

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

**NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)**

August 4, 2025
6:00 p.m. – 8:00 p.m.

BBATF Members: Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Elena O'Curry, Ian Gaerlan, Jenn Koscielniak, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Phoenix Magnum, Sam Greenberg.

Chairperson Jeremiah Maller has called a meeting of the BART Bicycle Advisory Task Force on August 4, 2025, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 882 3690 2863, logging into Zoom.com and entering access code 882 3690 2863, or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/88236902863>

If you wish to make a public comment:

- 1) Submit written comments via email to hmaddox@bart.gov using “public comment” as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon on August 1, 2025, to be included in the record.
- 2) Call (833) 548-0282, enter access code 882 3690 2863, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 882 3690 2863 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/88236902863>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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AGENDA

1.	Self-Introductions of Members, Staff, and Guests (Information)	5	min.
2.	General Discussion and Public Comment (Information)	5	min.
3.	Approval of June 2025 BBATF Minutes (Action)	5	min.
4.	Safe Trips to BART (Information)	20	min.
5.	Richmond-San Rafael Bridge Pathway Revised BCDC Permit Application (Discussion/Action)	20	min.
6.	Lafayette Bike Station, Town Center Pathway & EBMUD Aqueduct Trail (Information)	15	min.
7.	Subcommittee Reports (Discussion/Action) a) Advocacy b) BART to Nature c) Strategic Planning	25	min.
8.	SB63 and Potential BART Funding Measures (Information/Discussion)	10	min.
9.	BART Bike Program Updates (Information)	10	min.
10.	Future Agenda Items (Discussion)	5	min.
		.	
	TOTAL:	120	min.

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NOTICE OF MEETING AND AGENDA BART Bicycle Advisory Task Force (BBATF)
June 2, 2025 6:00 p.m. – 8:00 p.m.

BBATF Members: Jeremiah Maller (Chair), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Elena O'Curry, Ian Gaerlan, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Sam Greenberg, Phoenix Magnum, Jenn Koscielniack.

Meeting called to order by Vice Chair Jon Spangler at 6:06pm

Members in attendance:

Jeremiah Maller (Chair), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Elena O'Curry, Ian Gaerlan, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Sam Greenberg.

BART Directors: Matt Rinn, Barnali Ghosh, Edward Wright, Victor Flores
BART Liaison: Heath Maddox

Guests: Ryan Greene-Roesel, Johnny Lane, Bruce Stoffmacher, Joe Wong

Absent: Jenn Koscielniack, Phoenix Magnum

Agenda with minutes follows as is:

1. 6:07pm Self-Introductions of Members, Staff, and Guests: All. (For Information) 5min.
 1. Members introduced themselves
2. 6:14pm General Discussion and Public Comment: (For Information) 5min.
 1. No comment
3. 6:15pm Approval of April 2025 BBATF Minutes: (For action) 5min.
 1. Elena moved to approve the minutes, and Paul seconded the motion
 2. Unanimous consent approves the motion
4. 6:17pm New BART Board Member Introductions (Information) 20 min.
 1. Director Barnali Ghosh introduced themselves as District 3 BART Director
 2. Director Edward Wright introduced themselves as District 9 BART Director
 3. Director Matt Rinn introduced themselves as District 1 BART Director
 4. Director Victor Flores introduced themselves as District 7 BART Director
5. 6:35pm BART to Silicon Valley Update (Information/Discussion) 15 min.
 1. No updated presentation is currently available as project funding cuts are occurring
 2. Sam motioned to send a letter to VTA about prioritizing Bicycle Vertical Access, and seconded by Jon
 3. Motion unanimously approved
6. 6:55pm BART to Nature Continued: Planning & Promoting Multimodal Bike-BART Outings (Information/Discussion) 15 min.
 1. Morris introduces the presentation
 2. Proposal is to develop a tour coordinated with BART that takes riders from stations to the various nature/cultural interactions around the Bay Area

3. Ian asked what the parameters are for determining a route
 1. Morris responded that it encompasses route duration, grade, & road safety
4. Heath noted that the BART Communications Department is excited about the concept
7. 7:11pm BBATF Strategic Planning Continued: 2025 BBATF Work Program (Discussion/Action) 15 min.
 1. Jeremiah introduced themselves presentation
 1. Intent is to increase the impact of BBATF
 2. BBATF members are encouraged to complete the online survey
 3. Proposed public comment tracking for future access and communication reference
 4. Recommendation and letter correspondence and follow up tracking for accountability
 1. Paul asked if this would be a present and on survey or a living history survey
 1. Jeremiah noted this would be collecting from here on
 5. Tyler suggested placing QR codes in BART Bike Cars to direct user feedback
 6. Jeremiah mentioned creating a year-end summary for each BBATF members and assigning BBATF members to liaison to BART staff
8. 7:30pm BART Bike Rules Reprint (Discussion) 10 min.
 1. Heath presented the current digital copy of the pamphlet
 2. Paul mentioned that the pamphlet doesn't thank riders for using BART
 3. Morris suggested using videos in multi-languages to guide users how to better utilize BART
9. 7:38pm BART Bike Program Updates (Information) 15 min.
 1. Heath introduced the presentation
 2. Berkeley Bike Valet is recovering user percentage quicker than the entire BART system
 3. Pleasant Hill Station has the highest use Bikekeep smart rack usage
 4. BayWheels brings more riders to BART than bike lockers or bike stations
 5. Walnut Creek Station has preliminary designs for new mobility access/preferred path of travel
10. 7:55pm BBATF Tabling Update 10 min. (Information)
 1. Jon gave a summary of events prior to the June meeting
 2. Jon suggests creating a subcommittee to handle tabling and outreach
11. 7:56pm Future Agenda Items: All. (For Discussion) 5min.
 1. VTA follow-up on Bicycle Access and priority for access
 2. BART Funding support
 3. Outreach subcommittee
 4. BART to Nature follow-up
 5. Strategic Planning subcommittee update

Meeting adjourned at 8:04p.m. by Chairperson Jeremiah Maller
Next meeting is called by Chairperson Jeremiah Maller on August 4th, 2025 at 6:00p.m.



Safe Trips to BART: An Action Plan for Safer Roadways

August 4, 2025

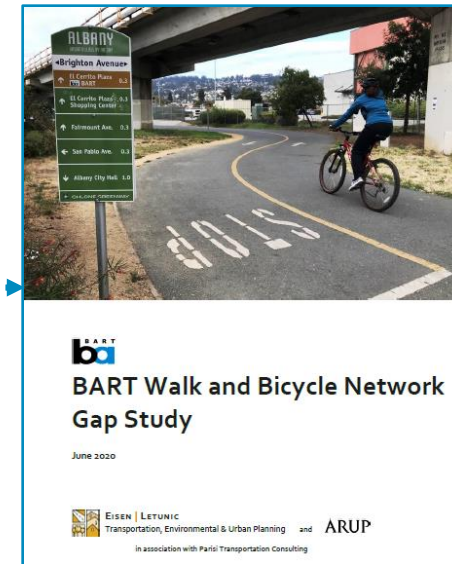
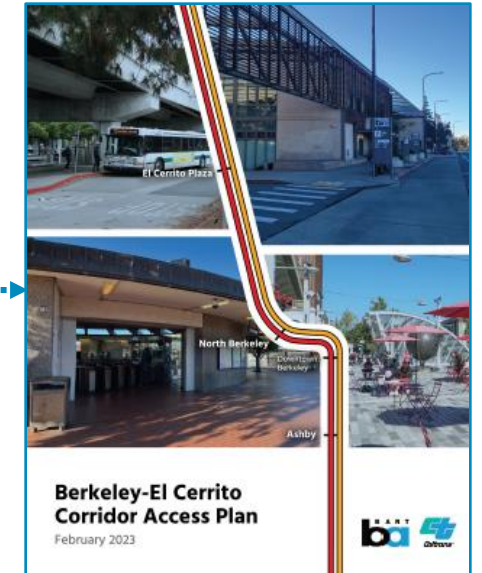
BART Bicycle Advisory Task Force



TWO TIMES MORE LIFE-ALTERING ROADWAY CRASHES

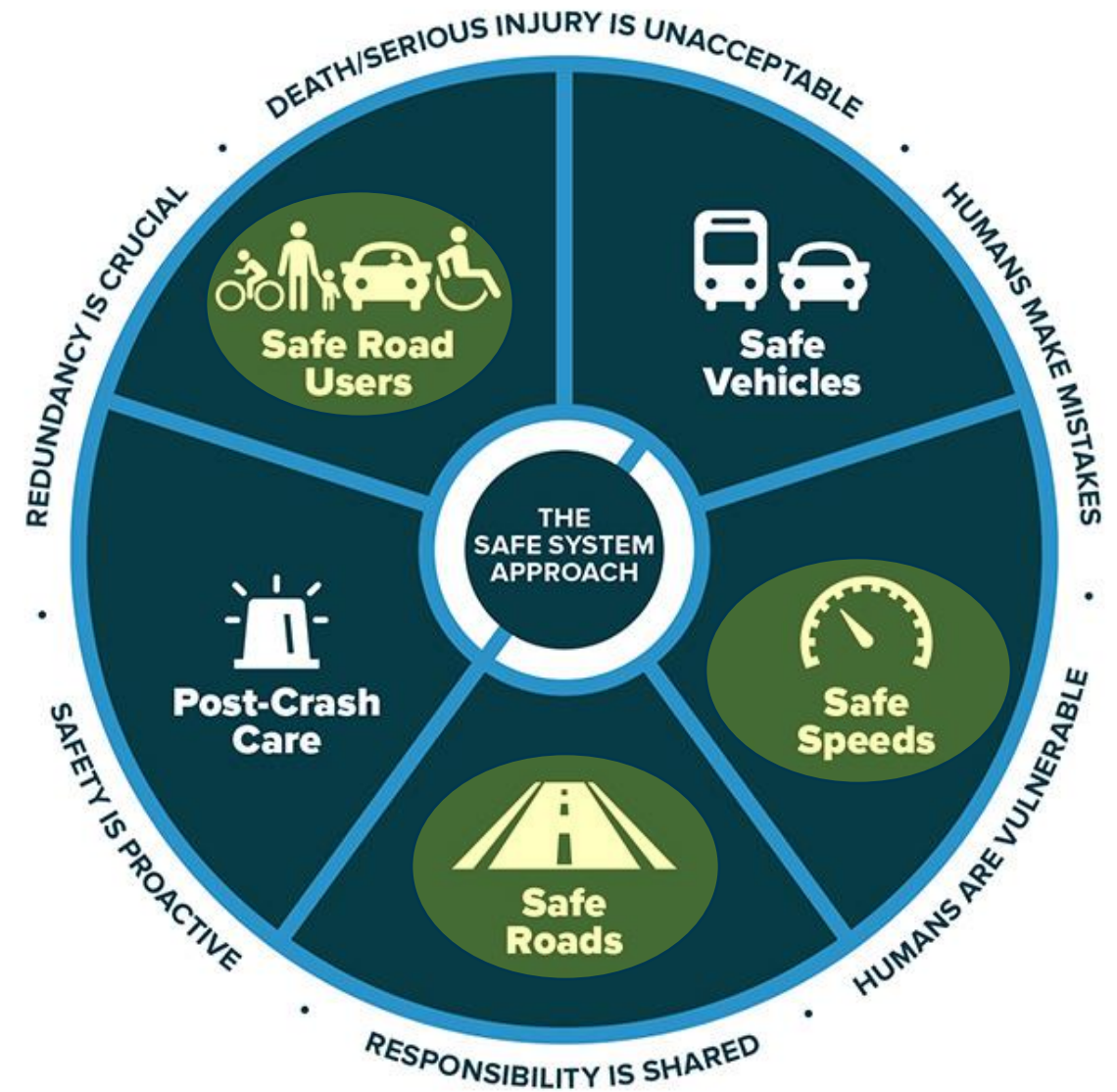
BART Rider Access

- BART cares deeply about safe rider access
 - Capital Projects
 - Ashby bicycle access project (2024)
 - MacArthur 40th Street underpass (in progress)
 - Programs
 - Safe Routes to BART grant program (Since 2020)
 - Plans and Guidance
 - Berkeley-El Cerrito Corridor Access Plan (2023)
 - Walk and Bicycle Network Gap Study (2020)
 - North Concord to Antioch Access Study (2018)
 - Multimodal Access Design Guidelines (2017)



Project Overview

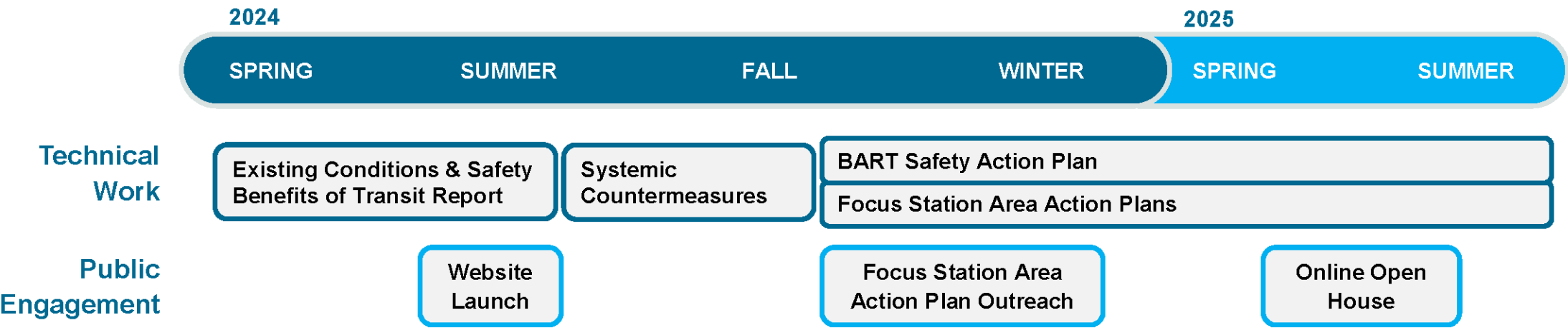
- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
 - Safer, healthier, greener
 - Ensure safe access for all users of the BART system...
 - Better experience
 - Collaborate with local jurisdictions to improve station access...
- Focus on improving traffic safety using Safe System Approach



Source: FHWA.

Project Overview


- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?

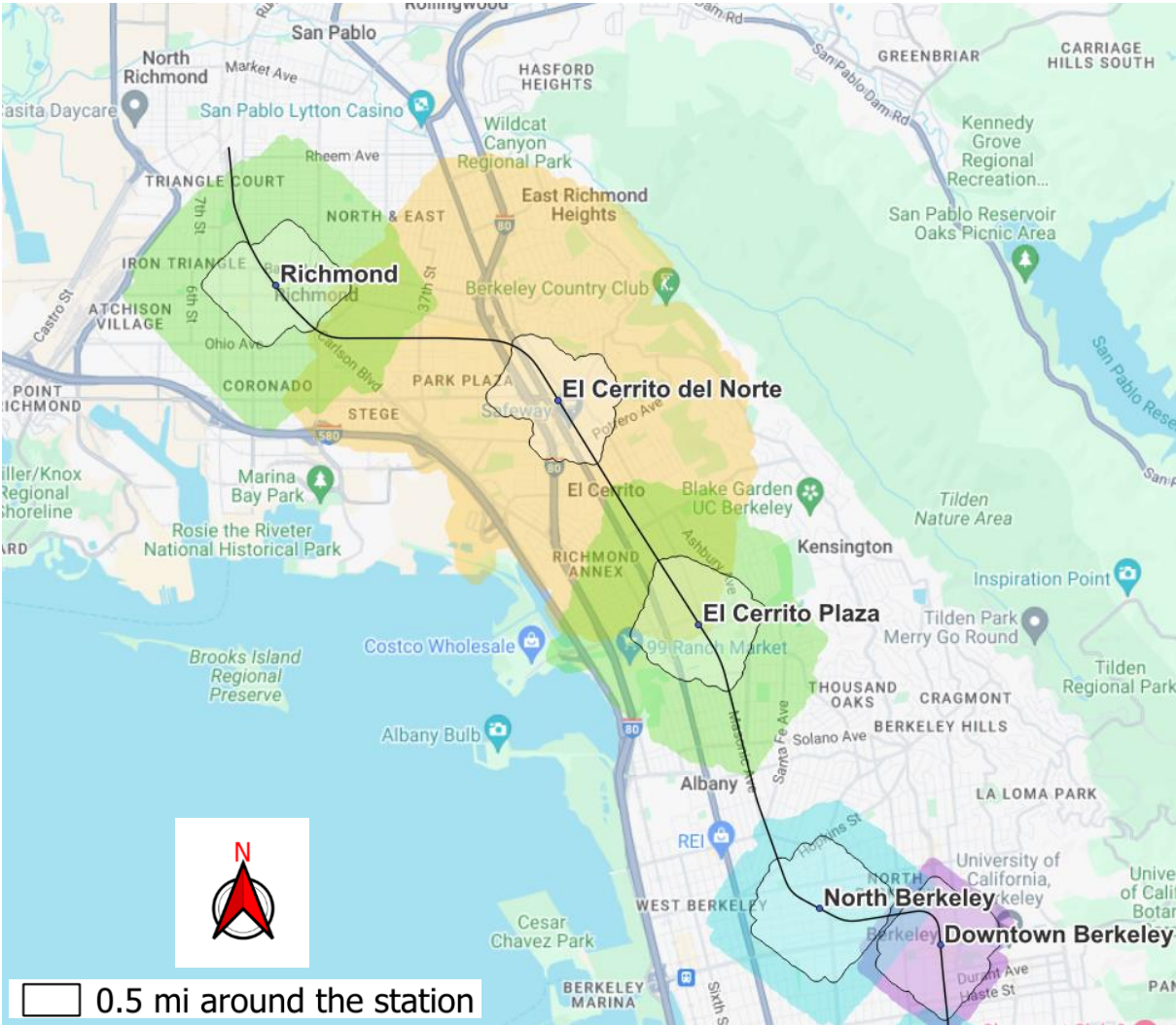


Safe Trips to BART: An Action Plan for Safer Roadways

Existing Conditions Analysis

- Define Station Study Areas
 - Non-airport stations
 - Access to BART on local public streets
 - Average travel distance for walking and driving by station access type

