minute, and then we're gonna close out the poll. So if you're typing in under question Number two, please get your answer in there.

23
00:05:48.080 --> 00:06:01.359
Staff: Leslie Lara-Enríquez, MTC: And then to see question number two on the poll just scroll down on the window. I see some comments that folks are not able to see the second question. If you just scroll down on the little pop-up window, you should be able to see Question Number two

24
00:06:07.310 --> 00:06:09.780
Staff: Leslie Lara-Enríquez, MTC: all right. About thirty more seconds,

25
00:06:28.680 --> 00:06:37.749

Staff: Leslie Lara-Enríquez, MTC: and it sounds like some folks were not able to answer question number two. But we are asking this question again, and you can type in your answers during the second poll.

26
00:06:38.720 --> 00:06:46.950
Staff: Leslie Lara-Enríquez, MTC: Just make sure you scroll down when we launch that poll. So I'm going to go ahead and close it out, and I will hand it back to Alex.

27
00:06:48.620 --> 00:06:50.570
Staff: Alex Eisenhart, MTC: Awesome. ,

28
00:06:51.560 --> 00:06:53.640
Okay,

29
00:06:55.270 --> 00:07:03.140
Staff: Alex Eisenhart, MTC: cool. Thanks everyone for participating in that. So we're going to actually revisit that question later. But right now, let's dive into today's topic.

30
00:07:04.190 --> 00:07:10.539
Staff: Alex Eisenhart, MTC: So an important preface to start with. Freeways are one piece of a larger system.

31
00:07:10.750 --> 00:07:27.310
Staff: Alex Eisenhart, MTC: They do not exist in a silo. They're like the spine of the bay area's transportation system, critical to our region's mobility and inherently connected to the choices we make around land use equity, the environment funding sustainability, the economy and more

32
00:07:27.450 --> 00:07:38.490
Staff: Alex Eisenhart, MTC: focusing on transportation and land. Use this photo, overlooking I five hundred and eighty on the Dublin. Pleasant and border illustrates just some of this interconnectedness.

33
00:07:38.500 --> 00:07:49.420

Staff: Alex Eisenhart, MTC: We see a Major freeway corridor, intersecting with rail, bus, bike, and pedestrian networks, all running along newly built housing communities and small businesses.

34
00:07:49.540 --> 00:07:56.470
Staff: Alex Eisenhart, MTC: The policy decisions made in one area of this photo will affect the use and viability of another.

35
00:07:56.500 --> 00:08:04.520
Staff: Alex Eisenhart, MTC: This is a core principle, defining how we plan for the future of our freeways and the Bay Area's transportation system as a whole.

36
00:08:04.670 --> 00:08:09.639
Staff: Alex Eisenhart, MTC: This photo also represents just one small corner of the region.

37
00:08:09.830 --> 00:08:23.629
Staff: Alex Eisenhart, MTC: Broadly speaking the bay area struggles with long-standing and balances between land use and transportation policies, a lack of interconnectedness, if you will, which contributes to the challenges we'll be discussing today,

38
00:08:25.190 --> 00:08:36.969
Staff: Alex Eisenhart, MTC: which brings us to the subject of problem solving, focusing in on bay area freeways. Many of the challenges we face fall within three primary buckets that need to be addressed.

39
00:08:37.100 --> 00:08:39.149
Staff: Alex Eisenhart, MTC: Starting with inequity

40
00:08:39.280 --> 00:08:50.939
Staff: Alex Eisenhart, MTC: when this twentieth century infrastructure was originally built, communities of color that had developed over generations were bulldozed and sliced through. To make room for these freeways.

41
00:08:51.170 --> 00:09:00.880
Staff: Alex Eisenhart, MTC: Since then those freeway adjacent communities remain systematically disadvantaged as a direct result of their proximity to this infrastructure?

42
00:09:00.960 --> 00:09:03.739
Staff: Alex Eisenhart, MTC: How do we address the mistakes of the past?

43
00:09:04.660 --> 00:09:07.009
Staff: Alex Eisenhart, MTC: Next we'll talk about funding.

44
00:09:07.030 --> 00:09:24.489
Staff: Alex Eisenhart, MTC: We have effective mechanisms for funding transportation operations, maintenance and improvement, but they're having limited success in achieving the congestion reduction goals that we set for those investments. We bring in revenue to build bridges wide and freeways expand, transit,

45
00:09:24.680 --> 00:09:27.680
Staff: Alex Eisenhart, MTC: yet traffic delays continue to grow.

46
00:09:27.720 --> 00:09:32.929
Staff: Alex Eisenhart, MTC: How do we adapt our investment strategies to ensure that we get more bang for the buck,

47
00:09:33.690 --> 00:09:37.189
Staff: Alex Eisenhart, MTC: which brings us to the problem of congestion itself

48
00:09:37.280 --> 00:09:53.490
Staff: Alex Eisenhart, MTC: investments that uphold our long-standing reliance on cars with an ever rising population, pushes our freeways over the edge of their design capacity. Day after day after day, despite efforts to accommodate that growing demand,

49
00:09:53.830 --> 00:09:58.580
Staff: Alex Eisenhart, MTC: things like things like new lanes, improved interchanges, rant metering.

50
00:09:58.700 --> 00:10:08.819

Staff: Alex Eisenhart, MTC: That congestion is worsening, creating slower travel, times and longer commutes, particularly for those with limited means and an essential reliance on driving.

51
00:10:08.960 --> 00:10:13.480
Staff: Alex Eisenhart, MTC: How do we shift gears so that we can move more people more efficiently?

52
00:10:13.760 --> 00:10:30.449
Staff: Alex Eisenhart, MTC: These are big, interconnected challenges, and they will continue to mount. If we don't change course, we need to fundamentally shift the ideology behind our land. Use and transportation practices so that we can restore the region's interconnectedness. That is so badly needed. Excuse me.

53
00:10:35.380 --> 00:10:50.050
Staff: Alex Eisenhart, MTC: The concept of bay area freeways was first conceived a century ago. Now picture it America nearly one hundred years ago, with the predominant ideologies of people making these early infrastructure decisions at the time,

54
00:10:50.700 --> 00:11:08.940
Staff: Alex Eisenhart, MTC: most of us weren't alive. When these decisions were being made, so it may be difficult to see at first, but from the very beginning the choices of where freeways would be built were rooted in systemic racism, and they continue to disproportionately impact what we now recognize

55
00:11:09.080 --> 00:11:14.919
Staff: Alex Eisenhart, MTC: equity, priority communities, primarily those with low incomes and people of color.

56
00:11:16.730 --> 00:11:23.249
Staff: Alex Eisenhart, MTC: It's important to understand the social and political landscape in which the bay area's freeways came to be.

57
00:11:23.690 --> 00:11:30.199
Staff: Alex Eisenhart, MTC: This is a map from one thousand nine hundred and thirty seven, illustrating what its authors referred to as residential security.

58

00:11:30.380 --> 00:11:35.859
Staff: Alex Eisenhart, MTC: Green. Was great blue was good, yellow was not so good and red was bad.

59
00:11:36.240 --> 00:11:47.129
Staff: Alex Eisenhart, MTC: They defined a neighborhood's desirability based on several factors, including the prevalence of non-white residents, so the more people of color the less desirable

60
00:11:48.030 --> 00:12:04.010
Staff: Alex Eisenhart, MTC: West Oakland, was deemed one of those less desirable communities. The map even describes multi-racial residence as a detrimental influence, and refers to the neighborhood's forty percent black and Asian population. As a quote infiltration

61
00:12:04.490 --> 00:12:15.040
Staff: Alex Eisenhart, MTC: in the one thousand nine hundred and thirtys, as the nation's housing supply grew. The Us. Government enacted mortgage, lending policies designed to maintain racial segregation.

62
00:12:15.050 --> 00:12:24.929
Staff: Alex Eisenhart, MTC: These efforts, known as redlining enabled banks to deny home loans to people of color looking to move. Outside of these red-lined communities

63
00:12:26.240 --> 00:12:34.809
Staff: Alex Eisenhart, MTC: in the bay area builders had the ability to restrict the new housing developments. They were constructing to white home buyers. Only

64
00:12:34.900 --> 00:12:48.709
Staff: Alex Eisenhart, MTC: to this day many of those same property deeds still retain the original race restriction clauses which, while unenforceable today, are reminders of the systemic racism that shaped our region,

65
00:12:49.220 --> 00:13:00.810
Staff: Alex Eisenhart, MTC: redlining effectively, contained racial minorities to these defined geographic areas areas that would eventually serve as future corridors for the freeways we drive on today.

66

00:13:02.760 --> 00:13:08.099
Staff: Alex Eisenhart, MTC: Let's talk about the lasting inequities of freeways, starting with their construction.

67
00:13:09.220 --> 00:13:26.179
Staff: Alex Eisenhart, MTC: One of these so-called infiltrations of people of color included West Oakland's, Seventh Street, a once bustling World War Ii era center of Commerce, marked on the map in green, with a slew of nightclubs where jazz thrived and West Coast Blues first began to take form,

68
00:13:26.320 --> 00:13:40.750
Staff: Alex Eisenhart, MTC: but as government policy systematically drained West Oakland of its capital, the neighborhood deteriorated, and was labeled a slum. Further setting the stage for policymakers to design new freeways that would run right through them.

69
00:13:41.820 --> 00:13:53.369
Staff: Alex Eisenhart, MTC: Freeways tore apart the very fabric of communities built up over generations, all but sealing the fate of surrounding neighborhoods to remain impoverished and disconnected. To this day.

70
00:13:53.640 --> 00:14:00.620
Staff: Alex Eisenhart, MTC: Years of new infrastructure development saw West Oakland become impacted by one freeway after another,

71
00:14:01.410 --> 00:14:12.100
Staff: Alex Eisenhart, MTC: despite decades of community opposition to the construction of I. Nine hundred and eighty, marked here in Orange, West Oakland became surrounded on all sides by freeways,

72
00:14:13.260 --> 00:14:30.859
Staff: Alex Eisenhart, MTC: as you can see on the map and blue at one point. The neighborhood even had the former cypress freeway running through it before it's destruction in the one thousand nine hundred and eighty-nine earthquake, prompting the State to build the I eight hundred and eighty replacement segment that we know today, despite continued community opposition

73
00:14:32.910 --> 00:14:43.110

Staff: Alex Eisenhart, MTC: being surrounded on all sides by freeways, damages more than just a community's culture and connectedness. There are also very real impacts to their health.

74
00:14:43.520 --> 00:14:56.299
Staff: Alex Eisenhart, MTC: Freeway. Adjacent communities are impacted by close proximity to the pollution created not just by cars, but by the additional air pollution emitted from growing freeway congestion.

75
00:14:56.510 --> 00:15:06.210
Staff: Alex Eisenhart, MTC: As a result of this phenomenon. West Oakland residents are exposed to three times as much Diesel pollution than the bay area average.

76
00:15:07.060 --> 00:15:18.970
Staff: Alex Eisenhart, MTC: According to the Alameda County Public health Department. These communities also have higher rates of asthma. Emergency room visits along with stroke and congestive heart failure compared to the rest of the county.

77
00:15:19.380 --> 00:15:31.010
Staff: Alex Eisenhart, MTC: What's worse, long-standing policies further amplify environmental health inequities, which is evident in the air quality around I. Eight hundred and eighty compared to that of I, five hundred and eighty

78
00:15:31.180 --> 00:15:37.729
Staff: Alex Eisenhart, MTC: currently freight traffic is restricted on the segment of five hundred and eighty, between Castor Valley and Oakland,

79
00:15:37.770 --> 00:15:50.010
Staff: Alex Eisenhart, MTC: forcing large Diesel trucks in the East Bay to drive on eight hundred and eighty, emitting more air pollution in those same historically red line communities rather than the more affluent hillside neighborhoods.