BART's Station Access Type	Auto Mode Share	Average Travel Distance (miles)
Urban	Less	0.66
Urban with parking		0.81
Balanced intermodal		1.16
Intermodal - Auto reliant		1.96
Auto dependent	More	1.96



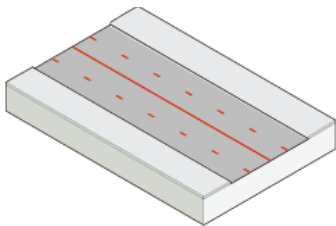
Existing Conditions Analysis

KSI Crashes on Public Streets in BART-served Counties

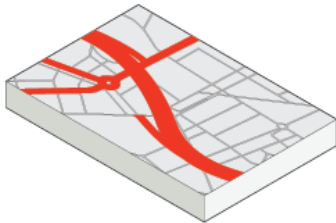
*A **KSI crash** is a collision that resulted in at least one person being **killed** or **seriously injured***

	BART Station Study Areas	
	In	Out
Public Roadway Miles	14% (2,801)	86% (17,928)
KSI Crashes	24% (1,873)	76% (5,929)
KSI Crashes Per 100 miles Of roadway	67	33

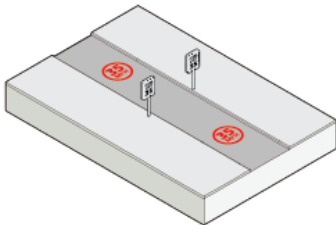
Roadway Characteristics



4+ Lanes



Arterial Roadways



Speed > 35mph

BART-served counties are Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

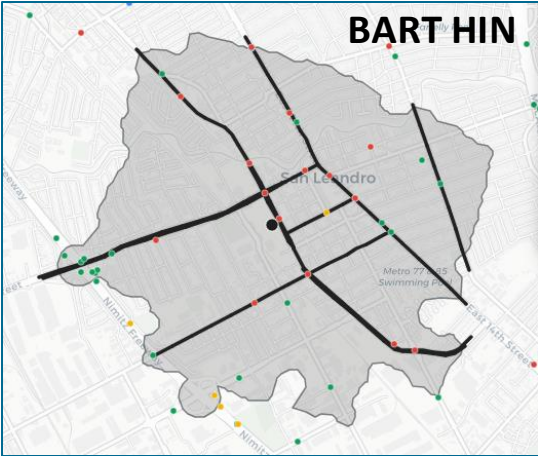
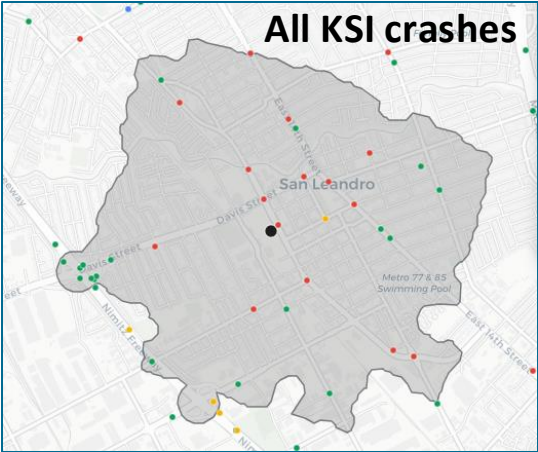
Existing Conditions Analysis

Crashes on Public Streets in BART Station Study Area

*A **High Injury Network (HIN)** is a tool to identify the most collisions on the least amount of roadway miles*

	BART High Injury Network	
	In	Out
Public Roadway Miles	18% (508)	82% (2,293)
KSI Crashes	76% (1,416)	24% (457)
KSI Crashes Per 100 miles Of roadway	279	20

Example



Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

Toolbox of Roadway Safety Measures

High
impact



Low
impact

Tier 1:
Remove Severe Conflicts

Tier 2:
Reduce Vehicle Speeds

Tier 3:
Manage Conflicts in Time

Tier 4:
Increase Attentiveness and Awareness

EXAMPLES



Source: NCHRP

Protected Intersections



Source: NCHRP

Curb Extensions



Source: NCHRP

Pedestrian Hybrid Beacons

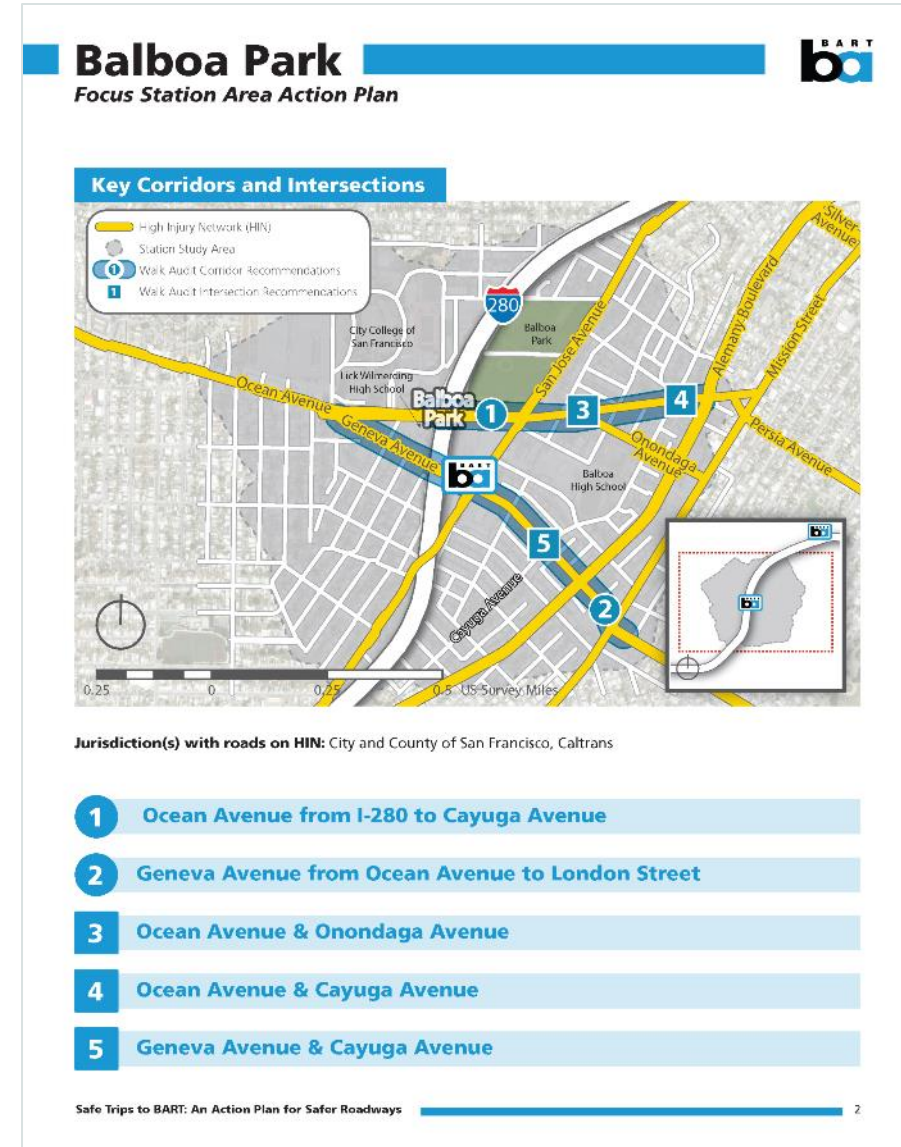


Source: NCHRP

Rectangular Rapid
Flashing Beacons

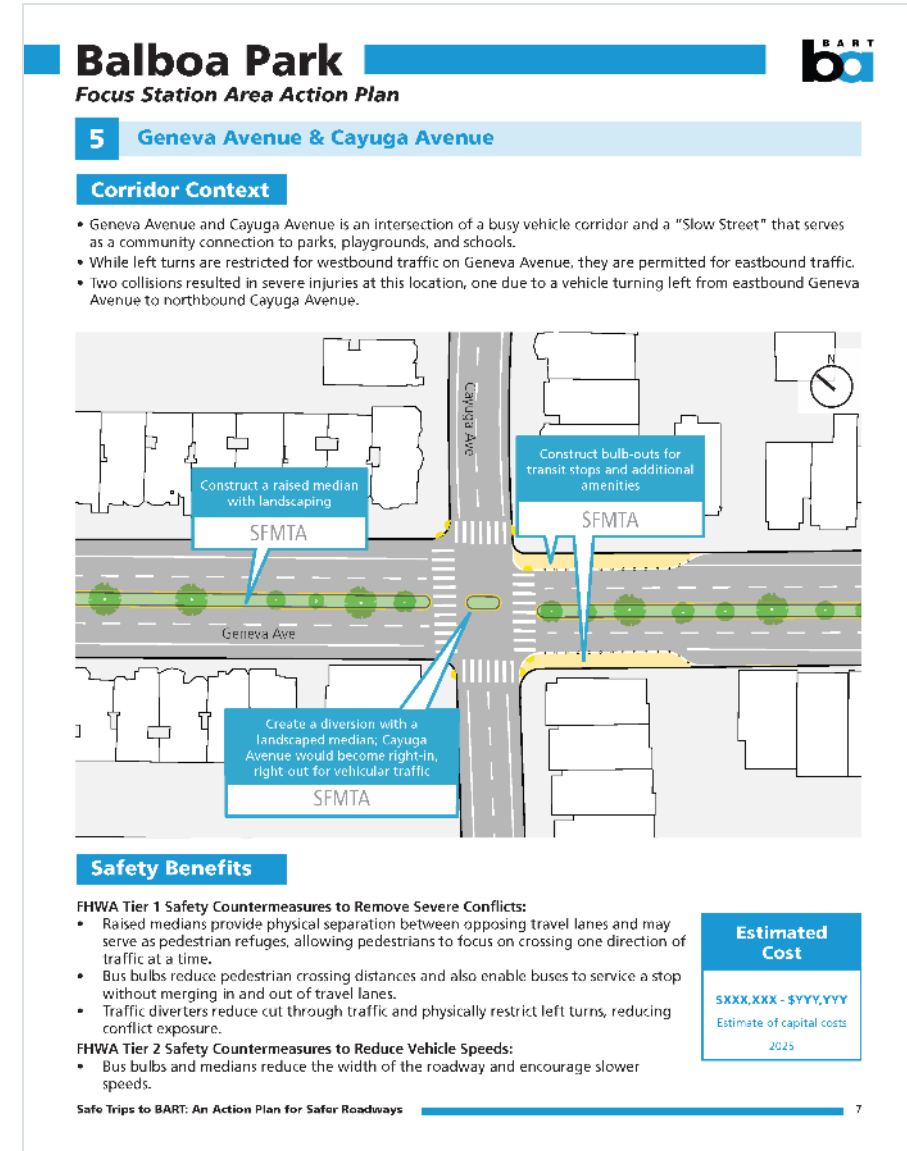
Focus Station Area Action Plans

- Seven FSAAPs completed
 - Balboa Park
 - Coliseum
 - Colma
 - Concord
 - Hayward
 - Milpitas
 - Richmond
- Demonstrates using the Plan
 - Chapter 3 & Appendix D: Safety analysis
 - Chapter 4: Roadway Safety Toolbox
- FSAAP elements
 - Identifies safety measures, implementing agency(ies)
 - Calculates planning-level cost estimates
 - Specifies safety benefits
 - Captures key information, planned projects



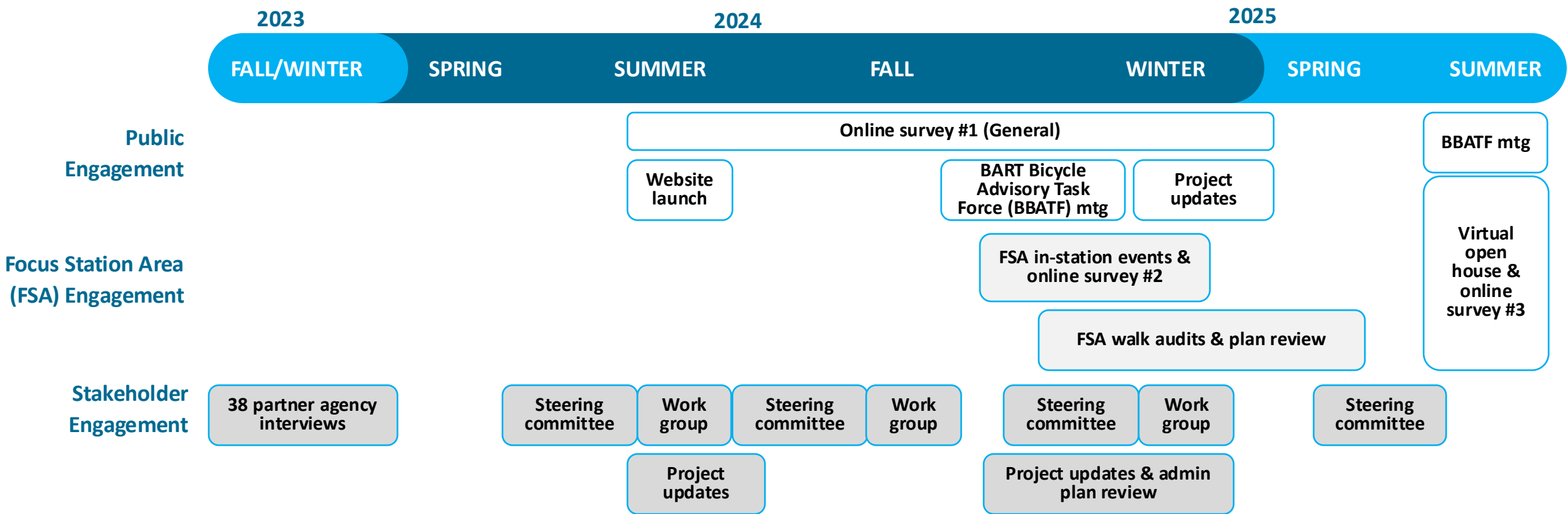
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Safe Trips to BART: An Action Plan for Safer Roadways

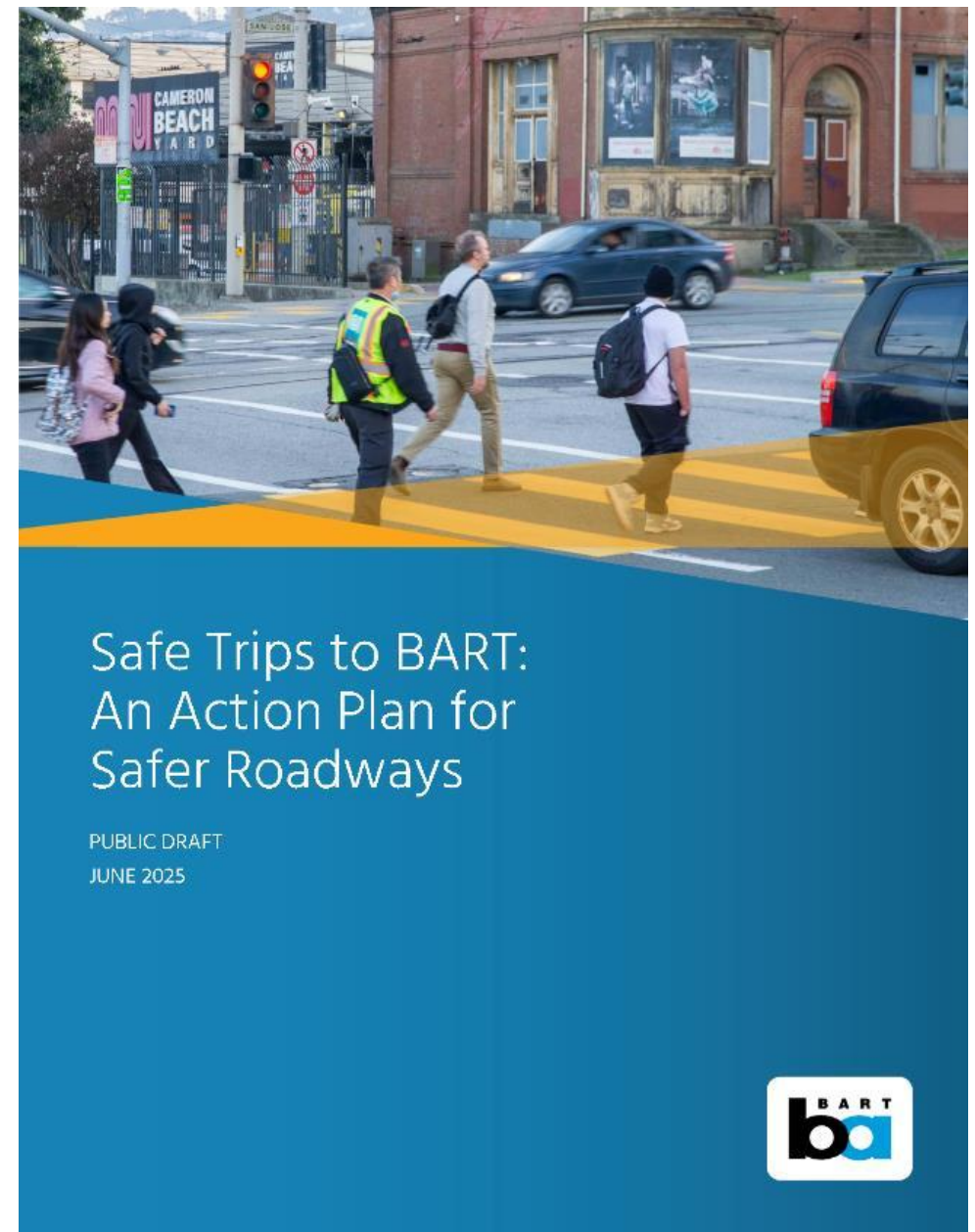
Engagement



Safe Trips to BART: An Action Plan for Safer Roadways

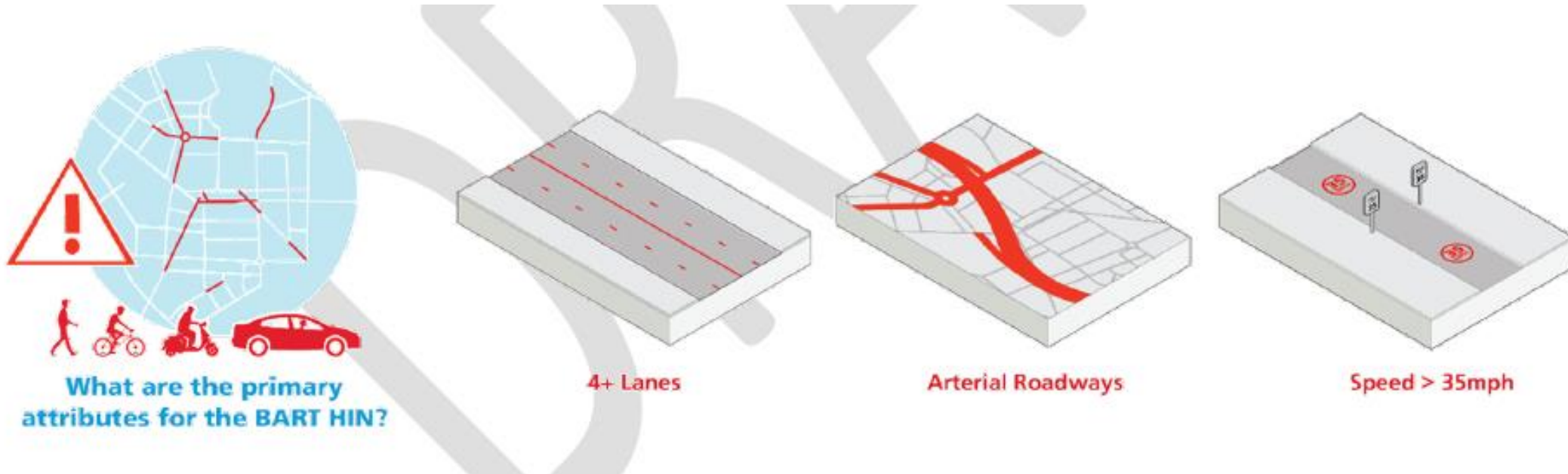
Community Engagement

- ~600 responses to #1 and #2 online surveys
 - Pedestrian safety, speeding concerns around BART stations
 - Specific locations with safety concerns within seven Focus Station Areas
- Virtual Open House (bart.gov/trafficsurvey)
 - Draft Safety Action Plan
 - Draft Focus Station Area Action Plans
 - Survey (June 25 through August 6)
 - Informational video
 - English, Spanish, and Chinese



BART Service Levels and Roadway Safety

- Could improving BART service levels lead to better roadway safety?
 - Not on its own
 - Would need to be accompanied by dramatic design changes, like road diets
 - Wide streets encourage car speeding, particularly during uncongested times
 - Speeding is the most common cause of KSI crashes



Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
 - Main page
 - Get involved (Comments, surveys, and project sign up)
 - HIN map/dashboard (coming soon)
 - Open house (early 2025)
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov

Project Description - Proposed Operating Modifications to the Richmond-San Rafael Bridge Pilot Project

1. Project Overview

The California Department of Transportation (Caltrans) is submitting an application to amend San Francisco Bay Conservation and Development Commission (BCDC) Permit No. 1997.001 to modify the Richmond-San Rafael Bridge Public Pathway Pilot Project (Pilot), which was previously authorized by Amendment No. Four of that permit. Caltrans is implementing the Pilot in coordination with the Bay Area Toll Authority (BATA), which is a subsidiary agency under the Metropolitan Transportation Commission (MTC) created to administer tolls on the Bay Area's state-owned bridges.

2. Project Background

The project is located along the Richmond-San Rafael (RSR) Bridge and its approaches. The RSR Bridge is a segment of Interstate 580 (I-580) that opened to traffic in September of 1956. It is approximately 4 miles long and consists of an upper deck for traffic westbound to Marin County, and a lower deck for traffic eastbound to Contra Costa County.

The RSR Bridge is a highly constrained transportation corridor. Prior to the implementation of the Pilot, the bridge was comprised of two travel lanes plus a shoulder on each deck of a 70-year-old bridge structure connecting Contra Costa and Marin counties across the environmentally sensitive San Francisco Bay.

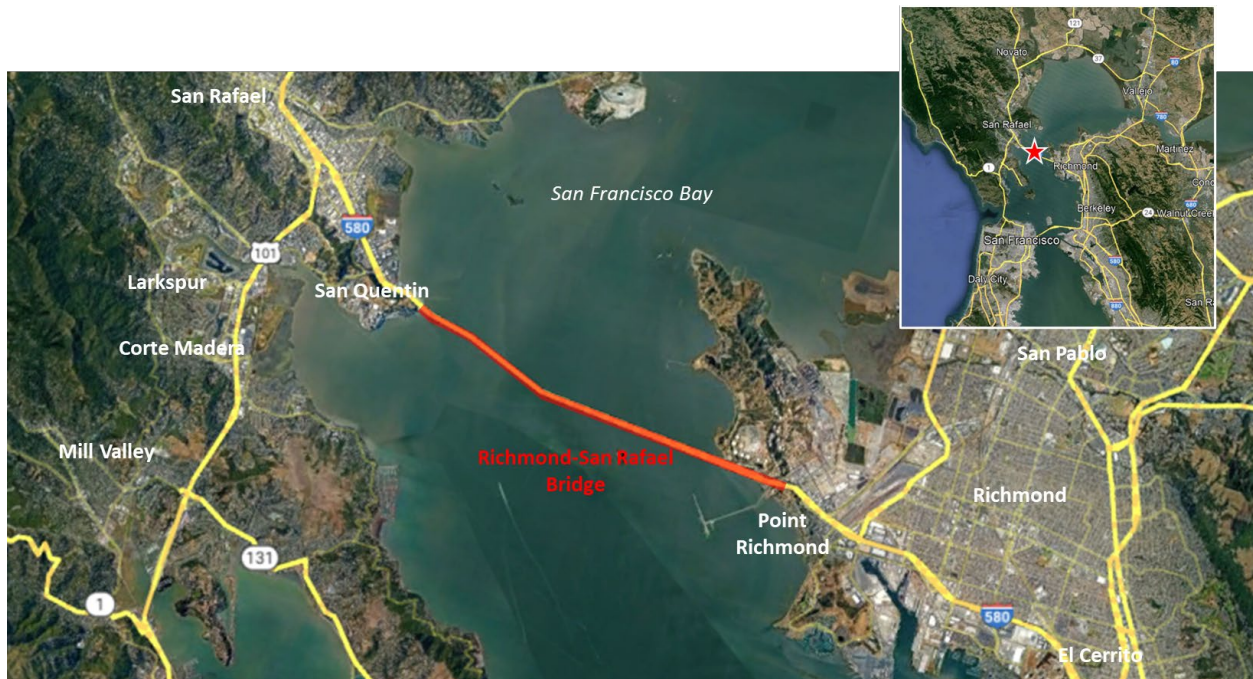


Figure 1: Project Location

Caltrans, as owner of the RSR Bridge, and BATA, as the agency responsible for funding bridge operation and preservation with toll revenue, share the mission of providing a safe, sustainable, multimodal and reliable transportation system to get people where they need to go. Optimizing mobility for all corridor travelers in a safe and sustainable manner requires creative approaches such as the current Pilot and the proposed modifications to it (this permit amendment request).

It also requires a holistic approach to providing access and improving bridge operations (to ensure the safe and efficient functioning of a bridge, including traffic management, maintenance, and responding to emergencies) built on real-world experience to assess feasibility and carefully consider trade-offs. In addition to the Pilot, Caltrans and BATA are also working on the following initiatives that aim to improve transit and carpool travel options and reduce dependency on single occupancy vehicles along the corridor:

RSR Forward – This project prioritizes safety and person throughput (in buses and carpools) in the City of Richmond on the westbound approach by removing toll booths, reducing merging and weaving at the toll plaza, providing priority for carpools and buses and improving local traffic circulation. The Open Road Tolling (ORT) and westbound HOV lane extension improvements (converting a general purpose lane into a HOV lane between Regatta Blvd. and Toll Plaza) are expected to provide travel time savings of 12 minutes for carpools/buses and 5 minutes for other traffic, and are expected to be completed in Spring 2026.

RSR Bridge Westbound Improvement Project (a.k.a. Third Lane HOV Design Alternatives Assessment) – When BATA staff presented the Pilot study results and updates at the November 2023 BATA Oversight Committee, the Chair requested staff

work with Caltrans to develop a scope, cost, and schedule on a feasibility study, also known as the Design Alternatives Analysis (DAA). This study was subsequently approved to start in March 2024, to analyze operational solutions and improvements that can be implemented to meet corridor mobility needs on this corridor, such as a third HOV lane on the westbound upper deck. This direction was in response to numerous public comments to improve westbound traffic congestion during the weekday AM peak period, questioning the impact of the multi-use path and urging BATA and Caltrans to consider other alternatives. The objective of the DAA is to increase carpooling and transit use by providing additional travel time advantages for carpools and buses through a continuous HOV lane from Regatta Blvd (built with RSR Forward project as described above) across the bridge during peak periods. It considers the potential to increase transit and carpooling as well as improve bridge operations by converting the bridge shoulder to an HOV lane that could still operate part-time in conjunction with the multi-use path. As further described in Section 4 of this application, the DAA will narrow alternatives and identify any major challenges in advance of starting the environmental process.

BATA staff presented the DAA results to the BATA Oversight Committee on May 14 2025, where it approved staff to pursue the next phase of project delivery to implement an HOV lane as the 3rd lane on the RSR Bridge in the westbound direction. This would allow staff to work with Caltrans to conduct the project initiation and environmental approval process, expected to start in Summer 2025 with the goal of completing this phase no later than 2028. Additional information on the Westbound Improvement Project, the BATA Oversight agenda item, and a copy of the DAA study are included in Attachment B.

Current Authorization and Pilot Project

BCDC approved Amendment No. Four of BCDC Permit No. 1997.001 on September 20, 2016. The amendment authorized a four-year pilot project to evaluate the use of a separated Class I public pathway on the shoulder of the westbound upper deck of the RSR Bridge and use of the shoulder of the eastbound lower deck as a part-time vehicular travel lane during PM peak hours only. The authorized Pilot includes the following components on the bridge decks and approaches, as shown in Figure 2:

- A. Westbound Upper Deck.** On the upper deck, in BCDC's Bay jurisdiction, the Pilot includes a 4-mile long, 10-foot-wide bi-directional Class I accessible public pathway on the northern shoulder, separated from vehicle traffic by a 42-inch-tall, 18-inch-wide movable barrier. It also includes an outer safety railing on the north side of the pathway, as well as informational signage, traffic-monitoring cameras and usage instrumentation. At the westbound approach to the bridge in the 100-foot shoreline band, the Pilot includes a 0.19-mile-long segment of the same Class I pathway and movable barrier in the shoulder of I-580. Outside BCDC's Bay jurisdiction and not included in Permit Amendment No. Four, Caltrans and BATA also completed 1.8 miles of permanent paths

to improve access to the bridge path, Bay Trail, Bay shoreline, and communities in Richmond and San Rafael.

- B. Eastbound Lower Deck.** On the lower deck, in BCDC's Bay jurisdiction, the Pilot converts a 4-mile segment of the 12-foot-wide shoulder to a vehicle travel lane during peak commute hours only (from 2:00 PM to 7:00 PM daily) and includes signage as well as traffic-monitoring cameras. At the eastbound approach to the bridge in the 100-foot shoreline band, the Pilot also converts a 0.65-mile-long segment of the I-580 shoulder for use as a vehicle travel lane.

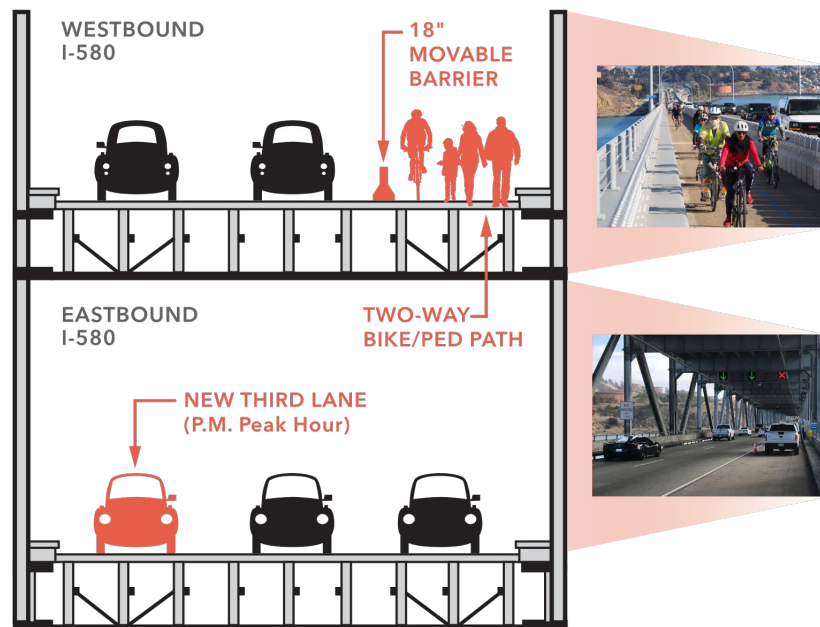


Figure 2: Current Pilot Configuration, Bridge Cross-Section (looking west)

Caltrans and BATA's objectives in piloting these uses of the bridge shoulders were to seek a means of reducing congestion and travel time in the eastbound direction and to provide pedestrian and bicycle facilities across the bridge, the latter of which is related to the provision of public access contemplated in the findings of the original permit issuance from 1997. Caltrans and BATA intended to evaluate the performance and use of these improvements to determine whether they could feasibly be made permanent.