80
00:15:50.170 --> 00:16:00.500
Staff: Alex Eisenhart, MTC: This map highlights areas and purple designated as overburdened communities in regards to air pollution. According to the Bay Area air quality management district.

81

00:16:01.230 --> 00:16:18.760
Staff: Alex Eisenhart, MTC: Now, just to put those disparate health impacts in perspective. The Health Department also found that those living in the Oakland hills outside of the overburdened zone are expected to live seven years longer than folks living in the flatlands of West Oakland and downtown.

82
00:16:21.420 --> 00:16:27.229
Staff: Alex Eisenhart, MTC: Just a quick note here. This story is by no means confined to the East Bay.

83
00:16:27.360 --> 00:16:43.369
Staff: Alex Eisenhart, MTC: The scars of redlining can be seen when we overlap those same residential security maps for San Francisco and San Jose, with the paths of freeway routes that followed, as we see outlined in black that were constructed throughout the mid to late th century.

84
00:16:43.480 --> 00:16:53.970
Staff: Alex Eisenhart, MTC: In cities across America the devaluation and disinvestment of communities based largely on race help, justify which neighborhoods

85
00:16:54.050 --> 00:16:58.430
Staff: Alex Eisenhart, MTC: would have a freeway built through them, and which ones would be spare. Excuse me,

86
00:17:05.300 --> 00:17:09.480
Staff: Alex Eisenhart, MTC: now, that's a lot of damage in the name of progress

87
00:17:09.609 --> 00:17:17.759
Staff: Alex Eisenhart, MTC: we recognized, who experienced loss as a result of freeway construction, but who gained? Who is to solve? For

88
00:17:18.250 --> 00:17:25.219
Staff: Alex Eisenhart, MTC: essentially they benefited growing suburbs like those pictured in mid twentieth century contra cost, accounting.

89
00:17:25.410 --> 00:17:34.560

Staff: Alex Eisenhart, MTC: It was a period in American history known as White flight, where middle-class white families moved away from city centers out into suburbia.

90
00:17:35.130 --> 00:17:40.580
Staff: Alex Eisenhart, MTC: But looking back at these photos, we also recognize that much has changed.

91
00:17:40.630 --> 00:17:54.470
Staff: Alex Eisenhart, MTC: Some of the remaining inequities are still there, but the imbalance of jobs and housing. Availability has also pushed equity priority communities out to those same suburbs that once were unavailable to them,

92
00:17:54.730 --> 00:18:09.900
Staff: Alex Eisenhart, MTC: rather than suffer from their proximity to freeways in the urban core. They now struggle with disproportionately longer, more congested, and more expensive commutes. As a result of today's housing and transportation imbalance.

93
00:18:10.700 --> 00:18:16.899
Staff: Alex Eisenhart, MTC: We are all impacted by the bay area's, congestion, pollution, and high cost of living.

94
00:18:16.990 --> 00:18:31.249
Staff: Alex Eisenhart, MTC: But I hope we can also recognize that even with the progress that's been made over the last century those with limited means and limited opportunity continue to struggle the most as a result of freeways.

95
00:18:33.670 --> 00:18:39.050
Staff: Alex Eisenhart, MTC: Now let's bring transportation, funding, and investment strategies into the conversation.

96
00:18:39.110 --> 00:18:51.040
Staff: Alex Eisenhart, MTC: The first thing to establish here is that the cost of maintaining our freeways and the cost of managing freeway congestion require two almost exclusively different pots of money.

97
00:18:53.240 --> 00:18:56.829

Staff: Alex Eisenhart, MTC: Let's start with the cost to operate and maintain what we have.

98
00:18:57.060 --> 00:19:02.549
Staff: Alex Eisenhart, MTC: The bulk of funding for which comes from State and Federal gas excise taxes

99
00:19:02.870 --> 00:19:14.670
Staff: Alex Eisenhart, MTC: just to know. Here transportation funding is super complex. So the breakdown we're providing is a very simplified overview focused on gas tax revenues and spending

100
00:19:14.790 --> 00:19:16.110
Staff: Alex Eisenhart, MTC: Okay, here we go.

101
00:19:17.510 --> 00:19:32.240
Staff: Alex Eisenhart, MTC: So here's a two thousand and eighteen graph from the States Legislative Analysts office. It breaks down the price of a gallon of gasoline. You've got the pre tax price, which accounts for the bulk of the cost. Then, roughly, twenty percent in taxes and fees.

102
00:19:33.360 --> 00:19:39.780
Staff: Alex Eisenhart, MTC: The largest portion of that twenty percent is California's gas tax, about fifty four cents a gallon.

103
00:19:40.090 --> 00:19:44.330
Staff: Alex Eisenhart, MTC: About half of that revenue goes to state highways and transit

104
00:19:44.510 --> 00:19:53.449
Staff: Alex Eisenhart, MTC: a quarter, goes to road maintenance and rehabilitation, and roughly, one-fifth goes to cities and counties to support their local streets

105
00:19:54.310 --> 00:20:01.220
Staff: Alex Eisenhart, MTC: in order to best accommodate the State's funding needs. Long term our gas tax is designed to adjust for inflation.

106

00:20:02.580 --> 00:20:12.700
Staff: Alex Eisenhart, MTC: Then there's the long-standing Federal gas tax, which has remained at eighteen point four cents per gallon since one thousand nine hundred and ninety-three, nearly thirty years ago.

107
00:20:13.160 --> 00:20:18.839
Staff: Alex Eisenhart, MTC: Eighty five percent of these revenues goes to highways, while fifteen percent goes to transit

108
00:20:19.110 --> 00:20:30.030
Staff: Alex Eisenhart, MTC: unlike the State gas tax. It does not adjust for inflation, which is one of the reasons why states like ours, have had to levy local gas taxes, so we can fill that funding Gap

109
00:20:31.490 --> 00:20:38.280
Staff: Alex Eisenhart, MTC: combined. These gas tax revenues account for the largest bulk of California's dedicated transportation funding

110
00:20:38.390 --> 00:20:48.079
Staff: Alex Eisenhart, MTC: most of the nine point. Two billion dollars collected in gas tax revenues from drivers goes right back into the highways and local roadways that drivers rely on.

111
00:20:49.590 --> 00:20:57.530
Staff: Alex Eisenhart, MTC: Altogether, California drivers pay an average of five hundred and thirty dollars a year in both State and Federal gas excise taxes.

112
00:20:57.860 --> 00:21:04.600
Staff: Alex Eisenhart, MTC: So that's the core of our transportation budget that allows us to operate and maintain what we already have.

113
00:21:04.860 --> 00:21:10.309
Staff: Alex Eisenhart, MTC: But what does that look like on the ground? How are these investments benefiting you and your community?

114
00:21:11.650 --> 00:21:21.880

Staff: Alex Eisenhart, MTC: Simply put our gas tax dollars, benefit bay area communities every day, whether it be through routine, upkeep, or the occasional big maintenance project.

115
00:21:23.140 --> 00:21:34.070
Staff: Alex Eisenhart, MTC: One big fix occurred in two thousand and seventeen along highway, thirty-five in Santa Clara County, after a two hundred-foot section of roadway, was washed out by heavyweight Rains

116
00:21:34.680 --> 00:21:40.909
Staff: Alex Eisenhart, MTC: Caltrain installed a retaining wall an upgraded drainage system and constructed a new section of roadway

117
00:21:42.020 --> 00:21:59.709
Staff: Alex Eisenhart, MTC: in cities and counties across the region. More repaving projects on local roads are made possible by the support of gas tax revenues every year. True, they may not fill every pothole, but the state of our streets would be far worse without crucial contributions from California's gas tax.

118
00:22:00.470 --> 00:22:11.409
Staff: Alex Eisenhart, MTC: Then there's safety enhancements in two thousand and eighteen gas tax dollars allowed Caltrans to install mumble strips on route, one in West Marin to prevent drivers from drifting out of their lane.

119
00:22:11.840 --> 00:22:20.080
Staff: Alex Eisenhart, MTC: That project also widened the road shoulders and bicycle pullouts, allowing the historic highway to better accommodate multimodal travel,

120
00:22:21.280 --> 00:22:35.519
Staff: Alex Eisenhart, MTC: and anyone driving through San Francisco is Nineteenth Avenue lately, will have noticed the Roadway Rehabilitation project currently underway, which, in addition to providing repay streets, will improve transit priority and pedestrian safety along that corridor.

121
00:22:35.860 --> 00:22:47.509
Staff: Alex Eisenhart, MTC: Okay. So we have a sense of the regular operations and maintenance of existing roadways and freeways. But what about investments in improving or expanding bay area transportation infrastructure.

122
00:22:48.650 --> 00:22:51.379
Staff: Alex Eisenhart, MTC: Well, a lot of that money comes from bridge tolls

123
00:22:51.510 --> 00:23:05.980
Staff: Alex Eisenhart, MTC: beyond just maintaining the system As it is, the bay area's, unique geography and rapid economic growth has required significant capital projects, including new bridge construction, interchange, rebuilding, seismic retrofits, and more.

124
00:23:06.270 --> 00:23:14.010
Staff: Alex Eisenhart, MTC: Some of this funding does come from the gas tax, but much of the bay area's. Infrastructure investments have come from bridge tolls

125
00:23:14.790 --> 00:23:20.829
Staff: Alex Eisenhart, MTC: right now. Bay Area bridge tolls, with the exception of the Golden Gate, stand at seven dollars

126
00:23:21.200 --> 00:23:26.740
Staff: Alex Eisenhart, MTC: of that seven dollars. Three dollars goes toward bridge seismic retrofit work.

127
00:23:26.800 --> 00:23:31.550
Staff: Alex Eisenhart, MTC: These include projects like reinforcing the San Mateo Hayward Bridge.

128
00:23:32.080 --> 00:23:37.410
Staff: Alex Eisenhart, MTC: The excuse me, the San Francisco Oakland Bay Bridge, Eastern Span replacement

129
00:23:37.810 --> 00:23:40.890
Staff: Alex Eisenhart, MTC: the Richmond San Rafael Bridge retrofit

130
00:23:40.950 --> 00:23:46.310
Staff: Alex Eisenhart, MTC: safer and more resilient against the threat of earthquakes thanks to our toll dollars

131
00:23:47.580 --> 00:23:54.070
Staff: Alex Eisenhart, MTC: then another dollar of that toll goes toward regional measure. One investments approved by voters in one thousand nine hundred and eighty eight.

132
00:23:54.300 --> 00:23:59.469
Staff: Alex Eisenhart, MTC: These projects include widening the San Mateo Hayward Bridge in two thousand and three,

133
00:24:00.070 --> 00:24:03.709
Staff: Alex Eisenhart, MTC: building the westbound Cartinus Bridge. That same year

134
00:24:04.570 --> 00:24:08.559
Staff: Alex Eisenhart, MTC: the two thousand and four bay front expressway widening

135
00:24:09.060 --> 00:24:14.020
Staff: Alex Eisenhart, MTC: reconstruction of the eight hundred and ninety, two interchange in two thousand and eleven.

136
00:24:16.630 --> 00:24:22.559
Staff: Alex Eisenhart, MTC: The next dollar goes toward regional measure, two investments approved by voters in two thousand and four.

137
00:24:22.820 --> 00:24:40.649
Staff: Alex Eisenhart, MTC: These projects were designed to ease congestion by improving not only freeway corridors, but also expanding transit service These investments include operating funds for muni's, t-third light rail which links historically under-served neighborhoods with San Francisco's Urban, four

138
00:24:42.070 --> 00:24:45.520
Staff: Alex Eisenhart, MTC: construction of the Caldecott tunnel. Fourth form

139
00:24:46.500 --> 00:24:49.929
Staff: Alex Eisenhart, MTC: AC Transit’s Tempo rapid bus service

140
00:24:50.550 --> 00:24:53.769
Staff: Alex Eisenhart, MTC: the BART Fremont to Warm Springs extension.