The authorization provided in Amendment No. Four expired at the end of the four-year pilot period. As the lower deck pilot improvements opened on April 20, 2018, and the upper deck pilot improvements opened on November 18, 2019, the original authorization for the pilot project components expired on April 20, 2022, and November 18, 2023, respectively. However, the amended permit also stated that the Pilot facilities could not be removed, substantially altered, or made permanent without authorization through a permit amendment. Thus, to allow time to conclude the Pilot evaluation, determine appropriate next steps, and complete the amendment process with BCDC, Caltrans requested and was granted Non-Material

Amendment No. Five to temporarily extend the authorization of the Pilot through December 31, 2025.

Pilot Project Evaluation and Findings

To evaluate the Pilot Project, Caltrans contracted with the California Partners for Advanced Transportation Technology (PATH), a research center at the University of California, Berkeley. PATH prepared a “Before” study in 2018 that described conditions existing in 2015-2016 before the Pilot was implemented, as well as an “After” study that was conducted in two phases. Phase I was completed on June 30, 2022, and Phase II was completed on May 8, 2024. The Phase 2 study was a continuation of Phase 1 and includes data gathered since 2022, as well as data from another pilot bike path project connecting the bridge to Sir Francis Drake Boulevard in Marin County, which is outside of BCDC’s jurisdiction. Data from the Phase 2 study was presented to the Commission at a briefing on May 2, 2024, and the Phase II report is included as Attachment A of this application summary.

The PATH study examined a number of indicators and performance measures for traffic and safety impacts to evaluate whether any changes in operations could be attributed to the installation of the Pilot projects. These indicators included peak hourly flows across the bridge and through the bridge approach; physical extent and duration of congestion on the bridge, the approach, and on local roads; travel times across the bridge; speeds on the bridge; traffic patterns; incident rates, types, and severity; the location and duration of incidents; incident locations; and incident response times.

Eastbound Lower Deck: Findings show that since the implementation of the peak hour lane, the I-580 eastbound traffic congestion that previously existed has been eliminated and travel time during the peak hour between the US-101 interchange and end of bridge/toll plaza has been reduced by up to 17 minutes. The PATH study also found that compliance with the part-time shoulder hours of operations is high (99.6%), there is no evidence of impacts on incident types and incident response, and there have been no signs of impacts to Caltrans bridge maintenance and inspections.

Westbound Upper Deck: Findings show where changes have been observed in bridge operations before and after implementation of the Pilot. Two indicators showed an impact on operations that Caltrans and BATA would like to further study:

- A. Peak Period Hourly Vehicle Flows.** Findings show that the maximum flow across the bridge dropped by 7 percent (approx. 250 fewer vehicles per hour) on weekdays and 4 percent (approx. 125 fewer vehicles per hour) on weekends. This is likely due to the narrower appearance of the right-most bridge lane following the installation of the movable barrier that may cause drivers to drive more slowly and the design of the pathway approaching the bridge resulted in a shorter merge area after vehicles pass through the toll plaza. The study did not provide an estimate of the overall change in travel times and congestion queues due to flow reductions, but PATH has stated to BCDC staff that the difference is likely an average of 5 to 6 minutes during the weekday

AM peak, and further affects traffic entering the freeway at Castro Street and Richmond Parkway.

- B. Weekday Morning Incident Rates and Response Times.** Overall, incident rates have dropped on both the bridge and bridge approach; however, the data suggests there is an increase in incident rates specifically during the weekday AM peak (6a-9a). During the peak AM period, the average number of incidents on the approach increased from 22.5 to 26.5 per year, and the average number of incidents on the bridge increased from 31.5 to 40.5. The report expresses incident rates as incidents per million miles traveled rather than incidents per year so that the rates can be compared in a way that would not be affected by fluctuations in traffic volumes. When ignoring the COVID-impacted period, incident rates were observed to increase from 3.61 incidents per million miles traveled to 4.26 on the approach, and from 2.31 to 3.07 on the bridge (2.74 to 3.47 overall) during peak hours. Also, the study showed the average incident response times on the bridge, by CHP and first responders increased from 12.9 to 16.3 minutes during the peak AM period. Incidents may include various types of collisions, such as rear-ends, sideswipes, collisions with objects, etc. And these numbers do not include non-crash events, such as vehicles that have run out of gas or that have a flat tire.

3. Proposed Project Modifications

The amendment request proposes the following modifications to the Pilot Project:

Eastbound Lower Deck:

On the lower deck and eastbound approach, we'd conclude the pilot phase and continue, on a permanent basis, the use of the shoulder as a vehicle travel lane during the peak commute hours of 2:00pm to 7:00pm each day, based on the findings from the PATH study.

Westbound Upper Deck

On the upper deck and westbound approach, we'd continue to pilot the multi-use path with a modified schedule that would keep the public pathway open from 2:00pm on Thursdays through 11:00pm on Sundays, with some additional availability around certain holidays. At all other times, the movable barrier separating the pathway would be moved to the edge of the bridge and the path would revert to an emergency shoulder and breakdown lane for motorists and first responders. The modifications are illustrated in Figure 3 and described further in the following sections.

A free shuttle would operate between 6:00am and 8:00pm on days where the multi-use path is closed, to transport cyclists across the bridge (on Thursdays, the shuttle would run until the path reopens). The shuttle would run between the Tewksbury Avenue bus stop in Richmond and the Vista Point parking lot in San Rafael and involve the placement of informational signage.

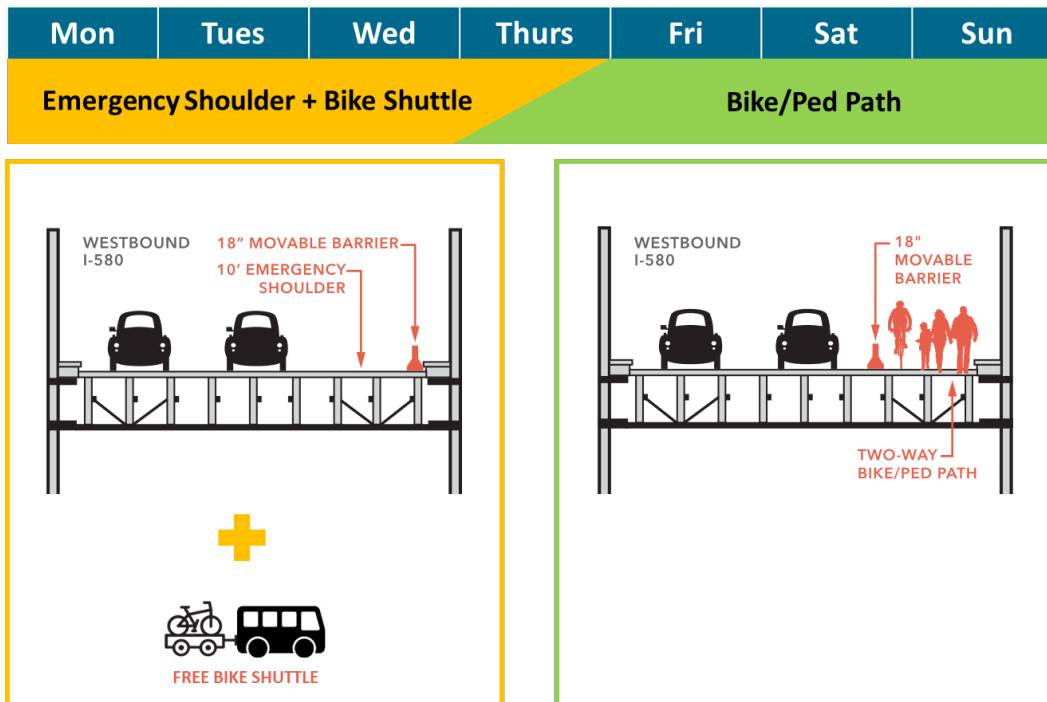
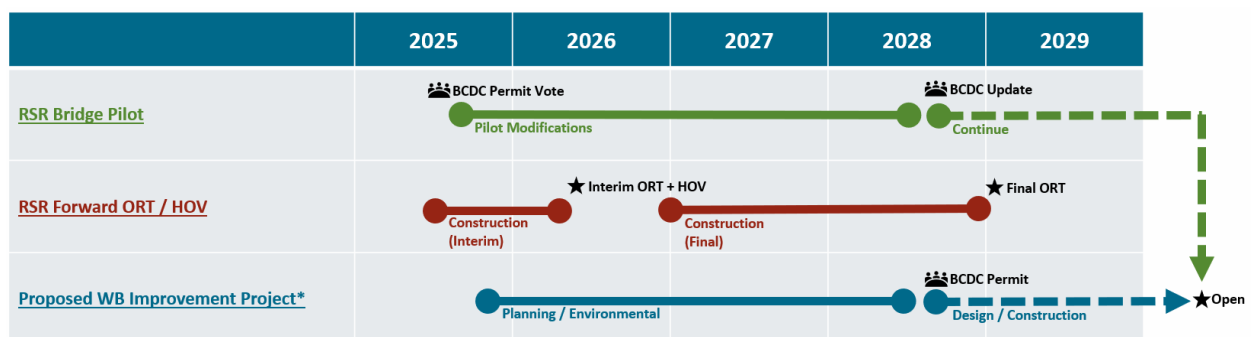


Figure 3: Proposed Westbound Upper Deck Pilot Modifications

The modifications would be implemented by Fall 2025 with an expected duration of up to 3 years, during which time BATA and Caltrans will conduct environmental review of the RSR Bridge Westbound Improvement Project. Towards the end of the third year, we expect the results of the original Pilot, proposed modified Pilot, RSR Forward improvements, and environmental phase of the RSR Bridge Westbound Improvement Project will inform the many stakeholders in determining the appropriate next steps and long-term improvements for this corridor.

If by the end of the third year, the Westbound Improvement Project has received environmental clearance and a funding plan has been established, then the modifications would continue to remain in place until the completion and opening of the Westbound Improvement Project, as shown in the figure below.



* Bridge Structural Strengthening: Component of WB Improvement Project since dependent on alternative selected

However, by the end of the third year, if there is not a way forward to advance the Westbound Improvement Project or if the environmental study is still in-progress, then we'll report to BCDC on appropriate next steps.

Operations: The proposed days of operation allow for an evenly distributed share and best use of the shoulder and will generate enough data to evaluate the role of the shoulder in relation to incidents and traffic throughput during peak commute periods. The proposed days of operation were selected based on findings from the PATH Study that bicycle usage of the pathway was higher on weekends (averaging 264 westbound bicycle trips and 219 eastbound bicycle trips on Saturdays in the summer high season) than on weekdays (averaging 75 westbound trips and 66 eastbound trips in the summer high season) during the study period. The study observed seasonal trends in bicycle usage; winter averages are typically 25-40% lower than summer averages. Pedestrian usage vary from 7 to 30 entries per day per direction in the summer and 6 to 20 in the winter season with little variation on days of the week.

The PATH Study's Time-of-Use graph indicates that approximately 15-20% (20 to 30 users) of the total daily users use the multi-use path on weekdays between 6 AM to 9 AM. In contrast, motorists that commute westbound during the same time period is approximately 25% (9,200 vehicles) of the total daily traffic when the bridge is at capacity. Since vehicular traffic volumes are generally lower and there is more recreational path usage on some designated State holidays, BATA and Caltrans plan to keep the path open on the following:

- For Memorial Day and Labor Day, the Path will remain open until 11:00 PM on that Monday.
- If Fourth of July or observed is on a Monday, the Path will remain open until 11:00 PM on that Monday.
- For Christmas and New Year, the Path will remain open 18 days between 2:00 PM on the Thursday the week before Christmas is observed through 11:00 PM on the Sunday after New Year.

The path will revert to a 10-foot emergency shoulder when it is closed. And similar to current operations, the path may also be closed to allow for routine or as-needed Caltrans bridge maintenance and inspection. The path is separated from traffic lanes by movable concrete barriers. Closing and opening the path will take approximately two to three hours, in each direction, to move and transition the barrier. Caltrans Maintenance staff will perform an inspection of the path or shoulder to ensure it's clear of people and/or debris. Then the barrier transfer machine (BTM) that travels approximately 5 mph will move the barrier to its intended position and a final inspection is performed by Caltrans Maintenance staff before the path or shoulder is re-opened.

Other alternatives: Caltrans and BATA explored other alternatives and configurations to the proposed modifications, which included the following:

- A. Daily weekday barrier moves.** Moving the barrier back and forth daily so that there's an emergency shoulder during AM peak hours and multi-use path at all other times, was

determined not practical because of the amount of time and resources (staffing and operational costs) to perform each barrier move as described in the paragraph above.

- B. Add movable barrier on the lower deck.** Adding another movable barrier system on the lower deck to provide alternating upper and lower deck availability of the multi-use path. For example, when the upper deck path is closed during the morning AM peak, the shoulder on the lower deck would be converted into a path using a similar movable barrier system and vice versa during the afternoon PM peak hours. This was not a cost-effective solution since the additional dead load of adding another concrete barrier system would require extensive bridge structural strengthening. Also, this option requires additional environmental clearance and design of new connections from the lower deck path to the existing local path connections.
- C. Reduce path width from 10 to 8 feet (with 2-foot shoulder) or creating vehicle pull outs at certain intervals.** Modifying the geometry and alignment of the movable barrier system to provide additional space for stalled/stopped vehicles on the bridge could not be accommodated by the BTM, which is restricted to a minimum fixed width of 10 feet.

Public Access: In addition to the proposed modifications above, BATA and Caltrans have and will provide the following public access improvements:

- A. Shuttle.** When the Path is closed, a free shuttle will travel between designated pick-up and drop-off locations to assist cyclists and pedestrians impacted by the closure. The shuttle operator will be contracted and managed by BATA and will be monitored and adjusted accordingly. Pick-up and drop-off locations have been identified at each end of the bridge at the Vista Point Parking Lot in the City of San Rafael and Tewksbury Bus Stop in the City of Richmond, approximately 5.6 miles apart, as shown in Figure 4. The Vista Point shuttle stop would be located within the 100-foot shoreline band, and physical improvements in this area would include a single wood post sign.



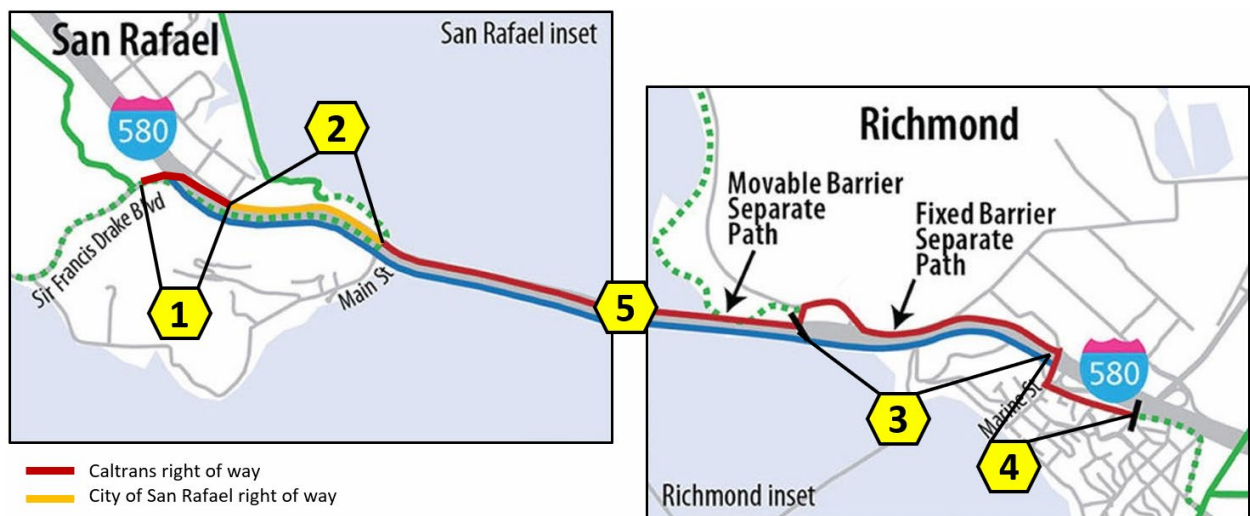
Figure 4: Proposed Shuttle Pickup and Dropoff Locations






The shuttle is proposed to operate from 6 AM to 8 PM on days that the path is closed (on Thursdays, the service would end when the path reopens, around 2 PM). Signage that displays wayfinding and informational signs will be installed at the Bridge Path entrance (Vista Point and Stenmark Dr.) and near the Richmond bike shuttle stop (Marine St. and Castro St.).

The PATH Study includes a time-of-day hourly chart based on bike/ped usage on the multi-use path; during the hours of shuttle operations (6AM to 8 PM) the shuttle would be able to accommodate 96% of the weekday daily users. Outside the hours of shuttle operations, the 4% (approximately 5 to 6 users) impacted by the modified pilot would have to use other options, such as transit (Golden Gate Transit) or rideshare vehicles (SUV/van) that can accommodate a bike.