141
00:24:54.380 --> 00:25:04.639
Staff: Alex Eisenhart, MTC: The remaining two dollars goes to planned regional measure 3 investments, which we have been unable to move forward with since voters approved the measure in 2018.

142
00:25:04.740 --> 00:25:14.150
Staff: Alex Eisenhart, MTC: As folks may know, RM 3 is currently facing an ongoing legal battle in the State Supreme Court, and we eagerly await the outcome of that litigation. Excuse me.

143
00:25:20.920 --> 00:25:26.599
Staff: Alex Eisenhart, MTC: We also fund transportation operations and congestion management projects at the local level

144
00:25:26.840 --> 00:25:32.060
Staff: Alex Eisenhart, MTC: through voter-approved sales, tax measures dating back to 1976.

145
00:25:32.230 --> 00:25:38.819
Staff: Alex Eisenhart, MTC: This map shows how much each county currently pays into various transportation sales taxes.

146
00:25:38.920 --> 00:25:41.410
Staff: Alex Eisenhart, MTC: Most are specific to one county,

147
00:25:41.690 --> 00:25:46.580
Staff: Alex Eisenhart, MTC: each with their own unique investment priorities and pre-approved projects.

148
00:25:46.700 --> 00:25:58.609
Staff: Alex Eisenhart, MTC: Others encompass multiple counties, namely, those that provide crucial operating maintenance and capital funding for commuter rail agencies like Caltrain, BART and SMART Train.

149
00:25:59.270 --> 00:26:00.959
Staff: Alex Eisenhart, MTC: All this is to say

150
00:26:01.160 --> 00:26:13.049
Staff: Alex Eisenhart, MTC: that we invest heavily in operating in maintaining our transportation system, and we invest heavily in improving and expanding our transportation system to relieve mounting congestion.

151
00:26:13.370 --> 00:26:14.290
Staff: Alex Eisenhart, MTC: So

152
00:26:14.320 --> 00:26:16.169
Staff: Alex Eisenhart, MTC: how's that been going for us?

153
00:26:16.550 --> 00:26:22.170
Staff: Alex Eisenhart, MTC: Well, sadly, despite continued investment, traffic delays are increasing.

154
00:26:22.340 --> 00:26:35.630
Staff: Alex Eisenhart, MTC: We sought to redress growing congestion with a wide range of strategies. Hiv Lanes ramp metering new interchanges, but they simply cannot keep pace with the demands of our ever growing population,

155
00:26:35.730 --> 00:26:46.679
Staff: Alex Eisenhart, MTC: as you can see in the graph from two thousand and one to two thousand and nineteen, as the Bay area's population, with thirteen commute delays, also increased by about twenty eight percent.

156
00:26:47.950 --> 00:26:55.880
Staff: Alex Eisenhart, MTC: Then, of course, there's a recent and short-lived drop-off in traffic delays caused by the pandemic in March of two thousand and twenty

157
00:26:56.890 --> 00:27:03.289
Staff: Alex Eisenhart, MTC: now in two thousand and twenty two we see freeway congestion returning to pre-pandemic levels.

158
00:27:03.900 --> 00:27:07.999
Staff: Alex Eisenhart, MTC: But let's stop and think about this photo for a moment

159
00:27:08.170 --> 00:27:21.520
Staff: Alex Eisenhart, MTC: since two thousand and nineteen the percentage of bay area employees working from home has kin-tuppled, which is a fancy way of saying it left from six and a half percent of people working remotely to thirty, three percent.

160
00:27:21.710 --> 00:27:22.950
Staff: Alex Eisenhart, MTC: And yet

161
00:27:23.030 --> 00:27:28.450
Staff: Alex Eisenhart, MTC: congestion is back to where it was when a lot less people were working from home.

162
00:27:28.820 --> 00:27:35.689
Staff: Alex Eisenhart, MTC: Transit ridership is way down from pre-pandemic levels, while highways are packed during rush hour.

163
00:27:36.160 --> 00:27:43.249
Staff: Alex Eisenhart, MTC: In essence we've got fewer people commuting throughout the region, but they're doing so less efficiently.

164
00:27:43.920 --> 00:27:59.429
Staff: Alex Eisenhart, MTC: That's bad. That's really bad for congestion, not to mention the environment, because if we assume that more employees will eventually return to the office, we could be looking at an even bigger wave of demand for freeway travel than ever before.

165
00:27:59.950 --> 00:28:05.820
Staff: Alex Eisenhart, MTC: It's all the more reason for us to re-examine our congestion management strategies moving forward.

166
00:28:07.800 --> 00:28:22.390

Staff: Alex Eisenhart, MTC: This brings us to the problem of congestion itself. Now it's not that our transportation management strategies completely failed to alleviate traffic delays. It's that those improvements were relatively short-lived.

167
00:28:22.470 --> 00:28:26.750
Staff: Alex Eisenhart, MTC: Eventually traffic always came back. But why

168
00:28:27.240 --> 00:28:35.059
Staff: Alex Eisenhart, MTC: let's talk about some of the key principles. That we your policymakers have learned over years of tackling this problem.

169
00:28:36.860 --> 00:28:40.720
Staff: Alex Eisenhart, MTC: The first and perhaps most important principle

170
00:28:40.760 --> 00:28:55.220
Staff: Alex Eisenhart, MTC: is that more lanes does not create less congestion. I'm going to say it again. More lanes does not create less congestion, wider freeways, double decker highways, more bridges, none of it.

171
00:28:55.370 --> 00:29:07.860
Staff: Alex Eisenhart, MTC: Any reduction in traffic delays as a result of such efforts is short-lived and inevitably induces more demand to drive on those freeways, thus bringing more cars on the road,

172
00:29:07.930 --> 00:29:10.879
Staff: Alex Eisenhart, MTC: and a return to growing traffic delays.

173
00:29:11.200 --> 00:29:16.409
Staff: Alex Eisenhart, MTC: Perhaps the most iconic example of this concept is our very own Bay bridge.

174
00:29:17.230 --> 00:29:29.350
Staff: Alex Eisenhart, MTC: Here, in one thousand nine hundred and forty-six, we see a heavy flow of cars driving across the upper deck of the Bay Bridge from Oakland into San Francisco, three lanes going west, three lanes going east.

175
00:29:29.530 --> 00:29:32.530
Staff: Alex Eisenhart, MTC: But what about cars traveling on the lower decks?

176
00:29:33.060 --> 00:29:34.480
Staff: Alex Eisenhart, MTC: Well, there. Why not?

177
00:29:34.560 --> 00:29:45.370
Staff: Alex Eisenhart, MTC: When the bridge was originally built in one thousand nine hundred and thirty six, the lower deck of the bay bridge was reserved for trucks, buses and a streetcar network known as the key system.

178
00:29:45.570 --> 00:29:57.930
Staff: Alex Eisenhart, MTC: As automobiles grew in popularity, and streetcars are being phased out, it was decided that the lower deck would be converted to all eastbound car traffic, while the upper deck would serve westbound traffic

179
00:29:58.360 --> 00:30:12.259
Staff: Alex Eisenhart, MTC: with the traffic reconfiguration complete in one thousand nine hundred and sixty-three the bridge went from offering three lanes of car traffic in each direction to five lanes in each direction, nearly doubled the original car capacity

180
00:30:12.280 --> 00:30:13.350
Staff: Alex Eisenhart, MTC: perfect

181
00:30:13.940 --> 00:30:15.729
Staff: Alex Eisenhart, MTC: for one thousand nine hundred and sixty-three

182
00:30:15.860 --> 00:30:21.650
Staff: Alex Eisenhart, MTC: decades later the Bay bridge remains one of the region's most congested corridors.

183
00:30:21.900 --> 00:30:27.829
Staff: Alex Eisenhart, MTC: But why would more lanes create more? Demand? Why doesn't demand. Just stay the same

184
00:30:28.580 --> 00:30:47.219
Staff: Alex Eisenhart, MTC: by making the option of driving on a certain freeway at a certain time quicker and easier. You're not just benefiting those who currently use that method of transportation. You're also making those freeways more attractive for those who were previously choosing not to use them.

185
00:30:47.630 --> 00:30:58.770
Staff: Alex Eisenhart, MTC: If a road is widened, it creates more room temporarily, which helps speed up traffic. But as people learn of this faster option, more of them choose to use it.

186
00:30:58.910 --> 00:31:11.550
Staff: Alex Eisenhart, MTC: That's why the lanes seem to inevitably fill up again. Anyone who would have previously driven off peak or taken transit, or simply not taken The trip now has an added incentive to drive

187
00:31:11.840 --> 00:31:27.909
Staff: Alex Eisenhart, MTC: on top of all that population goes up. More people means more travel, demand, and if you're adding freeway capacity, you're inviting more freeway drivers which causes more freeway, congestion, and so on and so on. The cycle continues.

188
00:31:29.050 --> 00:31:40.410
Staff: Alex Eisenhart, MTC: The story of the Bay Bridge doesn't just offer us a view of the past. It provides a glimpse of the transportation future we're creating for ourselves. If we don't shift ears,

189
00:31:40.500 --> 00:31:48.930
Staff: Alex Eisenhart, MTC: it reminds us that we cannot solve congestion for future generations with more lanes. We have to change our strategy.

190
00:31:50.920 --> 00:32:08.969
Staff: Alex Eisenhart, MTC: If we're to create more lasting solutions to congestion, we have to treat free ways as a finite resource indispensable. Yes, but finite nonetheless. This brings us to the next core principle. Congestion can only be managed, not eliminated.

191
00:32:09.450 --> 00:32:21.789

Staff: Alex Eisenhart, MTC: Looking at this in the context of freeways. There's only so much room on the road and an ever growing demand to use that road. So let's find ways to use what space we have more efficiently.

192
00:32:23.140 --> 00:32:33.220
Staff: Alex Eisenhart, MTC: This photo illustrates how much space it takes on a four-lane road to move sixty people using cars versus bikes versus a bus.

193
00:32:33.380 --> 00:32:39.470
Staff: Alex Eisenhart, MTC: Now, for the purpose of our conversation. Let's just focus on freeways and compare the bus and the cars.

194
00:32:39.680 --> 00:32:50.120
Staff: Alex Eisenhart, MTC: The amount of traveler throughput that can be achieved by a single bus is way higher than it would be for sixty vehicles, or, to put it another way,

195
00:32:50.130 --> 00:32:59.730
Staff: Alex Eisenhart, MTC: a bus can move the same number of people across the Bay Bridge in a fraction of the time it would take for sixty cars to drive across the bridge.

196
00:33:00.510 --> 00:33:05.699
Staff: Alex Eisenhart, MTC: That's because buses use space on the road more efficiently.

197
00:33:05.810 --> 00:33:18.069
Staff: Alex Eisenhart, MTC: Now multiply that effect by the hundreds of thousands of cars that cross the Bay bridge every day, and you've got yourself a lot of wasted space and waste of time also known as traffic.

198
00:33:18.470 --> 00:33:25.120
Staff: Alex Eisenhart, MTC: Similar travel efficiencies can also be achieved by trains, varies, and of course, bikes

199
00:33:25.460 --> 00:33:26.580
Staff: Alex Eisenhart, MTC: remember

200

00:33:26.840 --> 00:33:32.670
Staff: Alex Eisenhart, MTC: more and more. People will continue to populate the bay area, and they're going to need to travel

201
00:33:32.990 --> 00:33:40.190
Staff: Alex Eisenhart, MTC: as you've already established. Three ways are finite, and we need to move more people more efficiently.