The proposed shuttle service is a more robust shuttle option than provided in the past. It includes two transit shuttles (including one electric vehicle) during the weekday morning commute (6 AM to 9 AM) and one shuttle at all other times. Each shuttle is designed to accommodate up to 10 passengers and will include a trailer to accommodate up to 10 bicycles, including e-bikes. Estimated headway for the shuttle is 20 minutes, and live tracking will be provided online for users to monitor real-time arrival information. Contact information will be provided for queries and user feedback. Caltrans and BATA will monitor shuttle usage and user feedback as part of the extended pilot study and will consider adjusting shuttle operations accordingly.

- B. Permanent Access Improvements.** In addition to the public access improvements authorized in Permit Amendment No. Four (approximately \$10M, 4.5 miles), Caltrans and BATA have completed permanent access improvements on both bridge approaches, that are outside the Commission's jurisdiction (approximately \$22M, 1.8 miles), which connects the bridge pathway to existing local paths and trails. See Map and Table below for more information.



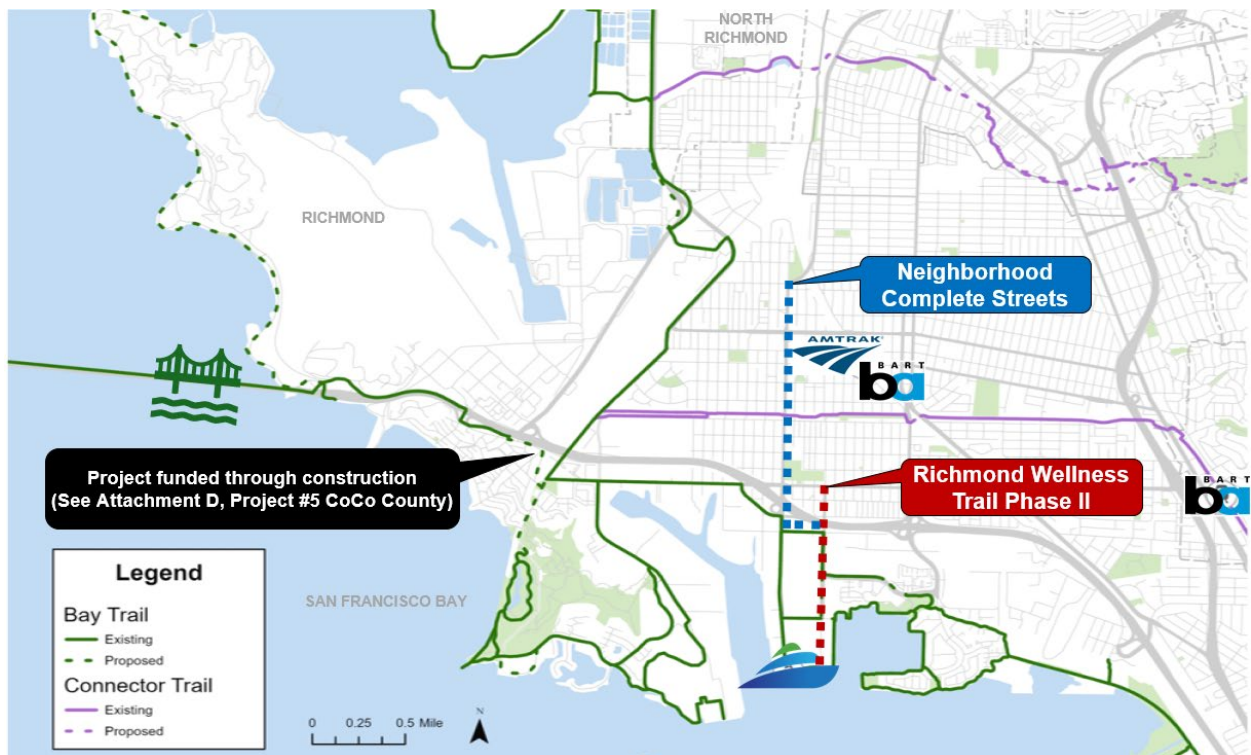
	ID:	Cost	Length	Location	Bay Trail?	Right-of-Way	Description
Permanent		\$5M	0.5 mi.	E. Francisco Blvd.	Yes	City of San Rafael	<ul style="list-style-type: none"> Completed gap between RSR Bridge Vista Point and Sir Francis Drake Blvd. off-ramp flyover. Widens sidewalk along E. Francisco Blvd. for bi-directional shared-use facility. Previously, bikes shared road via sharrows.
		\$15M	1.0 mi.	Parallel I-580 WB to Castro St.	Yes	Caltrans	<ul style="list-style-type: none"> Completed gap between RSR Bridge Stenmark Dr. and Point Richmond adjacent to I-580 corridor. Constructed Class I barrier-separated path connection from the Tewksbury/Standard Ave. to Stenmark Dr. near Point Molate. Previously, bikes were allowed on the freeway shoulder along this segment without protection.
							
Pilot		\$2M	0.3 mi.	Sir Francis Drake (SFD) Blvd Off-Ramp	Yes (Bike Only)	Caltrans	<ul style="list-style-type: none"> Constructed Class 4 barrier-separated bike path adjacent to Sir Francis Drake Blvd. off-ramp. Improved connection between RSR Bridge and Andersen Dr. to downtown San Rafael. Funded by TAM, TAM and Caltrans are making it permanent.
		\$10M	4.5 mi.	RSR Bridge	Yes	Caltrans	<ul style="list-style-type: none"> Completed gap between Marin and Contra Costa Counties. Converted existing shoulder on RSR Bridge upper deck (westbound I-580) to a Class I two-way bicycle and pedestrian path through a moveable concrete barrier system. Additionally providing incident response vehicles and improved radios, suicide prevention hot line

For reference, Attachment C includes Maintenance Agreements between BATA, Caltrans, and the City of San Rafael which delineate maintenance roles and responsibilities for these improvements.

- C. Recent Awards and Investments.** Caltrans and BATA recognize more work remains to connect local city pathways to the RSR Bridge corridor. Since the start of the original Pilot project, \$47M has been awarded for 13 miles of bicycle and pedestrian infrastructure projects in the City of Richmond and City of San Rafael. This includes \$26M (\$16M in 2025) programmed by MTC and \$21M from other sources through applications supported by MTC. Attachment D includes more information about the recent MTC awards on active transportation projects that improve key connections and access onto the RSR Bridge, through the Bay Trail and local connector trails. Specifically, Project 5 in Contra Costa County (see Attachment D), the Downtown Point Richmond Bicycle Connectivity project, received recent MTC funding through completion of construction that will connect access from the Point Richmond neighborhood to the permanent access improvements as described in the section above.
- D. Future Funded Commitment.** Caltrans and BATA will recommend MTC commit active transportation funds for bicycle and pedestrian infrastructure improvements in this corridor. In particular, per Senate Bill 595 Project 25 (2017), Regional Measure 3 (RM 3) will fund westbound improvements in the RSR Bridge corridor, including westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in

Contra Costa County. Of the amount allocated to this project, \$75 million shall be dedicated to the projects in Contra Costa County, of which in 2023 the partners have agreed to recommend up to \$10 million to the City of Richmond specifically for bicycle access improvements serving this transbay corridor. Voters approved RM 3 in 2017 before the bridge path opened in late 2019, and the recommendation to set aside \$10M for projects that improve access to the bridge is attributable to the Pilot.

The City of Richmond has identified two priority projects that are eligible for the RM 3 \$10 million that they intend to use to complete their funding for construction (see Attachment F). The following includes more information about these projects and the figure below illustrates at a high-level how these projects improve access in the RSR bridge corridor for a variety of travelers: transit users (including transit dependent populations) connecting from BART, Amtrak, Ferry, and local buses, local travelers connecting from the city's Greenway, and regional travelers connecting from the SF Bay Trail.



Richmond Wellness Trail Phase II (1.1 miles) – Phase II will complete the 4-mile Richmond Wellness Trail which will connect the BART and Amtrak station to the San Francisco Ferry Terminal, while also creating local connections to Unity Park, Richmond Greenway, Nystrom Village, Martin Luther King Jr. Park, and Kaiser Field Hospital. This project will support local and regional connectivity for Richmond residents via Amtrak's Capital Corridor, BART's Red and Orange Lines, and the Richmond Ferry, which has recently added additional weekend trips. Phase I of the Wellness Trail from the Richmond BART and Amtrak stations to Cutting Blvd. was completed in 2022. Phase II

will complete the connection from Cutting Blvd to the San Francisco Ferry Terminal and the existing Bay Trail that leads to the RSR Bridge path. 0.3 miles of Phase II is ranked 2 out of 21 in the County per the [Bay Trail Gap Closure Implementation Plan Prioritization 2024](#).

Neighborhood Complete Streets (1.7 miles) – The Neighborhood Complete Streets Project is located along Harbour Way from I-580 to Downtown Richmond and provides a connection between Downtown Richmond and Ford Peninsula area, through the Coronado and Santa Fe neighborhoods. This corridor currently includes four lanes of fast-moving traffic that create barriers to pedestrians and bicyclists between neighborhoods on either side. This project will restripe Harbour Way from three lanes to two lanes, add bike lanes, and add pedestrian-scale lighting. This project will provide an east-west connection with the Richmond Wellness Trail on Marina Way via Wright Avenue and access to the existing Bay Trail that leads to the RSR Bridge path. It will also connect MLK Park, the proposed MLK Resilience Hub, and Nystrom Elementary School to the Richmond Greenway and Downtown Richmond.

- E. Future Commitment to Work with Locals to Identify Projects and Funding.** During the pilot extension, Caltrans and BATA will continue to work closely with local jurisdictions and transportation authorities in Marin and Contra Costa counties to look for partnership and funding opportunities, including meeting at least twice a year. Through these discussions, BATA staff will work with local stakeholders to identify additional opportunities, including funding opportunities (e.g., sources, anticipated cycles, process and eligibility), to improve access to the RSR Bridge, Bay Trail, and surrounding local regional pathways and connector trails, and improve transbay connectivity. Staff will provide record of meetings at the end of the 3-year modified pilot extension. In addition, BATA and MTC staff will continue host periodic public meetings, such as the Active Transportation Working Group that meets every 2 months.

4. Westbound Upper Deck Modifications (Holistic Approach)

The modified pilot is a forward-thinking approach that will benefit all corridor travelers. In conjunction with the complementary projects and studies, it will allow Caltrans and BATA to methodically understand the trade-offs through observed data and better serve the varied users traveling between Contra Costa and Marin counties. Our proposal would continue to provide bike and pedestrian access across the bridge when there is the largest demand and provide access via shuttle at other times and complement the Forward projects.

Continued Pilot Study

As mentioned in Section 2, there were several key findings in the PATH study that show operational and safety impacts during the weekday morning commute period when incidents have the highest risk and impact on traffic. The modified pilot will provide Caltrans and BATA empirical data and direct experience to demonstrate the impact of an emergency shoulder on trip reliability, incident response and safety when compared to key observations from the initial

study, while providing bicycle and pedestrian access on the weekends and a shuttle on weekdays to minimize impacts on existing weekday trail users. Modifications will provide a better understanding of the role of the shoulder; to better manage bridge operations and improve access for first responders by restoring the shoulder on the 4-mile-long bridge, which would also allow travelers and emergency services to get by when traffic lanes are blocked and allow inoperable vehicles to move to the shoulder.

The extended pilot study will continue to gather data and analyze the performance measures for traffic and safety impacts to the westbound upper deck (see Attachment E). The extended study will include an equity study as described in Section 5, which was not in the original pilot study scope, to analyze the potential equity impacts of the modifications on drivers, cyclists, pedestrians, and vulnerable populations.

Complements Multi-Modal Freeway Operations

The initial Pilot project and studies were focused on the observable impacts on operations and safety, comparing several years of before and after conditions. However, it did not directly reference other planned freeway operational improvements to improve transit and carpooling. Therefore, during the proposed Pilot modification and extension, the continued PATH study will complement the following projects that will collectively aid and inform the long-term access and mobility strategies in this corridor:

RSR Forward – This project assumes the bridge multi-use path in its current configuration, but due to the presence of the barrier, the outside lane would have a non-standard merge length. Other alternatives have been explored to provide standard merge length but those would require major reconstruction of the Stenmark Drive interchange and the Stenmark Drive on-ramp undercrossing structure. When the RSR Forward project opens, traffic will flow through the toll plaza area at a higher rate. If the barrier remains during peak commute periods, it may reduce the flow near the merge, causing backup. Moving the barrier to restore the shoulder may be necessary to realize the expected time savings for HOVs and other traffic.

The ORT and westbound HOV lane extension is expected to open in Spring 2026, which will alter the traffic conditions at the bridge approach. Therefore, implementing the pilot modifications as soon as possible (prior to opening RSR Forward) will provide us data that's based on the same traffic conditions and configuration as the current Pilot study. Also, Fall season is often preferred for traffic analysis because it represents a period of consistent traffic patterns compared to other seasons; less holidays/vacations, schools are back, and the days get shorter. Although a small sample size, having this data could still provide insight into whether we see a change in bridge capacity and incident types/response before the traffic at the bridge approach changes after the RSR Forward project is operational.

RSR Bridge Westbound Improvement Project – As mentioned in Section 2, the project will begin in Summer 2025. The environmental phase is expected to finish around the

same time that the proposed modified pilot extension ends. Ultimately, the results of the current Pilot, proposed modified Pilot, Forward improvements, and Westbound Improvement Project environmental study will inform the many stakeholders in determining the appropriate next steps and long-term improvements for this corridor – whether that be retaining the bridge path in its original or modified operation, or pursuing further corridor improvements, such as an HOV-lane on the bridge on weekdays and a pathway on weekends. This will include an assessment of the pilot’s equity analysis on recommended permanent improvements that were not in the pilot phase.

Bridge Structure

The RSR bridge is structurally sound and safe. While not a structural concern, the upper deck has experienced some localized concrete spalling, including a spalling incident in February 2019 and other minor spalling issues since, which have resulted in emergency repairs and traffic closures even on the lower deck from falling debris. In the current configuration, the movable barrier is moved monthly for routine maintenance and cleaning, and the proposed modifications would move the barrier weekly. The extended pilot will allow Caltrans and BATA to assess how the bridge deck responds to more frequent barrier moves, specifically if it results in cracking and/or spalling of the bridge deck pavement. Results will help inform the feasibility of operating a third westbound HOV lane on the bridge, which analyzes a similar operation of weekly barrier moves.

In addition, Caltrans and BATA performed a load rating study in 2020 per the Federal Highway Administration (FHWA), which determined the RSR bridge stringers (longitudinal beams that support the load from the bridge deck) to be in Fair condition¹. If the movable barrier were to stay on the bridge long-term, then strengthening the bridge structural connection between the existing concrete deck and the supporting steel stringers is required to support the additional dead load imposed by the concrete movable barrier.

Also, the solution to the long-term Westbound Improvement project will be determined around the same time as the end of the pilot extension. At that time, Caltrans and BATA will have a better idea of the bridge structural strengthening needs, since it’s dependent on whether the pathway and movable barriers are made permanent and how they are operated. BATA will fund the Environmental analysis of the structural strengthening proposal. Following completion of the Environmental review, BATA will commit funds for construction, provided the cost is reasonable and it has been determined the bridge path will be kept on a long-term basis.

¹ A bridge condition rating is given for each bridge’s deck, superstructure, and substructure; the lowest rating of these three determines the bridge’s overall “Bridge Condition” rating. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair. It is important to note that the FHWA bridge condition rating is not a safety rating but a tool to help record and track deterioration and prioritize projects and funding. For more information on the conditions of the Bay Area’s seven state-owned toll bridges, see <https://mtc.legistar.com/gateway.aspx?M=F&ID=cdbb7677-7318-4140-b178-939c79395623.pdf>

5. Environmental Justice and Social Equity

The RSR Bridge is a segment of I-580, which traverses the communities of Richmond and San Rafael on its approaches and connects the broader regions of the East Bay and North Bay, providing access to homes, jobs, services, and recreational opportunities.

In preparing the proposal for the modified pilot, Caltrans and BATA engaged with local bicycle coalitions and trail advocates, including the Marin County Bicycle Coalition, Rich City Rides, Bike East Bay, and the Trails for Richmond Action Committee at three virtual meetings to share information about the modifications and seek input for the proposed shuttle operations. Caltrans and BATA also made public presentations on the project at meetings of the BATA Oversight Committee, the BATA Commission, the Contra Costa Transportation Authority Board, the Transportation Authority of Marin Board, the Marin County Board of Supervisors and the West Contra Costa County Transportation Commission.

To date, Caltrans and BATA have not completed an analysis of equity impacts of the pilot project or the proposed modifications, but we've included an equity study in the scope of work for the modified pilot (see Attachment E). The equity study would evaluate whether the conversion of the upper deck shoulder into a multi-use path and then converted back to an emergency shoulder during weekday commute, would have different impacts on drivers, cyclists, pedestrians, and vulnerable populations. Planned engagement efforts would include expert interviews with local governments and transportation agencies, local active transportation groups, and local businesses; small group discussions with cyclists and motorists; and a community survey targeting both cyclists and motorists.