202
00:33:40.280 --> 00:33:51.699
Staff: Alex Eisenhart, MTC: That means we can't have the next generation of drivers rely on freeways more so than we do right Now we have to adapt our transportation system to enable more people

203
00:33:51.870 --> 00:34:04.150
Staff: Alex Eisenhart, MTC: to make alternative more efficient travel choices, off-peak driving public transit, biking walking hybrid of remote work schedules, or maybe even travel modes we've yet to invent.

204
00:34:04.600 --> 00:34:15.830
Staff: Alex Eisenhart, MTC: Everyone's needs and options will vary. But the principle of a more balanced reliance on freeways is vital to fostering a bay area. A future Bay area that works for everyone.

205
00:34:18.020 --> 00:34:27.909
Staff: Alex Eisenhart, MTC: Then there's travel behavior. Let's say you introduce a new, more efficient travel option to a community traveling from point A to point. B.

206
00:34:28.110 --> 00:34:32.479
Staff: Alex Eisenhart, MTC: How do you convince them to use that new option? What's in it for them?

207
00:34:32.770 --> 00:34:36.310
Staff: Alex Eisenhart, MTC: This brings us to the third congestion management principle.

208
00:34:36.630 --> 00:34:41.319
Staff: Alex Eisenhart, MTC: Influencing travel. Behavior requires carrots and sticks.

209
00:34:41.400 --> 00:34:48.320
Staff: Alex Eisenhart, MTC: In other words, it's not enough to just introduce a new travel option it has to offer you something better.

210
00:34:49.500 --> 00:35:00.579
Staff: Alex Eisenhart, MTC: Let's look at countering as an example which primarily operates commuter rail service between San Jose and San Francisco, along with a few weekday morning and evening trips down to Gilbert

211
00:35:01.890 --> 00:35:09.530
Staff: Alex Eisenhart, MTC: up until two thousand and four. The fastest cow train trip between San Jose and San Francisco would take ninety minutes.

212
00:35:09.550 --> 00:35:14.279
Staff: Alex Eisenhart, MTC: Compare that to a typical driving time of fifty minutes without traffic.

213
00:35:14.560 --> 00:35:22.180
Staff: Alex Eisenhart, MTC: Now I think most of us can recognize that when choosing between an hour-long commute versus an hour and a half long commute

214
00:35:22.210 --> 00:35:32.450
Staff: Alex Eisenhart, MTC: every single day. It's harder to justify the significantly longer travel time when trying to get to work, even with the high price of parking in San Francisco

215
00:35:33.880 --> 00:35:49.149
Staff: Alex Eisenhart, MTC: given that much of the railroad's growing core ridership was weekday commuters. The agency chose to invest in improving travel times by enhancing the corridor and train fleet to provide what we now know as baby bullet service.

216
00:35:50.600 --> 00:35:59.849
Staff: Alex Eisenhart, MTC: The two-year project required a temporary reduction in service to accommodate construction, which is reflected here in the short-term decline in ridership

217

00:36:00.130 --> 00:36:08.200
Staff: Alex Eisenhart, MTC: once the new track and fleet modifications were complete. The railroad saw an increase in ridership nearly every year. That followed.

218
00:36:08.330 --> 00:36:09.390
Staff: Alex Eisenhart, MTC: Why?

219
00:36:10.530 --> 00:36:18.609
Staff: Alex Eisenhart, MTC: Because that ninety minute trip was now shaved down to a much more competitive fifty-seven minutes, Thanks to the baby bullet,

220
00:36:19.790 --> 00:36:28.150
Staff: Alex Eisenhart, MTC: this example illustrates the power of pros and cons or carrots and sticks, if you will, in influencing the travel decisions we make every day.

221
00:36:29.600 --> 00:36:36.979
Staff: Alex Eisenhart, MTC: Let's take a look at this comparison of pros and cons for taking cow train versus driving before the baby bullet came into play.

222
00:36:37.080 --> 00:36:45.730
Staff: Alex Eisenhart, MTC: The train was cheaper, and allowed folks to work on the go, but it also took longer driving was faster, though it cost more and reduced productivity.

223
00:36:46.310 --> 00:36:51.529
Staff: Alex Eisenhart, MTC: Countering could have invested in any number of new Perks to attract more writers to their system,

224
00:36:52.060 --> 00:37:04.370
Staff: Alex Eisenhart, MTC: but they chose to focus on providing faster service, in part because they understood travel time to be a predominant barrier for potential riders who were choosing to drive rather than take the train.

225
00:37:05.270 --> 00:37:15.290
Staff: Alex Eisenhart, MTC: Baby Bullet service represented a new carrot faster travel time, which began to dissuade commuters away from the stick of growing traffic delays and parking fees.

226
00:37:16.270 --> 00:37:26.320
Staff: Alex Eisenhart, MTC: Countering was always the more affordable option; but by introducing the added value of more speed, it became the faster, more practical option for more and more people.

227
00:37:26.620 --> 00:37:38.690
Staff: Alex Eisenhart, MTC: That's the type of shift we want to continue to foster for future generations of bay area residents, more carrots that attract people away from the inevitable stick of growing freeway congestion.

228
00:37:39.910 --> 00:37:53.420
Staff: Alex Eisenhart, MTC: And finally, you really can't talk about the challenge of convincing people to adopt alternative modes of transportation without pointing out the difficult truth that most of the bay area is designed to favor driving

229
00:37:54.640 --> 00:38:00.349
Staff: Alex Eisenhart, MTC: up until the early twentieth century. Most of our cities were smaller and more centralized.

230
00:38:00.440 --> 00:38:03.799
Staff: Alex Eisenhart, MTC: This is the city of San Jose in one thousand eight hundred and seventy five.

231
00:38:04.030 --> 00:38:14.930
Staff: Alex Eisenhart, MTC: The average person lived relatively close to work school entertainment businesses they could get to where they needed to go. By covering a fraction of the distances we're forced to travel today.

232
00:38:15.110 --> 00:38:24.860
Staff: Alex Eisenhart, MTC: On top of that. These cities were built around railroads similar to the downtown districts running along the centuries. Old rail corridor now owned and operated by Caltrain,

233
00:38:25.120 --> 00:38:30.329

Staff: Alex Eisenhart, MTC: wherever we build new transportation corridors new cities and land development follows

234
00:38:31.570 --> 00:38:43.949
Staff: Alex Eisenhart, MTC: a lot change. Excuse me, A lot has changed since the eighteen hundreds. Automobiles came into the picture which prompted the construction of new freeways over the last century, as shown in this aerial photo overlooking the tribe Valley.

235
00:38:44.320 --> 00:38:51.140
Staff: Alex Eisenhart, MTC: These new transportation corridors, cultivated, sprawling suburbs, taking up much larger swaths of land.

236
00:38:51.270 --> 00:39:01.079
Staff: Alex Eisenhart, MTC: Instead of building new communities around mass transit centers, we built suburbs almost exclusively around vehicle corridors intended for high speeds,

237
00:39:01.260 --> 00:39:17.349
Staff: Alex Eisenhart, MTC: designing cities around cars essentially required that residents own and operate a vehicle in order to travel these longer distances, now nearly a century later, we face the ever-growing congestion nightmare that brought us all to this meeting today.

238
00:39:17.670 --> 00:39:22.499
Staff: Alex Eisenhart, MTC: Too many people are having to rely on driving to meet their transportation needs

239
00:39:23.550 --> 00:39:34.179
Staff: Alex Eisenhart, MTC: because of our car-centric built environment, mass transit becomes less effective because so many residents lack sufficient access to those alternative modes of transportation.

240
00:39:34.560 --> 00:39:39.939
Staff: Alex Eisenhart, MTC: Just take a look at this photo overlooking the six hundred and eighty, twenty, four interchange in Walnut Creek.

241
00:39:40.160 --> 00:39:47.589

Staff: Alex Eisenhart, MTC: These highways were built in tandem with the surrounding suburbs that followed, assuming the residents would primarily rely on driving

242
00:39:47.700 --> 00:39:56.469
Staff: Alex Eisenhart, MTC: then as congestion mounted and we decided to build trains, The railroad entered a built environment that Wasn't designed to accommodate for it.

243
00:39:56.870 --> 00:40:07.070
Staff: Alex Eisenhart, MTC: Services like BART, are critical to both congestion, relief and providing essential transportation service. But the train can't fix everything on its own

244
00:40:07.260 --> 00:40:12.809
Staff: Alex Eisenhart, MTC: mass. Transit needs to be accessible to the masses in order for it to work well,

245
00:40:13.080 --> 00:40:27.169
Staff: Alex Eisenhart, MTC: to accomplish that. A transit corridor has to be given the right built environment like more dense housing and job centers near stations that empower more people to adopt this vital mode of transportation.

246
00:40:27.950 --> 00:40:41.760
Staff: Alex Eisenhart, MTC: Whether it's trains, buses, fairies, or bikes. It's often impractical for us to change our travel behavior, because the built environment that so many of us live in today simply wasn't designed for anything but driving.

247
00:40:41.850 --> 00:40:46.840
Staff: Alex Eisenhart, MTC: Many of our cities were designed to make driving the easy choice, if not the only one.

248
00:40:47.090 --> 00:41:01.570
Staff: Alex Eisenhart, MTC: We have to find ways to better align The Bay area's, transportation strategies with its land use practices so that we can make it easier, if not more advantageous, for more people to say yes to something other than driving,

249
00:41:03.530 --> 00:41:23.159

Staff: Alex Eisenhart, MTC: and there you have it, an overview of some of our biggest transportation problems, inequity, funding, and congestion.

250
00:41:24.680 --> 00:41:29.100
Staff: Alex Eisenhart, MTC: I'm. Now going to hand it off to my colleague Leslie, to address any questions that folks may have.

251
00:41:30.290 --> 00:41:48.480
Staff: Leslie Lara-Enríquez, MTC: Hi, thank you, Alex, we are. I want to apologize in advance. We've got a lot of comments and questions, so we're certainly not going to get to all, and since we're running behind a schedule I am going to go ahead and launch the poll. It's the same question that we asked at the beginning.

252
00:41:48.490 --> 00:41:57.550
Staff: Leslie Lara-Enríquez, MTC: And while you're entering your pull answers, we want to see if based on what you heard just now from Alex. Any of your responses have changed.

253
00:41:57.560 --> 00:42:10.369
Staff: Leslie Lara-Enríquez, MTC: I'm gonna launch the poll while you're answering it. I will address my colleague, Dave, and I will address some of the questions that have come into the Q & A Box, so I will launch the poll now,

254
00:42:13.700 --> 00:42:32.770
Staff: Leslie Lara-Enríquez, MTC: and Dave, We have several questions. We'll probably get two or three right now and then we'll address more during the second Q & A. Period. So also I just want to mention don't forget to scroll down in the window of the poll so that you can see Question Number two

255
00:42:32.780 --> 00:42:36.850
Staff: Leslie Lara-Enríquez, MTC: and you can input your answer if you have something to add there.

256
00:42:37.080 --> 00:42:57.950
Staff: Leslie Lara-Enríquez, MTC: So the first question that we have is vehicle fleets turn over and Ev's become more available. Air quality impacts from vehicles are diminishing, but congestion remains if people need to or want to drive, and are willing to pay in time and money shouldn't, we provide facilities lanes and roads to accommodate.

257
00:42:59.330 --> 00:43:17.600
Staff: Dave Vautin, MTC: Yeah, thank you for that question. I think it's important to remember that electrifying our transportation system will reduce some of the impacts related to climate and air quality. But it doesn't address the many other challenges that automobile dependence has created, including congestion, as we talked about today,

258
00:43:17.610 --> 00:43:25.360
Staff: Dave Vautin, MTC: or many of the other sort of impacts that the automobile and these freeways that were built in the mid twentieth century have had on our communities.

259
00:43:25.370 --> 00:43:40.919
Staff: Dave Vautin, MTC: And so, as we go forward, yes, we do need to electrify our transportation system to help tackle many of those environmental challenges. But if we want to tackle the full suite of challenges that our transportation faces we have to look beyond just electrification.

260
00:43:41.010 --> 00:44:00.209
Staff: Dave Vautin, MTC: Our recently adopted long-range regional plan planned area two thousand and fifty includes electrification as one of its thirty-five strategies. But there's a whole lot more that we need to do a as well, and I encourage you to take a look at those other thirty-four strategies. We'll also dive into this little more as we get into the second half of today's Webinar.

261
00:44:01.540 --> 00:44:14.439
Staff: Leslie Lara-Enríquez, MTC: Thank you. Dave. Can you say, what is the difference between the twenty-five percent road maintenance and rehab versus the twenty-one percent to city And counties. And that was in the funding slide.

262
00:44:16.790 --> 00:44:27.860
Staff: Dave Vautin, MTC: Yeah, that's actually a good question. And I think we'll need to get a loop in our funding folks, and we can follow up on that question.

263
00:44:29.460 --> 00:44:45.370
Staff: Leslie Lara-Enríquez, MTC: Great, thank you. Well, we have another funding question. This: the gas tax pay for policing the roads, the traffic courts and emergency service at the

freeways and other roads require many years ago the Mayor of Emeryville told me that their biggest budget expense was their fire department.

264
00:44:45.380 --> 00:44:51.199
Staff: Leslie Lara-Enríquez, MTC: now contracted through the county, and they spent most of their time fighting car fires on I-80.

265
00:44:52.620 --> 00:45:21.590
Staff: Dave Vautin, MTC: So there are other funding sources in state and local budgets to pay for many of those things, thinking, you know, for example, at the California Highway Patrol. So there's a variety of fun sources on that front, I think, as we think about the overall safety of our transportation system, that's going to be a key question of how we continue to invest in making our system safe for all users, you know, going forward. And so the gas tax just one piece of a much, much broader transportation funding puzzle.

266
00:45:23.530 --> 00:45:31.209
Staff: Leslie Lara-Enríquez, MTC: Great. Thank you, Dave. What is the status of Arm Three, and why is it blocked if voters approved it in two thousand and eighteen?

267
00:45:33.590 --> 00:45:53.230
Staff: Dave Vautin, MTC: So obviously this Webinar is not about RM 3. Three, but I'll just say it's working its way through the court system, and as I was mentioned earlier. We look forward to a final decision on that, you know. That is a key piece of the funding puzzle for so many of our major transportation projects in the region, including some very important

268
00:45:53.240 --> 00:46:08.870
Staff: Dave Vautin, MTC: transit investments as well. And so it's our help. We'll be able to move forward with that in the coming years, and use those funds to match many of the Federal and State monies that are that are coming out for major infrastructure projects.

269
00:46:09.990 --> 00:46:26.600
Staff: Leslie Lara-Enríquez, MTC: Thank you, Dave. I'm gonna ask a couple of more questions, and then we'll move on so if you could please get your pull answers in that'd be great. So, Dave, what percentage of bay area transportation spending benefits auto versus transit versus bike

270
00:46:26.610 --> 00:46:32.519

Staff: Leslie Lara-Enríquez, MTC: versus pedestrian projects Has the auto mix changed over time. If not, why,

271
00:46:32.930 --> 00:46:48.850
Staff: Dave Vautin, MTC: yeah, that's a that's a great question. As recently as just a couple of decades ago, roadways did constitute, you know closer to half of the bay areas funding priorities. But that's changed quite a bit to where we find ourselves in two thousand and twenty-two.

272
00:46:48.860 --> 00:46:56.119
Staff: Dave Vautin, MTC: So, As I mentioned, we have a regional vision for transportation as part of Plan Bay area, two thousand and fifteen.

273
00:46:56.140 --> 00:47:01.410
Staff: Dave Vautin, MTC: That plan, seventy. One percent of all funding goes to public transit,

274
00:47:01.600 --> 00:47:19.309
Staff: Dave Vautin, MTC: twenty-six for freeways and local roads, and three for non-motorized infrastructure, like bicycle and pedestrian paths and trails even within those categories the vast majority of funding for all of them goes to just operating and maintaining what we already have on the ground.

275
00:47:19.350 --> 00:47:32.940
Staff: Dave Vautin, MTC: And that's why our latest regional plan has a very small amount of new roadway capacity. Only a two percent increase in roadway capacity region wide over the next thirty years.

276
00:47:32.950 --> 00:47:41.469
Staff: Dave Vautin, MTC: And this reflects the fact that, as was identified in today's presentation, that to achieve our regional goals, including our climate goals,

277
00:47:41.500 --> 00:47:59.789
Staff: Dave Vautin, MTC: including our goals on land use. We need to look to other approaches, to manage the infrastructure we already have, and build up alternative infrastructure to our roadway network, to create greener, more sustainable and more equitable choices for our residents.

278
00:48:02.910 --> 00:48:14.489
Staff: Leslie Lara-Enríquez, MTC:thank you, Dave.one more question, and then we'll move on.why do planners think that writers have not returned to Caltrain since the lessening of the Covid pandemic.

279
00:48:16.250 --> 00:48:36.519
Staff: Dave Vautin, MTC: Well, obviously a big part of that is the popularity of telecommuting, and the fact that the Bay area and certain systems, especially Caltrain that serve Silicon Valley. The many of these systems were serving white caller commuters headed to jobs that are a high propensity level for telecommuting.

280
00:48:36.530 --> 00:48:42.069
Staff: Dave Vautin, MTC: And so, even as those systems have started to restore service after the pandemic,

281
00:48:42.540 --> 00:48:50.649
Staff: Dave Vautin, MTC: what we see is that systems that served essential workers who were continuing to ride throughout the pandemic have seen a much quicker recovery,

282
00:48:51.060 --> 00:48:59.530
Staff: Dave Vautin, MTC: and some this is very important, as we think about our freeways as we're talking about today, as well as the transit systems that often parallel them,

283
00:48:59.540 --> 00:49:13.140
Staff: Dave Vautin, MTC: because we need to make sure that our investments are flowing towards those folks who need to get to where they need to, to their work sites to destinations and that don't have an alternative of working from home.

284
00:49:13.220 --> 00:49:23.569
Staff: Dave Vautin, MTC: And so we're keeping that equity lens as you saw in the presentation today, front of mine, as we think about how to plan for the future of freeways and for our region more broadly

285
00:49:25.160 --> 00:49:40.599

Staff: Leslie Lara-Enríquez, MTC: great. Thank you, Dave. Thank you all for your great questions. I'm going to hand it back to Alex to run us through the second part of the presentation, and then we'll have more. Another opportunity for Q & A Um after his presentation

286
00:49:41.580 --> 00:49:46.089
Staff: Alex Eisenhart, MTC: awesome. ! And then I think we need to just end the poll, or at least pull it out my window.

287
00:49:46.400 --> 00:49:47.410
Okay?

288
00:49:48.570 --> 00:49:50.890
Staff: Alex Eisenhart, MTC: Oh, um, actually, Leslie, could you.

289
00:49:51.800 --> 00:49:53.419
Staff: Alex Eisenhart, MTC: Never mind.

290
00:49:53.840 --> 00:50:02.540
Staff: Alex Eisenhart, MTC: All right. So now, on to the question of how we start to tackle some of these issues as we plan for the future of bay area freeways.

291
00:50:02.590 --> 00:50:19.490
Staff: Alex Eisenhart, MTC: How do we rebuild the fabric of communities torn apart by freeways? How do we strategically secure and invest transportation dollars to build a more sustainable future for the Bay area. How do we adapt our congestion management approach to meet the travel demand that we know is coming.

292
00:50:20.780 --> 00:50:24.519
Staff: Alex Eisenhart, MTC: Let's start with reconnecting equity. Priority communities.

293
00:50:24.540 --> 00:50:32.869
Staff: Alex Eisenhart, MTC: Innovative efforts are underway right now in cities across the country to help repair neighborhoods negatively impacted by freeways.

294
00:50:33.360 --> 00:50:48.509

Staff: Alex Eisenhart, MTC: Neighborhoods like those in the east side of Buffalo, New York, along the former humble parkway. This was a fifty-five acre park and vehicle corridor, with a wide tree lined meridian that served as a community space for this predominantly black neighborhood.

295
00:50:49.280 --> 00:50:54.800
Staff: Alex Eisenhart, MTC: In the one thousand nine hundred and sixtys, that Parkway was torn out and replaced with the Kensington Expressway

296
00:50:54.860 --> 00:51:04.999
Staff: Alex Eisenhart, MTC: today, like West Oakland, these residents suffer from higher rates of health problems like asthma, linked directly to higher air pollution from proximity to the expressway.

297
00:51:06.110 --> 00:51:24.660
Staff: Alex Eisenhart, MTC: Thanks to the Federal Government's new reconnecting communities pilot program. The Us. Department of Transportation and the State of New York are undertaking an exciting project to reconnect the surrounding community by creating continuous green space to enhance the visual and aesthetic environment of the transportation corridor.

298
00:51:24.800 --> 00:51:33.870
Staff: Alex Eisenhart, MTC: A proposed concept for the project calls for covering a segment of the expressway and rebuilding the historic park and street grid on top of it.

299
00:51:34.430 --> 00:51:44.810
Staff: Alex Eisenhart, MTC: There is enormous potential for projects like this, both big and small, to help right the wrongs of twentieth century policy decisions here in the bay area,

300
00:51:44.900 --> 00:51:57.370
Staff: Alex Eisenhart, MTC: while we expect new Federal funds in the coming years to support Mega projects like what we're seeing in Buffalo. Smaller local projects will likely require local investment from cities, counties, and the state

301
00:51:57.560 --> 00:52:06.870
Staff: Alex Eisenhart, MTC: we are exploring where and how reparative freeway adjacent projects could be implemented in bay area communities historically impacted by freeways

302
00:52:08.430 --> 00:52:18.219
Staff: Alex Eisenhart, MTC: in line with equity priorities. We have to have to have to tackle our housing and balance again. Land use and transportation go hand in hand.

303
00:52:18.470 --> 00:52:34.349
Staff: Alex Eisenhart, MTC: Much of that path forward is laid out in Plan Bay area, two thousand and fifty the latest long-range regional plan developed by MTC. Which gets updated every four years to account for new developments and changing circumstances similar to what we're experiencing. Following the pandemic.

304
00:52:34.490 --> 00:52:39.479
Staff: Alex Eisenhart, MTC: Some of those strategies most closely connected with freeway congestion management are

305
00:52:40.220 --> 00:52:53.389
Staff: Alex Eisenhart, MTC: to build and preserve affordable housing to ensure homes for all empowering more people with lower incomes, to live closer to job centers and transit hubs without having to endure long commutes.

306
00:52:54.190 --> 00:53:13.589
Staff: Alex Eisenhart, MTC: We also want to allow a greater mix of housing densities and types in what we call growth geographies. These are areas near transit employment hubs, and such to create more communities where people can be closer in proximity to frequent travel destinations, thereby reducing their reliance on cars.

307
00:53:14.460 --> 00:53:27.690
Staff: Alex Eisenhart, MTC: We also want to transform aging malls and office parks into neighborhoods again. Smarter land use. If we find that alternative land use decisions are more sustainable. Let's support the transition to improve our quality of life.