6. Bay Fill

The proposed project would take place on existing Bay fill along the RSR Bridge, but would not place new solid fill in the Bay or expand the coverage of existing fill.

7. Schedule and Cost

The modifications would be implemented by Fall 2025 and would be in place for up to 3 years. The estimated total project cost is approximately \$200,000 for capital and support costs, and does not include operations and maintenance costs.

Towards the end of the third year, we expect the results of the original Pilot, proposed modified Pilot, RSR Forward improvements, and environmental phase of the RSR Bridge Westbound Improvement Project will inform the many stakeholders in determining the appropriate next steps and long-term improvements for this corridor.

If by the end of the third year, the Westbound Improvement Project has received environmental clearance and a funding plan has been established, then the modifications would continue to remain in place until the completion and opening of the Westbound Improvement Project, as shown in the figure below.

However, by the end of the third year, if there is not a way forward to advance the Westbound Improvement Project or if the environmental study is still in-progress, then we'll report to BCDC on appropriate next steps.

8. Attachments

Attachment A – PATH Phase II Study

Attachment B1 – BATA Oversight, May 14, 2025

Attachment B2 – Westbound Upper Deck DAA

Attachment C1 – Maintenance Agreement Caltrans & BATA

Attachment C2 – Maintenance Agreement Caltrans & City of San Rafael

Attachment D – Recent MTC Awards of Active Transportation Projects

Attachment E – PATH Phase III Study Scope of Work

Attachment F – Regional Measure 3 Letter of Intent from City of Richmond

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** July 23, 2025

FROM: Rodd Lee
Assistant General Manager, External Affairs

SUBJECT: Senate Bill 63 Proposed Five-County Expenditure Plan

Today, Senators Wiener and Arreguin, released a letter (attached) outlining a proposed expenditure plan for the regional transportation revenue measure authorized by Senate Bill (SB) 63.

The expenditure plan is based on a five-county sales tax measure. The sales tax rate for Alameda, Contra Costa, Santa Mateo, and Santa Clara Counties would be set at one-half cent and San Francisco County would join at one cent. The duration of the measure would be 14 years.

The expenditure plan will dedicate a specified percentage of the total measure for each recipient currently referenced in the bill. The designated recipients include:

- The Transportation Revenue Measure District (TRMD) for annual administration and one-time costs, to be taken off the top of the measure, including financial efficiency review and ballot-related expenses.
- The Metropolitan Transportation Commission (MTC) to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP). Program/investments include:
 - Fare programs (Clipper START and free/discounted transfers)
 - Accessibility
 - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding
- MTC to allocate funds to the following operators for public transit operations expenses:
 - BART
 - Caltrain
 - AC Transit
 - Muni
 - San Francisco Bay Ferry
 - Golden Gate Transit
 - Alameda County small bus operators (LAVTA and Union City Transit).
 - Contra Costa County small bus operators (County Connection, Tri Delta Transit, and WestCAT)
- The following county transportation entities will receive all remaining funds, if any, generated in their counties not used for transit operations or rider-focused improvements in the expenditure plan. Funds must be used for public transportation expenses and cannot be withheld by the TRMD or MTC.

- Alameda County Transportation Commission (ACTC)
- Contra Costa Transportation Authority (CCTA)
- San Francisco County Transportation Authority (SFCTA)
- San Mateo County Transportation District (SMCTD)
- Santa Clara Valley Transportation Authority (SCVTA)

Expenditure Plan Breakdown

Entity/Purpose	% of Measure	FY 2031\$ (in millions)
TRMD Administration	0.22%	\$2.32m
MTC (T-TAP Initiatives)	4.4%	\$46.40m
Clipper Start	2.5%	\$25.78m
Accessibility	1.0%	\$10.31m
Transit Priority/Mapping and Wayfinding	1.0%	\$10.31m
Operator Recipients	% of Measure	FY 2031\$ (in millions)
BART	31%	\$330m
Muni	16%	\$170m
Caltrain	7%	\$75m
AC Transit	5%	\$51m
Contra Costa County Small Bus Operators	1.5%	\$15.75m
San Francisco Bay Ferry	0.7%	\$7m
Alameda County Small Bus Operators	0.5%	\$5.25m
Golden Gate Transit	0.1%	\$1m
County Transportation Entities	% of Measure	FY 2031\$ (in millions)
VTA	25.1%	\$264.07m
SMCTD	4.7%	\$50.00m
CCTA	2.5%	\$26.51m
ACTC	1.0%	\$10.26m
SFCTA	0%	\$0m

Accountability and Financial Efficiency

The authors continue to work with local stakeholders to finalize language regarding the bill's proposed financial efficiency review of transit operators. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. BART and Muni are working with San Mateo County partners and the bill authors on a legislative approach and reasonable accountability concepts for funding. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure. These meetings are scheduled for August 6 for SMCTD and August 7 for VTA.

Next Steps

The Board will receive a State Legislative Update, including the latest developments regarding SB 63 and county opt-ins, at the August 14 Board of Directors Meeting.

The bill currently awaits action in the Assembly Appropriations Committee. The Legislature is on Summer Recess until August 18, after which a hearing date will be scheduled. The deadline for the bill to pass out of the Assembly Appropriations Committee is August 29.

If you have any questions, you may contact Alex Walker, Manager of Government Relations and Legislative Affairs, at alex.walker@bart.gov or 510-299-6514.

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff
Director of Government and Community Relations
Manager of Government Relations and Legislative Affairs

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CHAIR

JOINT LEGISLATIVE BUDGET
CHAIR

LEGISLATIVE ETHICS
CHAIR

HEALTH

JUDICIARY

LOCAL GOVERNMENT

PUBLIC SAFETY

JOINT RULES

California State Senate

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LOCAL GOVERNMENT

TRANSPORTATION

July 23, 2025

Sue Noack

Chair, Metropolitan Transportation Commission (MTC)

David Haubert

Chair, Alameda County Transportation Commission (ACTC)

Aaron Meadows

Chair, Contra Costa Transportation Authority (CCTA)

Myrna Melgar

Chair, San Francisco County Transportation Authority (SFCTA) and MTC Commissioner

Jeff Gee

Chair, San Mateo County Transportation District (SMCTD)

Carlos Romero

Chair, San Mateo County Transportation Authority (SMCTA)

Sergio Lopez

Chair, Santa Clara Valley Transportation Authority (SCVTA)

Re: Senate Bill 63 (Wiener, Arreguin) - Proposed Five-County Expenditure Plan

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

We write with an update regarding our work to provide critically needed revenue to preserve and improve public transportation service in the Bay Area. Our region's major public transportation

systems — including BART, AC Transit, Caltrain, and Muni — are at a crossroads. These public transit operators face the prospect of devastating service cuts that would force them into a death spiral after emergency federal and state assistance runs out in the next few years. Other operators — such as SamTrans and VTA — may also face growing financial needs in the coming years as they seek to sustain and enhance services or invest in transit capital projects.

A future with severely diminished public transportation is unacceptable for the Bay Area's residents, visitors, and economy. Close to 60% of Bay Area public transportation riders use transit five or more days per week and 91% expect to ride transit the same or more next year.¹ According to recent polling, two thirds of likely Bay Area voters agree that Bay Area public transit needs more operations funding, and a majority of likely voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties would support a sales tax to provide this critically needed funding.²

We introduced SB 63 to authorize a Bay Area sales tax measure that would — in combination with other local strategies — prevent these devastating service cuts while improving the rider experience. Over the past several years, both before and since introducing SB 63, we have engaged with numerous local stakeholders to ensure we understand key considerations related to a potential regional transportation revenue measure. This led us to propose a three-county sales tax measure, with the opportunity for San Mateo and Santa Clara counties to opt in to the measure. We resolved to seek technical assistance from staff at the five county transportation authorities that may be part of the measure, transit operators, and other stakeholders in order to inform a potential expenditure plan.

In order to provide counties with the information they need to determine whether to opt in to the sales tax measure proposed by SB 63, these counties — as well as all of the other counties that are in the measure — need to understand what the expenditure plan would be. **To that end, we propose the following five-county expenditure plan for an SB 63 sales tax measure.** This expenditure plan does *not* contemplate a three- or four-county measure should San Mateo or Santa Clara counties not opt in to a measure. Separate conversations are necessary to determine an expenditure plan for a three- or four-county measure.

Proposed Expenditure Plan Informed by Local Input and Technical Assistance

We would like to thank county transportation authority and transit operator staff for their technical assistance while SB 63 has proceeded through the legislative process. Staff responded in a timely manner to our requests for information related to operator deficits, ridership data, and different ridership-based methodologies for attributing responsibility for operator deficits amongst counties for the purposes of SB 63. We also appreciate MTC for engaging, at the request of various counties, in an independent third-party review of BART's, Caltrain's, Muni's, and AC Transit's deficits. We also thank MTC for providing technical assistance on various measure administrative costs and working to develop more consensus at the commission level on potential transit transformation expenditures and levels. Finally, we appreciate staff at Caltrain

¹ [MTC Travel Survey Summary](#)

² [MTC Polling Report](#)

and its member agencies for socializing and discussing a variety of options to address Caltrain's reported deficit. To date, this specific expenditure plan was not provided or explicitly endorsed by specific staff or local boards, but it is informed by the described technical assistance.

Existing transit funding relationships among Bay Area counties and transit operators are complex and varied, making it especially challenging to develop an expenditure plan for a regional measure that both addresses key transit needs and is as fair and consistent as possible. This technical assistance we received from local agency staff and policy makers was instrumental in helping us develop an expenditure plan that results in counties paying for systems their residents use in a fair manner.

We acknowledge the complexity and long history behind existing Bay Area public transportation agency funding relationships. This expenditure plan is not intended to set a new precedent for locally governed funding relationships. Rather, it provides medium-term stability for public transit systems in a manner that is as fair and consistent as possible, allowing transit systems to maintain service while longer term conversations over local funding relationships can continue as needed.

Revenue Measure Overview

Revenue Mechanism: Sales Tax

Geography: Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco

Rates: ½ cent in Alameda, Contra Costa, San Mateo, and Santa Clara Counties and one cent in San Francisco

Duration: 14 years

Expenditure Plan Overview

The expenditure plan included in SB 63 will dedicate a specified *percentage of the total measure* for each recipient referenced in the expenditure plan. These target funding amounts are informed by technical assistance received during the expenditure plan development process. The designated recipients are:

- The Transportation Revenue Measure District (TRMD) created by the bill, for administration
 - The administrative allocation is 0.22% (calculated as the sum of 0.25% of each county's ½-cent revenue generation)
 - In addition to an annual administrative allocation, one-time administrative costs to be taken off the top of the measure, including the financial efficiency review and ballot-related expenses
- MTC, to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP):
 - Fare programs (Clipper START and free/discounted transfers)
 - Accessibility
 - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding

- The Transit Transformation allocation is 4.4% (calculated as the sum of 5% of each county's ½-cent revenue generation)
- MTC to allocate to the following operators for public transit operations expenses. Note that additional conversations related to accountability of such funds continue and will be further socialized prior to planned opt-in votes by counties. For example, the language regarding the financial efficiency review is being finalized. Also, San Mateo County partners have expressed a desire for additional accountability measures. The operators to receive their specified allocations from MTC are:
 - BART
 - Caltrain
 - Caltrain figure is based on a distribution discussed at the most recent Caltrain ad hoc meeting. Additional conversations by Caltrain member agencies to confirm this figure continue. The Caltrain funding amount shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.
 - AC Transit
 - Muni
 - SF Bay Ferry
 - Golden Gate Transit
 - Alameda County small bus operators dedicated pot (LAVTA and Union City Transit)
 - The magnitude of the allocations to each individual operator identified in this pot determined by ACTC on an annual basis
 - Contra Costa County small bus operators dedicated pot (County Connection, Tri Delta Transit, and WestCAT)
 - The magnitude of the allocations to each individual operator identified in this pot determined by CCTA on an annual basis
- The following county transportation entities receive all remaining funds – if any – generated in their counties not used for the transit operators/initiatives in the expenditure plan, for public transportation expenses, with no ability for the TRMD/MTC to withhold these funds
 - ACTC
 - CCTA
 - SFCTA
 - SMCTD
 - SCVTA

Expenditure Plan – Annual TRMD/MTC Funding

Entity/Purpose	% of Measure	FY 31 \$s (\$millions)
TRMD, Administration	0.22%	\$2.32
MTC, rider-focused T-TAP	4.4%	\$46.40

In the bill, MTC Transit Transformation amounts will be split up into the below programs:

MTC Transit Transformation Detailed Breakdown

Program/Investments	% of Measure	FY 31 \$s (\$millions)
Clipper START/Free Transfers	2.5%	\$25.78
Accessibility	1.0%	\$10.31
Transit Priority (i.e. TSP) and Mapping and Wayfinding	1.0%	\$10.31
Totals	4.4%	\$46.40

Operator Recipients (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain**	7%	\$75
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

*Conversations with specific counties regarding accountability related to BART and Muni continue. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

**The Caltrain funding figure is provisional pending further confirmation from member agencies. The Caltrain funding figure shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

County Transportation Entities (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Entity	% of Measure	FY 31 (\$s) (\$millions)
ACTC	1.0%	\$10.26
CCTA	2.5%	\$26.51
SFCTA	0%	\$0
SMCTD	4.7%	\$50.00
VTA	25.1%	\$264.07

Resolution Related to Accountability and Financial Efficiency is Necessary

Separate from the discussion of the expenditure plan, we continue to work with local stakeholders to finalize the financial efficiency review language in the bill. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. We will be in touch with relevant staff and stakeholders on this language. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure.

Thank you for your consideration of the proposed five-county SB 63 expenditure plan. Should you have any questions, please reach out to us directly or to Raayan Mohtashemi or Luis Amezcua on our staff at raayan.mohtashemi@sen.ca.gov or luis.amezcua@sen.ca.gov.

Sincerely,



Scott Wiener
Senator, 11th District



Jesse Arreguin
Senator, 7th District

Cc:

President Pro Tempore Mike McGuire - Member, Bay Area Caucus

Speaker Robert Rivas - Member, Bay Area Caucus

Senator Josh Becker - Chair, Bay Area Caucus

Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly Appropriations Committee

Senator Dave Cortese - Chair, Senate Transportation Committee

Assemblymember Lori Wilson - Chair, Assembly Transportation Committee

Senator Jerry McNerney - Chair, Senate Revenue and Taxation Committee

Assemblymember Mike Gipson - Chair, Assembly Revenue and Taxation Committee

Senator Anna Caballero - Chair, Senate Appropriations Committee

Candace Andersen, President, Contra Costa County Board of Supervisors and MTC Commissioner
Rafael Mandelman, President, City and County of San Francisco Board of Supervisors
David Canepa, President, San Mateo County Board of Supervisors and MTC Commissioner
Otto Lee, President, Santa Clara County Board of Supervisors
Barbara Lee, Mayor, City of Oakland and MTC Commissioner
Daniel Lurie, Mayor, City and County of San Francisco
Matt Mahan, Mayor, City of San Jose and MTC Commissioner
Gary Singh - Mayor, City of Union City
Margaret Abe-Koga, MTC Commissioner
Marilyn Ezzy Ashcraft, MTC Commissioner
Pat Burt, MTC Commissioner
Alicia John-Baptiste, MTC Commissioner
Nate Miley, MTC Commissioner
Gina Papan, MTC Commissioner
Adam Rak - Chair, City/County Association of Governments of San Mateo County (C/CAG)
Mark Foley - Chair, Bay Area Rapid Transit District (BART)
Diane Shaw - President, Alameda-Contra Costa Transit District (AC Transit)
Janet Tarlov - Chair, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors
Steve Heminger - Chair, Peninsula Corridor Joint Powers Board (Caltrain)
Kevin Wilk - Chair, Central Contra Costa Transit Authority (County Connection)
Diane Burgis - Chair, Eastern Contra Costa Transit Authority (Tri Delta Transit)
Tiffany Grimsley - Chair, Western Contra Costa Transit Authority (WestCAT)
Julie Testa - Chair, Livermore Amador Valley Transit Authority (LAVTA)
Jim Wunderman - Chair, San Francisco Bay Ferry
Gerald D. Cochran - President, Golden Gate Bridge Highway and Transportation District
Andrew Fremier - Executive Director, MTC
Tony Tavares - Executive Director, ACTC
Timothy Haile - Executive Director, CCTA
Tilly Chang - Executive Director, SFCTA
April Chan - General Manager/CEO, SMCTD and Executive Director, SMCTA
Carolyn Gonot - General Manager/CEO, SCVTA
Sean Charpentier - Executive Director, C/CAG
Robert Powers - General Manager, BART
Salvador Llamas - General Manager/CEO, AC Transit
Julie Kirschbaum - Director of Transportation, SFMTA
Michelle Bouchard - Executive Director, Caltrain
Bill Churchill - General Manager, County Connection
Rashidi Barnes - CEO, Tri Delta Transit
Rob Thompson - General Manager, WestCAT
Christy Wegener - Executive Director, LAVTA
Stephen Adams - Transit Manager, Union City Transit
Seamus Murphy - Executive Director, San Francisco Bay Ferry
Denis Mulligan - General Manager, Golden Gate Bridge Highway and Transportation District

Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez

July 23, 2025

Page 8

Senator Christopher Cabaldon - Member, Bay Area Caucus

Senator Tim Grayson - Member, Bay Area Caucus

Senator Aisha Wahab - Member, Bay Area Caucus

Assemblymember Cecilia M. Aguiar-Curry - Member, Bay Area Caucus

Assemblymember Patrick J. Ahrens - Member, Bay Area Caucus

Assemblymember Anamarie Avila Farias - Member, Bay Area Caucus

Assemblymember Rebecca Bauer-Kahan - Member, Bay Area Caucus

Assemblymember Marc Berman - Member, Bay Area Caucus

Assemblymember Mia Bonta - Member, Bay Area Caucus

Assemblymember Damon Connolly - Member, Bay Area Caucus

Assemblymember Matt Haney - Member, Bay Area Caucus

Assemblymember Ash Kalra - Member, Bay Area Caucus

Assemblymember Alex Lee - Member, Bay Area Caucus

Assemblymember Liz Ortega - Member, Bay Area Caucus

Assemblymember Diane Papan - Member, Bay Area Caucus

Assemblymember Gail Pellerin - Member, Bay Area Caucus

Assemblymember Chris Rogers - Member, Bay Area Caucus

Assemblymember Catherine Stefani - Member, Bay Area Caucus

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** July 18, 2025

FROM: Rodd Lee
Assistant General Manager, External Affairs

SUBJECT: State Legislative Update – Second House Policy Committee Deadline

Today, July 18, was the deadline for bills to pass their second house policy committees. Below is a summary of actions taken on bills with a Board position.