308
00:53:28.920 --> 00:53:43.360
Staff: Alex Eisenhart, MTC: We also want to provide targeted mortgage, rental, and small business assistance to equity priority communities again making it more affordable for more people to live and work in ways where they don't have to battle with wrong commutes.

309

00:53:43.370 --> 00:53:50.119
Staff: Alex Eisenhart, MTC: It's a conscientious, equitable land use decision that also influences the travel behavior of the communities that we're supporting

310
00:53:51.780 --> 00:54:02.680
Staff: Alex Eisenhart, MTC: Plan Bay area also includes robust transportation strategies, such as enabling seamless mobility by streamlining, transit, fair payment and trip planning systems,

311
00:54:03.140 --> 00:54:08.070
Staff: Alex Eisenhart, MTC: implementing per mile, tolling on congested freeways with transit alternatives

312
00:54:08.220 --> 00:54:11.830
Staff: Alex Eisenhart, MTC: expanding and modernizing the regional rail Network

313
00:54:12.120 --> 00:54:17.140
Staff: Alex Eisenhart, MTC: building an integrated regional express lanes and express bus network

314
00:54:17.450 --> 00:54:22.710
Staff: Alex Eisenhart, MTC: supporting community-led transportation enhancements and equity, priority communities

315
00:54:23.060 --> 00:54:29.920
Staff: Alex Eisenhart, MTC: and advancing regional vision zero policy through street design and reduced speed, and many more

316
00:54:30.190 --> 00:54:34.369
Staff: Alex Eisenhart, MTC: note that the plan does not include major freeway expansions.

317
00:54:34.540 --> 00:54:44.469
Staff: Alex Eisenhart, MTC: These strategies are specifically designed to make travel choices other than driving the practical, affordable, and easy choice for the next generation.

318
00:54:45.500 --> 00:55:00.680

Staff: Alex Eisenhart, MTC: Current projections indicate that the total cost of implementing these strategies, including operating and maintaining the transportation system we already have will come out to a total of five hundred and seventy-eight billion dollars over The next three decades

319
00:55:00.700 --> 00:55:09.370
Staff: Alex Eisenhart, MTC: four hundred and sixty-eight billion is already accounted for. It's that remaining one hundred and ten billion that will require new sources of revenue

320
00:55:10.180 --> 00:55:18.349
Staff: Alex Eisenhart, MTC: which brings us to the current study behind just one of those proposed strategies laid out in the plan for a mile freeway tolling.

321
00:55:19.660 --> 00:55:34.799
Staff: Alex Eisenhart, MTC: Right now. MTC is conducting the next-generation Bay area freeway study to explore the feasibility of all Lane tolling to help us achieve our vision for future freeways in tandem with the other strategies laid out in Plan Bay area.

322
00:55:35.130 --> 00:55:43.090
Staff: Alex Eisenhart, MTC: As we've discussed, we can't keep widening freeways. Congestion is mounting, and eventually there won't be enough freeway to go around.

323
00:55:43.240 --> 00:55:46.720
Staff: Alex Eisenhart, MTC: Here's where the psychology of freeway tolling can help.

324
00:55:47.200 --> 00:55:54.340
Staff: Alex Eisenhart, MTC: Part of the reason why we have mounting congestion is that we've kept the user price of driving on freeways down.

325
00:55:54.440 --> 00:56:07.650
Staff: Alex Eisenhart, MTC: We're essentially creating an overwhelming level of demand for driving that can't continue to be met by the supply of freeways that we're able to provide, which, as we've already identified, are a finite resource.

326
00:56:07.790 --> 00:56:09.909
Staff: Alex Eisenhart, MTC: So how could pricing help?

327
00:56:10.310 --> 00:56:23.370
Staff: Alex Eisenhart, MTC: Well, not having a price incentive I directly to the decision to drive on a congested freeway at the time that it's congested will result in the worsening congestion that we fear

328
00:56:23.380 --> 00:56:39.820
Staff: Alex Eisenhart, MTC: the type of worsening congestion, by the way, that has a disproportionately impacted freeway adjacent communities overburdened by air, pollution, and B has slowed the commute time for those living far from where they work, due to the lack of affordable housing.

329
00:56:40.370 --> 00:56:48.580
Staff: Alex Eisenhart, MTC: The concept of tolling is similar to the way Electric companies charge more when we consume power during certain hours of the day,

330
00:56:48.860 --> 00:56:57.499
Staff: Alex Eisenhart, MTC: if we know it costs more to do laundry between four and eight Pm. It motivates us to run those machines earlier or later in the day.

331
00:56:57.960 --> 00:57:00.560
Staff: Alex Eisenhart, MTC: Then, of course, there is the added revenue.

332
00:57:00.790 --> 00:57:16.279
Staff: Alex Eisenhart, MTC: Pricing would help provide the means to invest in more sustainable, efficient transportation alternatives that will reduce cars on the road directly benefiting drivers, while also addressing some of the lasting inequities of freeways.

333
00:57:16.560 --> 00:57:33.290
Staff: Alex Eisenhart, MTC: But we also recognize that pricing presents serious equity concerns for those who have no choice but to drive for one reason or another insufficient transit. Alternatives. Work related needs that require a vehicle, child care, considerations, and many more.

334
00:57:33.910 --> 00:57:35.779
Staff: Alex Eisenhart, MTC: I want to make one thing clear.

335
00:57:36.120 --> 00:57:50.469
Staff: Alex Eisenhart, MTC: It is entirely possible that this study will reveal that the best course of action will be to not move forward with freeway tolling, and instead to focus on alternative strategies, especially given equity concerns

336
00:57:50.530 --> 00:57:54.649
Staff: Alex Eisenhart, MTC: pricing is a possibility, but not a foregone conclusion.

337
00:57:55.900 --> 00:57:58.250
Staff: Alex Eisenhart, MTC: One thing, however, is certain:

338
00:57:58.560 --> 00:58:05.939
Staff: Alex Eisenhart, MTC: freeways even congested ones, are attractive, whether we have alternative options available to us or not,

339
00:58:06.160 --> 00:58:12.459
Staff: Alex Eisenhart, MTC: and for most of us the other options are less attractive. Some of us don't even have other options.

340
00:58:12.580 --> 00:58:25.599
Staff: Alex Eisenhart, MTC: If we do nothing to adapt our transportation system and choose to maintain the status quo without identifying new revenue sources, we will be left to rely on a deteriorating freeway network

341
00:58:25.610 --> 00:58:34.759
Staff: Alex Eisenhart, MTC: less attractive than ever, coupled by travel alternatives that will still fall short of being a viable or accessible alternative for so many

342
00:58:35.360 --> 00:58:38.150
Staff: Alex Eisenhart, MTC: going back to the concept of carrots and sticks.

343
00:58:38.270 --> 00:58:40.779
Staff: Alex Eisenhart, MTC: Freeway congestion is a stick.

344
00:58:40.960 --> 00:58:49.509
Staff: Alex Eisenhart, MTC: It's a cost. We pay in the form of wasted time sitting in slow, moving traffic, more fuel consumption and increased air pollution.

345
00:58:49.740 --> 00:59:00.799
Staff: Alex Eisenhart, MTC: It's also a cost that will only grow more burden some with time. If we don't implement strategies like tolling to curb driver behavior and fund better alternatives.

346
00:59:00.920 --> 00:59:09.769
Staff: Alex Eisenhart, MTC: Freeway pricing has the potential to generate the revenue needed to provide for more and better carrots elsewhere in the transportation system.

347
00:59:10.070 --> 00:59:17.670
Staff: Alex Eisenhart, MTC: Knowing the impending challenges that will come with growing population and travel demand. Between now and two thousand and fifty.

348
00:59:17.680 --> 00:59:30.140
Staff: Alex Eisenhart, MTC: We have the opportunity to introduce a new specially designed stick to freeway travel that would fund more attractive alternatives in transit active transportation and more.

349
00:59:30.610 --> 00:59:41.760
Staff: Alex Eisenhart, MTC: This wouldn't simply be an investment in maintaining the system as it is rather it would be the fuel we need to create a more effective, equitable system that benefits everyone

350
00:59:43.470 --> 00:59:48.889
Staff: Alex Eisenhart, MTC: There's a lot to consider here, and we need your help to inform how we move forward with the study

351
00:59:49.030 --> 01:00:03.539
Staff: Alex Eisenhart, MTC: right now. We're still in the early research and development phase, as we determine whether or not to move forward with pricing over the course of this two-year study. We will also conduct broader public outreach. Once a full analysis and draft proposal are complete.

352
01:00:03.780 --> 01:00:11.589
Staff: Alex Eisenhart, MTC: Today we're reaching out to you the public specifically to ask for your feedback on the draft goals of this study,

353
01:00:11.830 --> 01:00:12.809
Staff: Alex Eisenhart, MTC: mind you,

354
01:00:13.140 --> 01:00:19.060
Staff: Alex Eisenhart, MTC: These are goals for the future of freeways, not goals for the future of freeway tolling.

355
01:00:19.130 --> 01:00:24.590
Staff: Alex Eisenhart, MTC: They're intended to reflect what we want for future freeways, not how we get there.

356
01:00:24.880 --> 01:00:36.450
Staff: Alex Eisenhart, MTC: These goals have already been informed and adapted to reflect the equity-oriented focus group research that we've conducted and now we're seeking input on these goals from you the broader public.

357
01:00:37.560 --> 01:00:43.420
Staff: Alex Eisenhart, MTC: As it stands. The goals for the next generation Bay area freeway study are as follows

358
01:00:43.590 --> 01:00:54.399
Staff: Alex Eisenhart, MTC: affordable. We want to avoid prohibitive costs on residents efficient. We want to advance competitive, multimodal travel alternatives and reduce traffic congestion

359
01:00:54.750 --> 01:01:01.269
Staff: Alex Eisenhart, MTC: reliable. Let's improve travel, time and reliability prioritizing car cools and public transit

360
01:01:01.600 --> 01:01:16.939

Staff: Alex Eisenhart, MTC: reparative We want to support community priorities and freeway adjacent communities impacted by twentieth century transportation policies and finally safe. We want to promote safer road conditions and improved environmental health.

361
01:01:19.450 --> 01:01:23.129
Staff: Alex Eisenhart, MTC: Now we're going to open the floor for your comments and feedback.

362
01:01:23.190 --> 01:01:31.649
Staff: Alex Eisenhart, MTC: you should see a zoom window. Pop up, my colleague. Leslie will put that up with a questionnaire that lists out those draft goals.

363
01:01:31.660 --> 01:01:44.319
Staff: Alex Eisenhart, MTC: We want your honest feedback about how well these goals capture your ideal vision for the future of bay area freeways, and as you'll see, those same goals are written out in the questionnaire that you'll that's popping up. Now,

364
01:01:44.860 --> 01:01:52.729
Staff: Alex Eisenhart, MTC: do you agree that these should be the goals for future freeways. Do you disagree with any of these? Was there anything you think we missed?

365
01:01:52.950 --> 01:02:05.679
Staff: Alex Eisenhart, MTC: The survey asks you to rank how supportive or unsupportive you are for each of the draft goals for our future Bay area, freeways from one to five, one being do not support, and five being support.

366
01:02:06.590 --> 01:02:17.129
Staff: Alex Eisenhart, MTC: There are six questions in total. So please make sure you scroll down and complete the entire questionnaire before submitting your responses, we'll give folks about Leslie five minutes on this.

367
01:02:19.880 --> 01:02:20.959
Staff: Leslie Lara-Enríquez, MTC: Yes,

368
01:02:21.120 --> 01:02:24.110
Staff: Alex Eisenhart, MTC: okay. And then we'll open up the floor again for questions.