ASSEMBLY BILLS

Assembly Bill (AB) 259 (B. Rubio) Open meetings: local agencies: teleconferences

This bill would extend, until January 1, 2030, the sunset date for provisions of the Brown Act that allow any member of a legislative body to participate in meetings from a remote location for a limited number of meetings each year, when a quorum of the body is present in the physical meeting location as well as for a member to participate remotely due to “emergency circumstances.”

AB 259 was referred to the Senate Committees on Judiciary and Local Government but was not set for hearing. As a result of missing the policy committee deadline, the bill will not move forward this year. Provisions of AB 259 have been incorporated into another bill, [Senate Bill \(SB\) 707](#) (Durazo), that makes several changes to the Brown Act and associated open meetings laws. This bill passed the Assembly Committee on Local Government (6-2) on July 16. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

AB 394 (Wilson): Public transportation providers

This bill would expand an existing sentencing enhancement for assault against a transit operator or passenger to apply to all public transit employees and contractors. Additionally, the bill would allow a court to issue a temporary restraining order (TRO) against an individual that has harassed, committed violence against, or threatened to commit violence against a transit worker.

Amendments dated July 17 clarify the definition of “employer” to also include a joint powers authority or a public transit operator that operates a transit system itself as a public entity or through a contract or subcontract. These amendments also strike a provision that previously allowed for a TRO to be enforced across the entirety of the public transit system.

AB 394 passed the Senate Committee on Public Safety (6-0) on July 1 and the Senate Committee on Judiciary (13-0) on July 15. It now awaits action in the Senate Appropriations Committee; a hearing date has not yet been set.

SENATE BILLS

SB 63 (Wiener/Arreguín) San Francisco Bay area: local revenue measure: transportation funding

This bill would authorize a regional transportation funding measure on the November 2026 ballot to enact a sales tax in Alameda, Contra Costa and San Francisco Counties, with an option for San Mateo

and Santa Clara Counties to opt in. Funds from the measure would support transit operations and rider-focused transit coordination improvements.

Amendments dated July 9 designate County Connection, Tri-Delta Transit, LAVTA, Union City Transit, WestCAT, and WETA as “above the line” recipients of regional measure funds. Previously these agencies were designated as eligible recipients of funds returned to counties after the deficits of regional transit operators (BART, AC Transit, Muni, and Caltrain) were funded. Additionally, the percentage of measure funds that are to go to the Metropolitan Transportation Commission (MTC) for the implementation of transit transformation initiatives was reduced from up to 10 to up to 5 percent.

SB 63 passed the Assembly Committee on Transportation (11-4) on July 7 and the Assembly Committee on Revenue & Taxation (4-2) on July 14. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

SB 71 (Wiener) California Environmental Quality Act: exemptions: environmental leadership transit projects

As amended on July 17, this bill would extend the sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects until January 1, 2040, while retaining a January 1, 2032, sunset for projects using near-zero emission, natural gas, or low-nitrous oxide (NOx) technology. These amendments also specify that projects utilizing Tier 4 or cleaner locomotives that are not zero-emission are not eligible for CEQA exemption if located in air basins designated as high risk for particulate and ozone pollution. Additionally, amendments specify that projects must be located in existing rights-of-way, be they rail, highway, or otherwise public.

This bill would also expand the existing CEQA exemption to include the redesigning of transit networks and the construction or maintenance of transit infrastructure to charge, refuel or maintain zero-emission buses, trains or ferries as well as for microtransit, paratransit, shuttle, and ferry projects, as specified.

SB 71 passed the Assembly Committee on Natural Resources (12-0) on July 14. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body.

This bill would authorize a subsidiary body of a legislative body to use alternative teleconferencing provisions under the Brown Act and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet.

On June 3, the bill was ordered to the inactive file at the request of the author. Provisions of SB 239 have been merged into [SB 707](#) (Durazo), which continues to move through the Assembly.

SB 276 (Wiener) City and County of San Francisco: merchandising sales

This bill would authorize, until January 1, 2031, the City and County of San Francisco to adopt an ordinance, for a period of up to three years, that would prohibit sale of specified merchandise on public property without a permit, with a written warning issued for a first violation.

Amendments dated July 17 make the second and third violations within 18 months of the first violation punishable as infractions; subsequent violations after three prior violations within that 18-month period

shall be punishable as infractions or misdemeanors carrying a sentence of imprisonment in the county jail for a period of up to six months or by both imprisonment and fine.

SB 276 passed the Assembly Committee on Local Government (10-0) on July 2 and the Assembly Committee on Public Safety (9-0) on July 15. The bill now goes to the Assembly floor for consideration. This bill is an urgency measure that would take effect immediately upon being signed by the Governor. It requires a two-thirds vote of each house of the Legislature for passage.

Summer Recess and Appropriations Deadline

The Legislature is now on Summer Recess and will return on August 18. The next legislative deadline is August 29, when all bills considered fiscal must pass the Appropriations Committee in their second house.

GCR staff and BART's state advocates will continue to monitor and provide regular updates as bills move through the legislative process. If you have any questions, you may contact Alex Walker, Manager of Government Relations and Legislative Affairs, at (510) 299-6514 or alex.walker@bart.gov.

cc: Board Appointed Officers
Deputy General Manager
Executive Staff
Director of Government and Community Relations
Manager of Government Relations and Legislative Affairs

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** July 23, 2025

FROM: Rodd Lee
Assistant General Manager, External Affairs

SUBJECT: Senate Bill 63 Proposed Five-County Expenditure Plan

Today, Senators Wiener and Arreguin, released a letter (attached) outlining a proposed expenditure plan for the regional transportation revenue measure authorized by Senate Bill (SB) 63.

The expenditure plan is based on a five-county sales tax measure. The sales tax rate for Alameda, Contra Costa, Santa Mateo, and Santa Clara Counties would be set at one-half cent and San Francisco County would join at one cent. The duration of the measure would be 14 years.

The expenditure plan will dedicate a specified percentage of the total measure for each recipient currently referenced in the bill. The designated recipients include:

- The Transportation Revenue Measure District (TRMD) for annual administration and one-time costs, to be taken off the top of the measure, including financial efficiency review and ballot-related expenses.
- The Metropolitan Transportation Commission (MTC) to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP). Program/investments include:
 - Fare programs (Clipper START and free/discounted transfers)
 - Accessibility
 - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding
- MTC to allocate funds to the following operators for public transit operations expenses:
 - BART
 - Caltrain
 - AC Transit
 - Muni
 - San Francisco Bay Ferry
 - Golden Gate Transit
 - Alameda County small bus operators (LAVTA and Union City Transit).
 - Contra Costa County small bus operators (County Connection, Tri Delta Transit, and WestCAT)
- The following county transportation entities will receive all remaining funds, if any, generated in their counties not used for transit operations or rider-focused improvements in the expenditure plan. Funds must be used for public transportation expenses and cannot be withheld by the TRMD or MTC.

- Alameda County Transportation Commission (ACTC)
- Contra Costa Transportation Authority (CCTA)
- San Francisco County Transportation Authority (SFCTA)
- San Mateo County Transportation District (SMCTD)
- Santa Clara Valley Transportation Authority (SCVTA)

Expenditure Plan Breakdown

Entity/Purpose	% of Measure	FY 2031\$ (in millions)
TRMD Administration	0.22%	\$2.32m
MTC (T-TAP Initiatives)	4.4%	\$46.40m
Clipper Start	2.5%	\$25.78m
Accessibility	1.0%	\$10.31m
Transit Priority/Mapping and Wayfinding	1.0%	\$10.31m
Operator Recipients	% of Measure	FY 2031\$ (in millions)
BART	31%	\$330m
Muni	16%	\$170m
Caltrain	7%	\$75m
AC Transit	5%	\$51m
Contra Costa County Small Bus Operators	1.5%	\$15.75m
San Francisco Bay Ferry	0.7%	\$7m
Alameda County Small Bus Operators	0.5%	\$5.25m
Golden Gate Transit	0.1%	\$1m
County Transportation Entities	% of Measure	FY 2031\$ (in millions)
VTA	25.1%	\$264.07m
SMCTD	4.7%	\$50.00m
CCTA	2.5%	\$26.51m
ACTC	1.0%	\$10.26m
SFCTA	0%	\$0m

Accountability and Financial Efficiency

The authors continue to work with local stakeholders to finalize language regarding the bill's proposed financial efficiency review of transit operators. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. BART and Muni are working with San Mateo County partners and the bill authors on a legislative approach and reasonable accountability concepts for funding. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure. These meetings are scheduled for August 6 for SMCTD and August 7 for VTA.

Next Steps

The Board will receive a State Legislative Update, including the latest developments regarding SB 63 and county opt-ins, at the August 14 Board of Directors Meeting.

The bill currently awaits action in the Assembly Appropriations Committee. The Legislature is on Summer Recess until August 18, after which a hearing date will be scheduled. The deadline for the bill to pass out of the Assembly Appropriations Committee is August 29.

If you have any questions, you may contact Alex Walker, Manager of Government Relations and Legislative Affairs, at alex.walker@bart.gov or 510-299-6514.

Attachment

cc: Board Appointed Officers
Deputy General Manager
Executive Staff
Director of Government and Community Relations
Manager of Government Relations and Legislative Affairs

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SENATOR.WIENER@SENATE.CA.GOV

California State Senate

SENATOR
SCOTT WIENER

威善高
ELEVENTH SENATE DISTRICT



LEGISLATIVE JEWISH CAUCUS
CO-CHAIR

COMMITTEES:

BUDGET & FISCAL REVIEW
CHAIR

JOINT LEGISLATIVE BUDGET
CHAIR

LEGISLATIVE ETHICS
CHAIR

HEALTH

JUDICIARY

LOCAL GOVERNMENT

PUBLIC SAFETY

JOINT RULES

California State Senate

SENATOR
JESSE ARREGUÍN

SEVENTH SENATE DISTRICT



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LOCAL GOVERNMENT

TRANSPORTATION

July 23, 2025

Sue Noack

Chair, Metropolitan Transportation Commission (MTC)

David Haubert

Chair, Alameda County Transportation Commission (ACTC)

Aaron Meadows

Chair, Contra Costa Transportation Authority (CCTA)

Myrna Melgar

Chair, San Francisco County Transportation Authority (SFCTA) and MTC Commissioner

Jeff Gee

Chair, San Mateo County Transportation District (SMCTD)

Carlos Romero

Chair, San Mateo County Transportation Authority (SMCTA)

Sergio Lopez

Chair, Santa Clara Valley Transportation Authority (SCVTA)

Re: Senate Bill 63 (Wiener, Arreguin) - Proposed Five-County Expenditure Plan

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

We write with an update regarding our work to provide critically needed revenue to preserve and improve public transportation service in the Bay Area. Our region's major public transportation

systems — including BART, AC Transit, Caltrain, and Muni — are at a crossroads. These public transit operators face the prospect of devastating service cuts that would force them into a death spiral after emergency federal and state assistance runs out in the next few years. Other operators — such as SamTrans and VTA — may also face growing financial needs in the coming years as they seek to sustain and enhance services or invest in transit capital projects.

A future with severely diminished public transportation is unacceptable for the Bay Area's residents, visitors, and economy. Close to 60% of Bay Area public transportation riders use transit five or more days per week and 91% expect to ride transit the same or more next year.¹ According to recent polling, two thirds of likely Bay Area voters agree that Bay Area public transit needs more operations funding, and a majority of likely voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties would support a sales tax to provide this critically needed funding.²

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¹ [MTC Travel Survey Summary](#)

² [MTC Polling Report](#)

and its member agencies for socializing and discussing a variety of options to address Caltrain's reported deficit. To date, this specific expenditure plan was not provided or explicitly endorsed by specific staff or local boards, but it is informed by the described technical assistance.

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- The Transportation Revenue Measure District (TRMD) created by the bill, for administration
 - The administrative allocation is 0.22% (calculated as the sum of 0.25% of each county's ½-cent revenue generation)
 - In addition to an annual administrative allocation, one-time administrative costs to be taken off the top of the measure, including the financial efficiency review and ballot-related expenses
- MTC, to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP):
 - Fare programs (Clipper START and free/discounted transfers)
 - Accessibility
 - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding

- The Transit Transformation allocation is 4.4% (calculated as the sum of 5% of each county's ½-cent revenue generation)
- MTC to allocate to the following operators for public transit operations expenses. Note that additional conversations related to accountability of such funds continue and will be further socialized prior to planned opt-in votes by counties. For example, the language regarding the financial efficiency review is being finalized. Also, San Mateo County partners have expressed a desire for additional accountability measures. The operators to receive their specified allocations from MTC are:
 - BART
 - Caltrain
 - Caltrain figure is based on a distribution discussed at the most recent Caltrain ad hoc meeting. Additional conversations by Caltrain member agencies to confirm this figure continue. The Caltrain funding amount shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.
 - AC Transit
 - Muni
 - SF Bay Ferry
 - Golden Gate Transit
 - Alameda County small bus operators dedicated pot (LAVTA and Union City Transit)
 - The magnitude of the allocations to each individual operator identified in this pot determined by ACTC on an annual basis
 - Contra Costa County small bus operators dedicated pot (County Connection, Tri Delta Transit, and WestCAT)
 - The magnitude of the allocations to each individual operator identified in this pot determined by CCTA on an annual basis
- The following county transportation entities receive all remaining funds – if any – generated in their counties not used for the transit operators/initiatives in the expenditure plan, for public transportation expenses, with no ability for the TRMD/MTC to withhold these funds
 - ACTC
 - CCTA
 - SFCTA
 - SMCTD
 - SCVTA

Expenditure Plan – Annual TRMD/MTC Funding

Entity/Purpose	% of Measure	FY 31 \$s (\$millions)
TRMD, Administration	0.22%	\$2.32
MTC, rider-focused T-TAP	4.4%	\$46.40

In the bill, MTC Transit Transformation amounts will be split up into the below programs:

MTC Transit Transformation Detailed Breakdown

Program/Investments	% of Measure	FY 31 \$s (\$millions)
Clipper START/Free Transfers	2.5%	\$25.78
Accessibility	1.0%	\$10.31
Transit Priority (i.e. TSP) and Mapping and Wayfinding	1.0%	\$10.31
Totals	4.4%	\$46.40

Operator Recipients (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain**	7%	\$75
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

*Conversations with specific counties regarding accountability related to BART and Muni continue. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

**The Caltrain funding figure is provisional pending further confirmation from member agencies. The Caltrain funding figure shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

County Transportation Entities (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Entity	% of Measure	FY 31 (\$\$\$) (\$millions)
ACTC	1.0%	\$10.26
CCTA	2.5%	\$26.51
SFCTA	0%	\$0
SMCTD	4.7%	\$50.00
VTA	25.1%	\$264.07

Resolution Related to Accountability and Financial Efficiency is Necessary

Separate from the discussion of the expenditure plan, we continue to work with local stakeholders to finalize the financial efficiency review language in the bill. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. We will be in touch with relevant staff and stakeholders on this language. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure.