369
01:04:01.040 --> 01:04:19.579
Staff: Leslie Lara-Enríquez, MTC: So as folks are typing in their comments and answering the questionnaire, I am going to go ahead and read some of the comments that we've received um so far in the Q & A and then once we close down the questionnaire. We'll jump into questions, and we'll address those

370
01:04:19.770 --> 01:04:21.669
Staff: Leslie Lara-Enríquez, MTC: So

371
01:04:21.680 --> 01:04:42.809
Staff: Leslie Lara-Enríquez, MTC: some of the comments that we've heard the priority question list pollution, but that is broad freeways should be reducing the pollution they place on the neighborhoods just next to the freeways, who get the full range of air, pollution, and noise and water pollution. The new managed lane by Melbourne has storm water draining into Melbourne, making it our problem.

372
01:04:42.820 --> 01:05:01.790
Staff: Leslie Lara-Enríquez, MTC: Caltrans redirected the base shore freeway from along the bay to right next to Millbury neighborhoods. All the benefit SFO would then over the decades hammer my city, but we aren't a community of concern. One on one was moved to benefit San Francisco, and made Millbrae resident

373
01:05:01.800 --> 01:05:08.609
Staff: Leslie Lara-Enríquez, MTC: residents third-class citizens when you talk about historical inequality, Millbrae is always left out

374
01:05:14.470 --> 01:05:31.699
Staff: Leslie Lara-Enríquez, MTC: um regarding the first option is MTC. And it's survey questionnaire developer. Aware that influencing driver behavior has long been scientifically shown to be ineffective and a waste and a general waste of taxpayer resources, Despite Ots investment

375
01:05:31.710 --> 01:05:47.369
Staff: Leslie Lara-Enríquez, MTC: versus safe systems approach in design construction to slow drivers, ability to speed which is more effective and speed limiter hardware software technologies that would be more effective at the State or Federal level.

376
01:05:49.160 --> 01:05:51.859
Staff: Leslie Lara-Enríquez, MTC: Let's see other comments here.

377
01:06:11.150 --> 01:06:24.649
Staff: Leslie Lara-Enríquez, MTC: Um, So I can start jumping into questions, David. That's okay. Um as more folks answer there just way. Too many comments and questions in the Q & A Box. So let's see.

378
01:06:27.230 --> 01:06:29.500
Staff: Leslie Lara-Enríquez, MTC: Let me scroll up here

379
01:06:30.680 --> 01:06:47.019
Staff: Leslie Lara-Enríquez, MTC: for gas taxes to cities. What is the breakdown for the thirteen big cities, the medium cities fifty thousand, and then to little cities? And what is giving in addition, if any, for those cities that drivers cut through to get to regional transportation,

380
01:06:47.030 --> 01:06:56.509
Staff: Leslie Lara-Enríquez, MTC: for example, foster City so drivers, can avoid the one- one hundred and ninety-two interchange, and through Melbourne, so they can get to barred Caltrain or sfo

381
01:06:56.520 --> 01:07:11.530
Staff: Leslie Lara-Enríquez, MTC: those out of city vehicles were down local roads, and now, and are out of the control of local governments, especially small cities, who do not get direct Stvg or Cd. Bg. Grants, or have to compete to get funding.

382
01:07:14.310 --> 01:07:42.509
Staff: Dave Vautin, MTC: That's a great question. And I don't have those numbers on the gas tax break down by jurisdiction readily available. We can certainly loop, as I mentioned on the gas tech question earlier. We can leave back with our funding team on that. I think what's important, and maybe the salient point out at that is that that many of these funding formulas for transportation often are population based or based on lane mileage of facilities, right? And so there are challenges that exist for communities that are excessively burdened,

383
01:07:42.520 --> 01:07:44.970

Staff: Dave Vautin, MTC: due to regional through traffic.

384
01:07:45.080 --> 01:08:14.109
Staff: Dave Vautin, MTC: And so I think, as we think about this study and the future of freeways. We want to make sure, as noted in that draft goal of reparative. They were working to address some of those past um wrongs for communities that were disproportionately burdened, and make sure that the those impacts that are associated with through traffic and folks traversing a community um and burdening with air, quality, noise, and other challenges that we're working to write some of those wrongs from the twentieth century

385
01:08:14.120 --> 01:08:16.460
Staff: Dave Vautin, MTC: that created an uneven playing field.

386
01:08:18.029 --> 01:08:24.930
Staff: Leslie Lara-Enríquez, MTC: Great, thank you, Dave? Next question. Do other cities besides Oakland have property taxes for road maintenance?

387
01:08:28.120 --> 01:08:46.980
Staff: Dave Vautin, MTC: That's that. That's another good question. That's kind of outside of the scope of today's a webinar on local street maintenance. Um, if you're very interested more in the whole suite, the full funding picture of all the different types of transportation revenue sources. We do have a detailed technical report on the planned area org website.

388
01:08:49.390 --> 01:09:07.060
Staff: Leslie Lara-Enríquez, MTC: Thank you, Dave. quote congestion management seems like an in genuine pro promise or goal. Why bother even calling it that if we really wanted that outcome, easy charge, higher tolls and or parking prices to make transit a cheaper, better option.

389
01:09:08.729 --> 01:09:38.259
Staff: Dave Vautin, MTC: Well, I think the term congestion management really evolved from um. This idea that was promoted in the twentieth century, that widening free always would, would reduce congestion right. And I think what we've seen is that approach of just widening free ways as Alex walked through earlier, simply induces more demand. And so, as we talk about this topic going forward, you know congestion management captures that idea that there will always be some amount of congestion, but we can work to actively manage it.

390

01:09:38.270 --> 01:09:47.550
Staff: Dave Vautin, MTC: So that's have been a more common terminology. in more recent years, especially when we're talking about the sort of improvements in in play.

391
01:09:50.180 --> 01:09:57.619
Staff: Leslie Lara-Enríquez, MTC: Great. Thank you, Dave. Please explain the rationale for express lanes versus carpool lanes on bay area freeways.

392
01:09:59.110 --> 01:10:17.149
Staff: Dave Vautin, MTC: That's a great question. So In the latter half of the twentieth century carpool lanes did become right, you know I have a core idea to help tackle air quality challenges, and to promote more folks using car pools. In more recent years. In the in the two thousands and early two thousand and ten,

393
01:10:17.160 --> 01:10:28.079
Staff: Dave Vautin, MTC: the region did get authority to start building out an express lane network which is basically a set of lanes where carpools, buses, as well as single occupant vehicles that choose to pay a tool

394
01:10:28.090 --> 01:10:40.479
Staff: Dave Vautin, MTC: can use those lanes, the idea being that the Carpool Lane had some amount of capacity remaining for folks who might be willing to pay to get a more reliable journey to their destination,

395
01:10:40.900 --> 01:10:54.660
Staff: Dave Vautin, MTC: and this approach has allowed the region to build out a a initial kind of network of these express lanes in recent years plan, very two thousand and fifty includes some more of those quarters that were authorized back in the early two thousand and ten.

396
01:10:54.670 --> 01:11:03.980
Staff: Dave Vautin, MTC: But I think what this study is looking at is beyond those express lanes that are in kind of the next decade. Where do we go from here

397
01:11:03.990 --> 01:11:17.629
Staff: Dave Vautin, MTC: And how do we improve our freeway network more broadly? Can a broader pricing strategy be part of that solution helping to fund a broader suite of improvements along these corridors and in these communities one hundred and fifty,

398
01:11:17.640 --> 01:11:32.330
Staff: Dave Vautin, MTC: and so that that really is what the core. As we look at this study about where we want to be in two thousand and thirty-five, in two thousand and fifty in terms of a freeway network that better meets the needs of all of our residents

399
01:11:34.790 --> 01:11:52.680
Staff: Leslie Lara-Enríquez, MTC: great. Thank you, Dave. If we are trying to improve the relative convenience of Caltrain versus driving, for example, maybe bullet service. Why did we just spend six hundred million to widen highway one hundred and one temporarily decreasing driving times and thus pulling patrons away from Caltrain.

400
01:11:56.410 --> 01:12:21.329
Staff: Dave Vautin, MTC: Well, I think I'll say a couple of things on this first is that. Our region needs to provide all sorts of different mobility options. We need to provide great bus and rail systems. We need to look at express buses on these freeway corridors. And yes, we do know that some folks will need to continue to drive. The question is with rising populations in the decades ahead. How do we accommodate that most effectively?

401
01:12:21.770 --> 01:12:48.389
Staff: Dave Vautin, MTC: Now some express lanes in the region. The one, some of them that have been built out have simply converted existing lanes; others have added a new lane, and some of the crop projects in the coming years will be of that conversion type, not adding a new lane miles. As I mentioned, there's a very small increase only a two percent increase in lane mileage over the next three decades, and much of that is corridors like you've mentioned, with one hundred and one, and the express lanes.

402
01:12:48.510 --> 01:12:56.920
Staff: Dave Vautin, MTC: But as we go forward and those projects wrap up, the question becomes, How do we use the lane mileage? We have today

403
01:12:57.080 --> 01:13:17.069
Staff: Dave Vautin, MTC: as efficiently and effectively as possible. And so as we work on this study, we're thinking about all the strategies on the freeways and on in the pound parallel corridors and in the communities adjacent. They're going to get us there. And that may look different than the Express Lane strategy that we've been implementing over the past decade.

404

01:13:19.480 --> 01:13:25.999
Staff: Leslie Lara-Enríquez, MTC: Thank you, Dave. Please comment on the potential use of congestion pricing to encourage transit use.

405
01:13:30.410 --> 01:13:39.739
Staff: Dave Vautin, MTC: So congestion pricing or roadway pricing is basically the idea of charging to use the potential, the facility. And

406
01:13:39.750 --> 01:13:56.699
Staff: Dave Vautin, MTC: it, you know, it would reflect kind of monetarily the cost of congestion that is posed by having a price on the facility. You often see that folks look to travel at other times or use other modes, and I would example. Here, I would say, is the Bay Bridge Corridor.

407
01:13:56.800 --> 01:14:09.369
Staff: Dave Vautin, MTC: So the Bay bridge has a toll on it right? And it and that creates an additional price for drivers who are choosing to drive from San Francisco into San Francisco, from the East Bay, for example,

408
01:14:09.470 --> 01:14:10.410
Staff: Dave Vautin, MTC: and

409
01:14:10.610 --> 01:14:22.850
Staff: Dave Vautin, MTC: what that results in is an increased incentive for people to take BART or take an AC Transit bus across the bridge or a ferry across the bridge corridor

410
01:14:23.000 --> 01:14:52.570
Staff: Dave Vautin, MTC: instead of driving. And What you can actually see is that those are some of our strongest ridership transit routes. Similarly in the region, as folks are heading to places that are dense, walkable communities where parking is not free, but something that you pay for. That also encourages people to look to alternative modes instead of driving, and That's why so many of our regions transit trips either start and or occur. The start and end of the trip are within the city of San Francisco,

411
01:14:52.580 --> 01:14:55.959
Staff: Dave Vautin, MTC: because there's a price along the bridge corridors to enter it,

412

01:14:56.000 --> 01:14:59.660
Staff: Dave Vautin, MTC: and pricing tends to be more expensive than in other parts of the region.

413
01:15:02.340 --> 01:15:12.489
Staff: Leslie Lara-Enríquez, MTC: Thank you, Dave. What if anything, is the State of California doing to secure some of the Federal infrastructure funds? And how about local municipalities?

414
01:15:14.180 --> 01:15:43.479
Staff: Dave Vautin, MTC: So I would say that there's action at all levels of government here in California to secure those monies. Obviously, some money's flow directly to the State, and the State is in the process of looking at how to spend those. There's other monies that are competitive that are either at the transit operator level or the county transportation agency level are going and seeking Grant money through a variety of new programs that have been either expanded or created through the these major new spending packages at the Federal scale.

415
01:15:44.260 --> 01:15:51.299
Staff: Dave Vautin, MTC:and of course MTC. Plays a role there as well in terms of working with our partners to the region to set priorities in terms of

416
01:15:51.310 --> 01:16:05.950
Staff: Dave Vautin, MTC: Mit, Ctl, and which projects are are going to be best positioned to compete for different programs. A recent effort known as the major project advancement policy was just adopted by the commission that delineated that strategy. And so i'd encourage you to take a look at that. If you're interested in the question one hundred and fifty.

417
01:16:08.380 --> 01:16:14.269
Staff: Leslie Lara-Enríquez, MTC: Thank you. Dave. Where are the technology solutions for freeway operation?

418
01:16:16.860 --> 01:16:26.200
Staff: Dave Vautin, MTC: I assume maybe the questioner is asking about the earlier poll. That kind of posed some of the goal areas.

419
01:16:26.210 --> 01:16:41.620

Staff: Dave Vautin, MTC: I guess What I'll just say to this question is, you know, today's webinars for a broad public audience. So there are many different nuance strategies that that might be pursued, including technological solutions along each corridor.

420
01:16:41.630 --> 01:17:07.519
Staff: Dave Vautin, MTC: but I think it's really important to remember that while we can eke out a few more percentage points from technology at the end of the day, we really need to look at alternatives to driving in a really meaningful way. And so this study will be looking at a broad suite of financial strategies, operational strategies, and yes, major investments in sort of parallel infrastructure, whether that be transit or bicycle or pedestrian facilities.

421
01:17:08.880 --> 01:17:22.629
Staff: Leslie Lara-Enríquez, MTC: Thanks, Dave. Why does the speaker wrongly believe that the central freeway in San Francisco costs a segregate segregation, when, in fact, it links communities of color from the west side of the city to the east side of the city.

422
01:17:23.740 --> 01:17:36.100
Staff: Dave Vautin, MTC: I don't think we specifically talked about the central freeway in detail during Today's webinar. We're we're focusing more on the case study of the nine hundred and eighty and eight hundred and eighty freeways in West Oakland.

423
01:17:36.110 --> 01:17:51.949
Staff: Dave Vautin, MTC: I think to that question, though not every single freeway in the bay area was built through communities of color or low income communities, but they were disproportionately built in those communities, and what that meant was disproportionately. They were burdened

424
01:17:51.990 --> 01:18:03.950
Staff: Dave Vautin, MTC: by those environmental challenges and the divisive effects of splitting communities into. And so, as we go forward, we're simply going to take a

425
01:18:04.140 --> 01:18:19.990
Staff: Dave Vautin, MTC: close look at how we can write some of those wrongs of some of those inequities, free ways of making home important for all folks across the region to get to where they need to go. . But as we as we move forward, are there places in the region that we can either

426

01:18:20.000 --> 01:18:37.920
Staff: Dave Vautin, MTC: redesign the freeway or implement strategies like sound walls, for example, to reduce some of those environmental impacts that have been placed in communities. These are the types of strategies we want to keep in mind as we work to address the inequities that were posed by that deliberate policy decision in the twentieth century.

427
01:18:39.520 --> 01:18:50.219
Staff: Leslie Lara-Enríquez, MTC: Thank you, Dave. . What if any steps are being taken to create a robust high frequency bus or shot? A shuttle system as an alternative to private car, use

428
01:18:51.130 --> 01:19:14.549
Staff: Dave Vautin, MTC: sexually planned area two thousand and fifty laid out an initial vision for a suite of new high frequency express buses, as well as a number of local bus improvements. Now, in this study. What we're going to do is say which of those improvements, or maybe some further improvements to our bus system might pair nicely with a set of strategies on the freeway network,

429
01:19:14.560 --> 01:19:38.740
Staff: Dave Vautin, MTC: and so really look closely at both. A no pricing approach, as well as different types of pricing on our freeway system, and think about what sort of transit would best complement that. Is it express bus? Is it a frequent rapid bus parallel the freeway? Or is it something different entirely? That's what we're going to be delving into next year as we move from the goal setting phase of this study to looking at specific paths forward.

430
01:19:40.460 --> 01:20:00.050
Staff: Leslie Lara-Enríquez, MTC: Great. Stockholm provides a superlative model for a well-executed intermodal transit system coordination strategy, including User friendly, fair and way finding that apps what lessons from this and other global systems are being studied for lessons applicable to our area and region.

431
01:20:01.600 --> 01:20:20.179
Staff: Dave Vautin, MTC: So there's we are looking at some of these sorts of seamless mobility strategies as part of the next generation freeway study. But we're really going to be diving more deeply into that those types of things through our transit network planning effort known as transit two thousand and fifty plus, which is commencing next year,

432
01:20:20.190 --> 01:20:41.000

Staff: Dave Vautin, MTC: and that effort will be a chance to look at how we can really make our system more connected and seamless. We've explored some of these peer systems from across the world as part of our analysis for next Gen. Freeways and we look forward to taking a hard look at our at our transit network and a connected network, planning through that effort in two thousand and twenty-three.

433
01:20:44.380 --> 01:21:00.509
Staff: Leslie Lara-Enríquez, MTC: Thank you, David. It looks like. Everybody has participated in our questionnaire. So I'm going to go ahead and end it. And take a couple more questions. We'll wrap up so that we can respect your time and let you out of here by one thirty.

434
01:21:00.520 --> 01:21:07.810
Staff: Leslie Lara-Enríquez, MTC: So how can we shorten first and last mile travel times and make it a more attractive safe option for commuters.

435
01:21:10.140 --> 01:21:29.879
Staff: Dave Vautin, MTC: So, we explored that as part of our regional plan you know, one of the strategies that I think Alex mentioned. We talked about the transportation element was a proposal to build out ten thousand miles of bicycle and safe bicycle and pedestrian facilities across the bay area, and so that

436
01:21:29.890 --> 01:21:36.310
Staff: Dave Vautin, MTC: you know those sorts of local investments that provide connectivity to those places are going to be really key.

437
01:21:36.320 --> 01:21:52.299
Staff: Dave Vautin, MTC: The question, of course, is, how do we make sure that we fund those much needed investments, and that's not just coming down to freeway pricing. It's about exploring the existing funding opportunities out there, as well as under other funding sources that would be necessary to build out that sort of local infrastructure.

438
01:21:54.290 --> 01:22:03.980
Staff: Leslie Lara-Enríquez, MTC: Great, Thank you, Dave. Are there plans to elevate freeways in flood-prone area, such as highway thirty-seven between one hundred and one and the Petaluma River Bridge,

439
01:22:05.200 --> 01:22:33.189

Staff: Dave Vautin, MTC: so that's a parallel project that's going on right now is kind of re envisioning the Sr Thirty-seven corridor and yes, certain freeway facilities will need to look at. You know new design typologies potentially elevating them given rising sea levels, and that's going to be a costly endeavor. And that's why the State route thirty-seven effort is looking at potentially tolling that facility as part of the funding package to pay for it.

440
01:22:34.870 --> 01:22:49.469
Staff: Leslie Lara-Enríquez, MTC: Thank you. I'm gonna take one more question. Then I apologize in advance that we were not able to get to all of your questions and comments during the Webinar today. But we will make sure to post a recording to the MTC. Website.

441
01:22:49.480 --> 01:22:56.730
Staff: Leslie Lara-Enríquez, MTC: And you can get more information on our webinar on MTC.

442
01:22:56.950 --> 01:23:22.650
Staff: Leslie Lara-Enríquez, MTC: Last question. It's clear that we are reaching the end of gas taxes as the primary funding mechanism for transportation. What is the outlook for transitioning to a vehicle use fee that is based on the annual miles Driven times grows wait to compensate for wear and tear on the roadways. This transition should be accelerated and completed within a couple of years. Gas taxes could then become a stick to move

443
01:23:22.660 --> 01:23:29.110
Staff: Leslie Lara-Enríquez, MTC: later doctors off of fossil fuels, and focus only on recovery from the damage they do to the environment.

444
01:23:30.100 --> 01:23:36.549
Staff: Dave Vautin, MTC: So this is a great question, and maybe a good last question to you is that it really pulls everything together.

445
01:23:36.620 --> 01:24:00.569
Staff: Dave Vautin, MTC: The State is looking at replacing the gas tax with a road user charge, or sometimes known as a rock, which is what the commenter just asked about, and that is an effort that is ongoing it's being led by a Cal. Trans. And that is something that we support in order to retain the solvency of the gas tax funding and transition to something more stable as the vehicle fleet electrifies.

446
01:24:01.250 --> 01:24:10.789

Staff: Dave Vautin, MTC: . But it's envision that that approach and the State is as indicated that that will be done in a revenue neutral way, which means it will

447
01:24:10.800 --> 01:24:25.329
Staff: Dave Vautin, MTC: backfill. You know any potential losses of gas tax. But it's not going to expand the portfolio of funding to build out the much needed infrastructure that we've been talking about transit and bicycle and pedestrian infrastructure across our region.

448
01:24:25.340 --> 01:24:45.290
Staff: Dave Vautin, MTC: And so and it also, will prove less effective in terms of managing demand, because, just like the gas tax it. Isn't based on the time of day you're traveling. There could be a lot of congestion or no congestion. The price would still be the same. And so this study is going to be looking at more of a facility based approach, reflecting that there's

449
01:24:45.300 --> 01:24:56.099
Staff: Dave Vautin, MTC: traffic ingestion at peak times, and maybe no congestion at other times, looking at how pricing can play a role. Given the unique kind of conditions on each roadway in the Bay area.

450
01:24:57.830 --> 01:25:12.819
Staff: Leslie Lara-Enríquez, MTC: Thanks so much, David, and apologies again for not getting to all of your comments and questions, but they will be shared with our entire study team. And with that I am going to hand it back to Alex to close those out for the afternoon.

451
01:25:13.100 --> 01:25:14.570
Staff: Alex Eisenhart, MTC: Awesome.

452
01:25:15.290 --> 01:25:26.309
Staff: Alex Eisenhart, MTC: So yeah, thank you all for your questions and comments in terms of what to expect on this in the future. What you're looking at here is a timeline of the next generation Bay area, freeway study.

453
01:25:26.360 --> 01:25:45.860
Staff: Alex Eisenhart, MTC: We developed an equity framework to study. This topic created the draft goals that you just provided feedback on conducted focus groups of equity prior to communities, and we're currently in the early development phase of potential freeway pricing

strategies between now and summer of next year, we'll prioritize those strategies and identify freeways

454
01:25:46.090 --> 01:25:48.660
Staff: Alex Eisenhart, MTC: for further refinement of those strategies.

455
01:25:49.330 --> 01:26:02.239
Staff: Alex Eisenhart, MTC: We'll also conduct another round of public engagement in spring two thousand and twenty-three at which point we'll have a draft proposal to share and collect your feedback. On detailing whether or not we recommend moving forward with freeway tolling, and if so, how,

456
01:26:02.550 --> 01:26:19.380
Staff: Alex Eisenhart, MTC: then, by winter of next year we'll publicly present a final proposal to our commission. It's also worth noting that the study is informed by two advisory bodies, Staff Level Adviser Group, and an Ad. Hoc executive group that bring together diverse perspectives from both government and non-government organizations.

457
01:26:20.350 --> 01:26:40.179
Staff: Alex Eisenhart, MTC: Again, thank you all for your time and attention. We hope to see you at a future presentation for this project. And if you'd like to look, learn more about the next generation Bay Area freeway study, visit our website and my colleague Anna, is going to share a link in the chat for you to give your feedback on our presentation today, as well as the link to the study itself.