Thank you for your consideration of the proposed five-county SB 63 expenditure plan. Should you have any questions, please reach out to us directly or to Raayan Mohtashemi or Luis Amezcua on our staff at raayan.mohtashemi@sen.ca.gov or luis.amezcua@sen.ca.gov.

Sincerely,



Scott Wiener
Senator, 11th District



Jesse Arreguin
Senator, 7th District

Cc:

President Pro Tempore Mike McGuire - Member, Bay Area Caucus

Speaker Robert Rivas - Member, Bay Area Caucus

Senator Josh Becker - Chair, Bay Area Caucus

Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly Appropriations Committee

Senator Dave Cortese - Chair, Senate Transportation Committee

Assemblymember Lori Wilson - Chair, Assembly Transportation Committee

Senator Jerry McNerney - Chair, Senate Revenue and Taxation Committee

Assemblymember Mike Gipson - Chair, Assembly Revenue and Taxation Committee

Senator Anna Caballero - Chair, Senate Appropriations Committee

Candace Andersen, President, Contra Costa County Board of Supervisors and MTC Commissioner
Rafael Mandelman, President, City and County of San Francisco Board of Supervisors
David Canepa, President, San Mateo County Board of Supervisors and MTC Commissioner
Otto Lee, President, Santa Clara County Board of Supervisors
Barbara Lee, Mayor, City of Oakland and MTC Commissioner
Daniel Lurie, Mayor, City and County of San Francisco
Matt Mahan, Mayor, City of San Jose and MTC Commissioner
Gary Singh - Mayor, City of Union City
Margaret Abe-Koga, MTC Commissioner
Marilyn Ezzy Ashcraft, MTC Commissioner
Pat Burt, MTC Commissioner
Alicia John-Baptiste, MTC Commissioner
Nate Miley, MTC Commissioner
Gina Papan, MTC Commissioner
Adam Rak - Chair, City/County Association of Governments of San Mateo County (C/CAG)
Mark Foley - Chair, Bay Area Rapid Transit District (BART)
Diane Shaw - President, Alameda-Contra Costa Transit District (AC Transit)
Janet Tarlov - Chair, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors
Steve Heminger - Chair, Peninsula Corridor Joint Powers Board (Caltrain)
Kevin Wilk - Chair, Central Contra Costa Transit Authority (County Connection)
Diane Burgis - Chair, Eastern Contra Costa Transit Authority (Tri Delta Transit)
Tiffany Grimsley - Chair, Western Contra Costa Transit Authority (WestCAT)
Julie Testa - Chair, Livermore Amador Valley Transit Authority (LAVTA)
Jim Wunderman - Chair, San Francisco Bay Ferry
Gerald D. Cochran - President, Golden Gate Bridge Highway and Transportation District
Andrew Fremier - Executive Director, MTC
Tony Tavares - Executive Director, ACTC
Timothy Haile - Executive Director, CCTA
Tilly Chang - Executive Director, SFCTA
April Chan - General Manager/CEO, SMCTD and Executive Director, SMCTA
Carolyn Gonot - General Manager/CEO, SCVTA
Sean Charpentier - Executive Director, C/CAG
Robert Powers - General Manager, BART
Salvador Llamas - General Manager/CEO, AC Transit
Julie Kirschbaum - Director of Transportation, SFMTA
Michelle Bouchard - Executive Director, Caltrain
Bill Churchill - General Manager, County Connection
Rashidi Barnes - CEO, Tri Delta Transit
Rob Thompson - General Manager, WestCAT
Christy Wegener - Executive Director, LAVTA
Stephen Adams - Transit Manager, Union City Transit
Seamus Murphy - Executive Director, San Francisco Bay Ferry
Denis Mulligan - General Manager, Golden Gate Bridge Highway and Transportation District

Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez

July 23, 2025

Page 8

Senator Christopher Cabaldon - Member, Bay Area Caucus

Senator Tim Grayson - Member, Bay Area Caucus

Senator Aisha Wahab - Member, Bay Area Caucus

Assemblymember Cecilia M. Aguiar-Curry - Member, Bay Area Caucus

Assemblymember Patrick J. Ahrens - Member, Bay Area Caucus

Assemblymember Anamarie Avila Farias - Member, Bay Area Caucus

Assemblymember Rebecca Bauer-Kahan - Member, Bay Area Caucus

Assemblymember Marc Berman - Member, Bay Area Caucus

Assemblymember Mia Bonta - Member, Bay Area Caucus

Assemblymember Damon Connolly - Member, Bay Area Caucus

Assemblymember Matt Haney - Member, Bay Area Caucus

Assemblymember Ash Kalra - Member, Bay Area Caucus

Assemblymember Alex Lee - Member, Bay Area Caucus

Assemblymember Liz Ortega - Member, Bay Area Caucus

Assemblymember Diane Papan - Member, Bay Area Caucus

Assemblymember Gail Pellerin - Member, Bay Area Caucus

Assemblymember Chris Rogers - Member, Bay Area Caucus

Assemblymember Catherine Stefani - Member, Bay Area Caucus

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors **DATE:** July 18, 2025

FROM: Rodd Lee
Assistant General Manager, External Affairs

SUBJECT: State Legislative Update – Second House Policy Committee Deadline

Today, July 18, was the deadline for bills to pass their second house policy committees. Below is a summary of actions taken on bills with a Board position.

ASSEMBLY BILLS

Assembly Bill (AB) 259 (B. Rubio) Open meetings: local agencies: teleconferences

This bill would extend, until January 1, 2030, the sunset date for provisions of the Brown Act that allow any member of a legislative body to participate in meetings from a remote location for a limited number of meetings each year, when a quorum of the body is present in the physical meeting location as well as for a member to participate remotely due to “emergency circumstances.”

AB 259 was referred to the Senate Committees on Judiciary and Local Government but was not set for hearing. As a result of missing the policy committee deadline, the bill will not move forward this year. Provisions of AB 259 have been incorporated into another bill, [Senate Bill \(SB\) 707](#) (Durazo), that makes several changes to the Brown Act and associated open meetings laws. This bill passed the Assembly Committee on Local Government (6-2) on July 16. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

AB 394 (Wilson): Public transportation providers

This bill would expand an existing sentencing enhancement for assault against a transit operator or passenger to apply to all public transit employees and contractors. Additionally, the bill would allow a court to issue a temporary restraining order (TRO) against an individual that has harassed, committed violence against, or threatened to commit violence against a transit worker.

Amendments dated July 17 clarify the definition of “employer” to also include a joint powers authority or a public transit operator that operates a transit system itself as a public entity or through a contract or subcontract. These amendments also strike a provision that previously allowed for a TRO to be enforced across the entirety of the public transit system.

AB 394 passed the Senate Committee on Public Safety (6-0) on July 1 and the Senate Committee on Judiciary (13-0) on July 15. It now awaits action in the Senate Appropriations Committee; a hearing date has not yet been set.

SENATE BILLS

SB 63 (Wiener/Arreguín) San Francisco Bay area: local revenue measure: transportation funding

This bill would authorize a regional transportation funding measure on the November 2026 ballot to enact a sales tax in Alameda, Contra Costa and San Francisco Counties, with an option for San Mateo

and Santa Clara Counties to opt in. Funds from the measure would support transit operations and rider-focused transit coordination improvements.

Amendments dated July 9 designate County Connection, Tri-Delta Transit, LAVTA, Union City Transit, WestCAT, and WETA as “above the line” recipients of regional measure funds. Previously these agencies were designated as eligible recipients of funds returned to counties after the deficits of regional transit operators (BART, AC Transit, Muni, and Caltrain) were funded. Additionally, the percentage of measure funds that are to go to the Metropolitan Transportation Commission (MTC) for the implementation of transit transformation initiatives was reduced from up to 10 to up to 5 percent.

SB 63 passed the Assembly Committee on Transportation (11-4) on July 7 and the Assembly Committee on Revenue & Taxation (4-2) on July 14. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

SB 71 (Wiener) California Environmental Quality Act: exemptions: environmental leadership transit projects

As amended on July 17, this bill would extend the sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects until January 1, 2040, while retaining a January 1, 2032, sunset for projects using near-zero emission, natural gas, or low-nitrous oxide (NOx) technology. These amendments also specify that projects utilizing Tier 4 or cleaner locomotives that are not zero-emission are not eligible for CEQA exemption if located in air basins designated as high risk for particulate and ozone pollution. Additionally, amendments specify that projects must be located in existing rights-of-way, be they rail, highway, or otherwise public.

This bill would also expand the existing CEQA exemption to include the redesigning of transit networks and the construction or maintenance of transit infrastructure to charge, refuel or maintain zero-emission buses, trains or ferries as well as for microtransit, paratransit, shuttle, and ferry projects, as specified.

SB 71 passed the Assembly Committee on Natural Resources (12-0) on July 14. It now awaits action in the Assembly Appropriations Committee; a hearing date has not yet been set.

SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body.

This bill would authorize a subsidiary body of a legislative body to use alternative teleconferencing provisions under the Brown Act and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet.

On June 3, the bill was ordered to the inactive file at the request of the author. Provisions of SB 239 have been merged into [SB 707](#) (Durazo), which continues to move through the Assembly.

SB 276 (Wiener) City and County of San Francisco: merchandising sales

This bill would authorize, until January 1, 2031, the City and County of San Francisco to adopt an ordinance, for a period of up to three years, that would prohibit sale of specified merchandise on public property without a permit, with a written warning issued for a first violation.

Amendments dated July 17 make the second and third violations within 18 months of the first violation punishable as infractions; subsequent violations after three prior violations within that 18-month period

shall be punishable as infractions or misdemeanors carrying a sentence of imprisonment in the county jail for a period of up to six months or by both imprisonment and fine.

SB 276 passed the Assembly Committee on Local Government (10-0) on July 2 and the Assembly Committee on Public Safety (9-0) on July 15. The bill now goes to the Assembly floor for consideration. This bill is an urgency measure that would take effect immediately upon being signed by the Governor. It requires a two-thirds vote of each house of the Legislature for passage.

Summer Recess and Appropriations Deadline

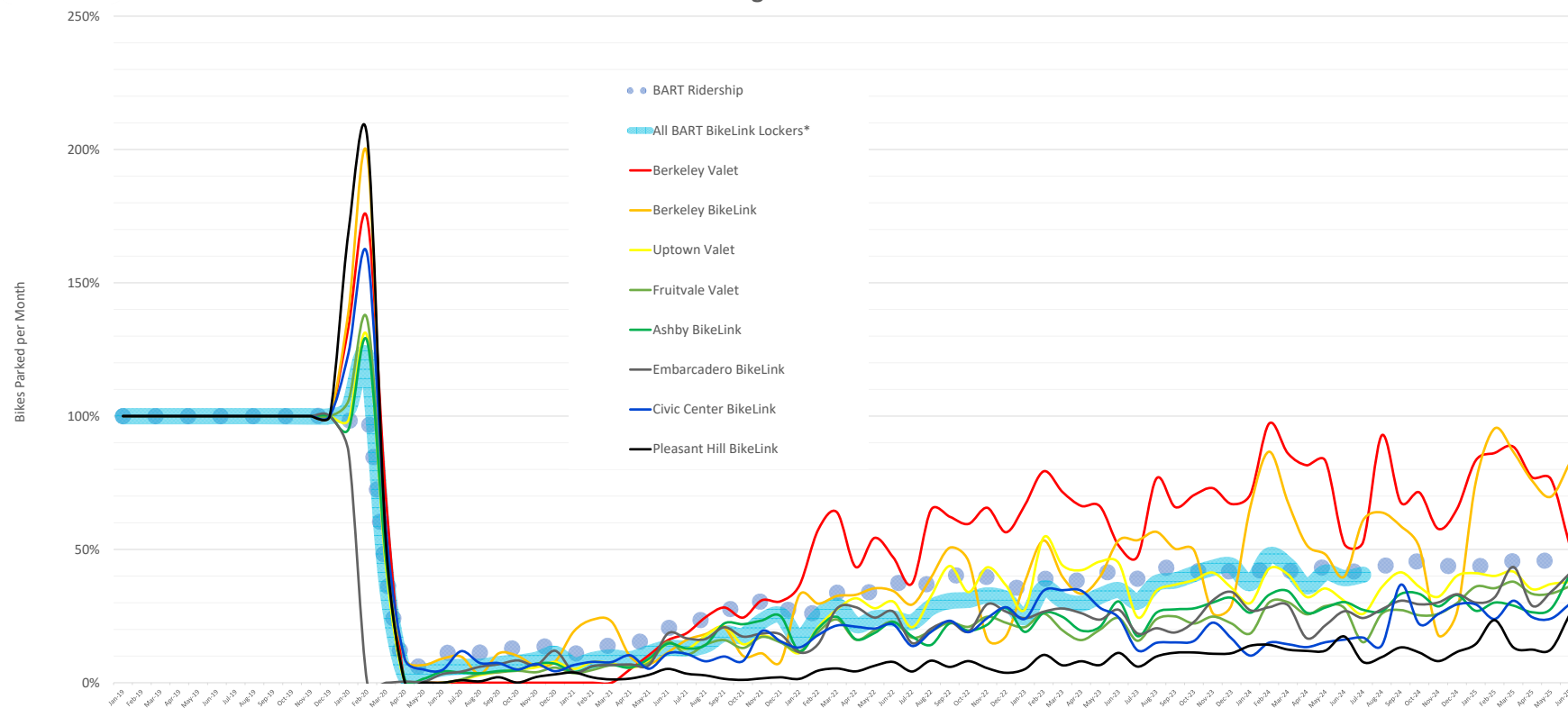
The Legislature is now on Summer Recess and will return on August 18. The next legislative deadline is August 29, when all bills considered fiscal must pass the Appropriations Committee in their second house.

GCR staff and BART's state advocates will continue to monitor and provide regular updates as bills move through the legislative process. If you have any questions, you may contact Alex Walker, Manager of Government Relations and Legislative Affairs, at (510) 299-6514 or alex.walker@bart.gov.

cc: Board Appointed Officers
Deputy General Manager
Executive Staff
Director of Government and Community Relations
Manager of Government Relations and Legislative Affairs



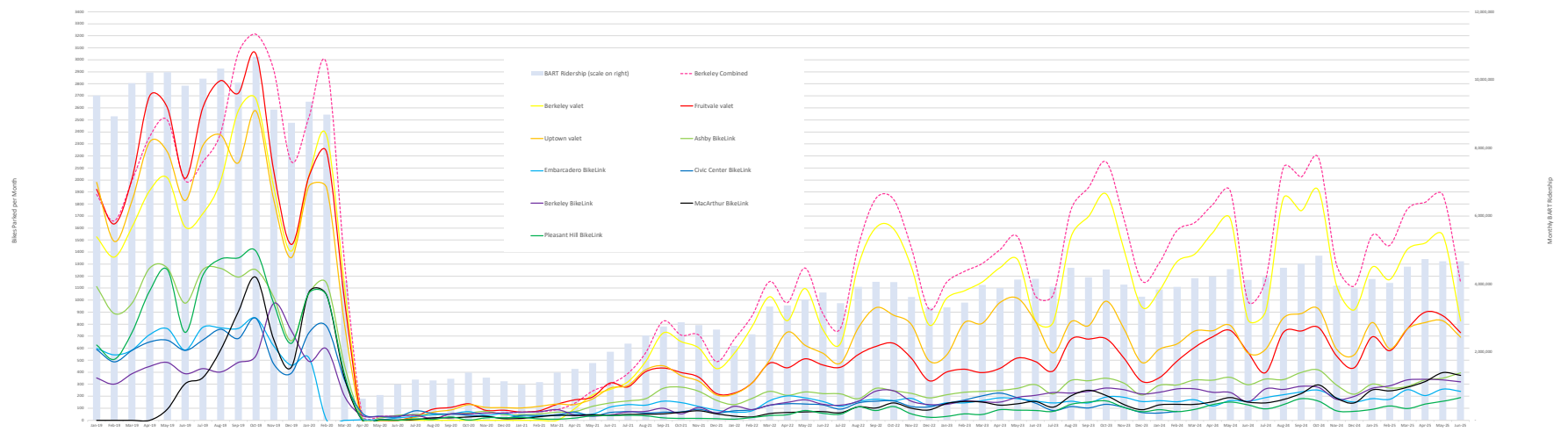
Monthly BART Bike Station, BikeLink Locker and BART Ridership As a Percentage of 2019



*BikeLink data lags by 6-8 mos.

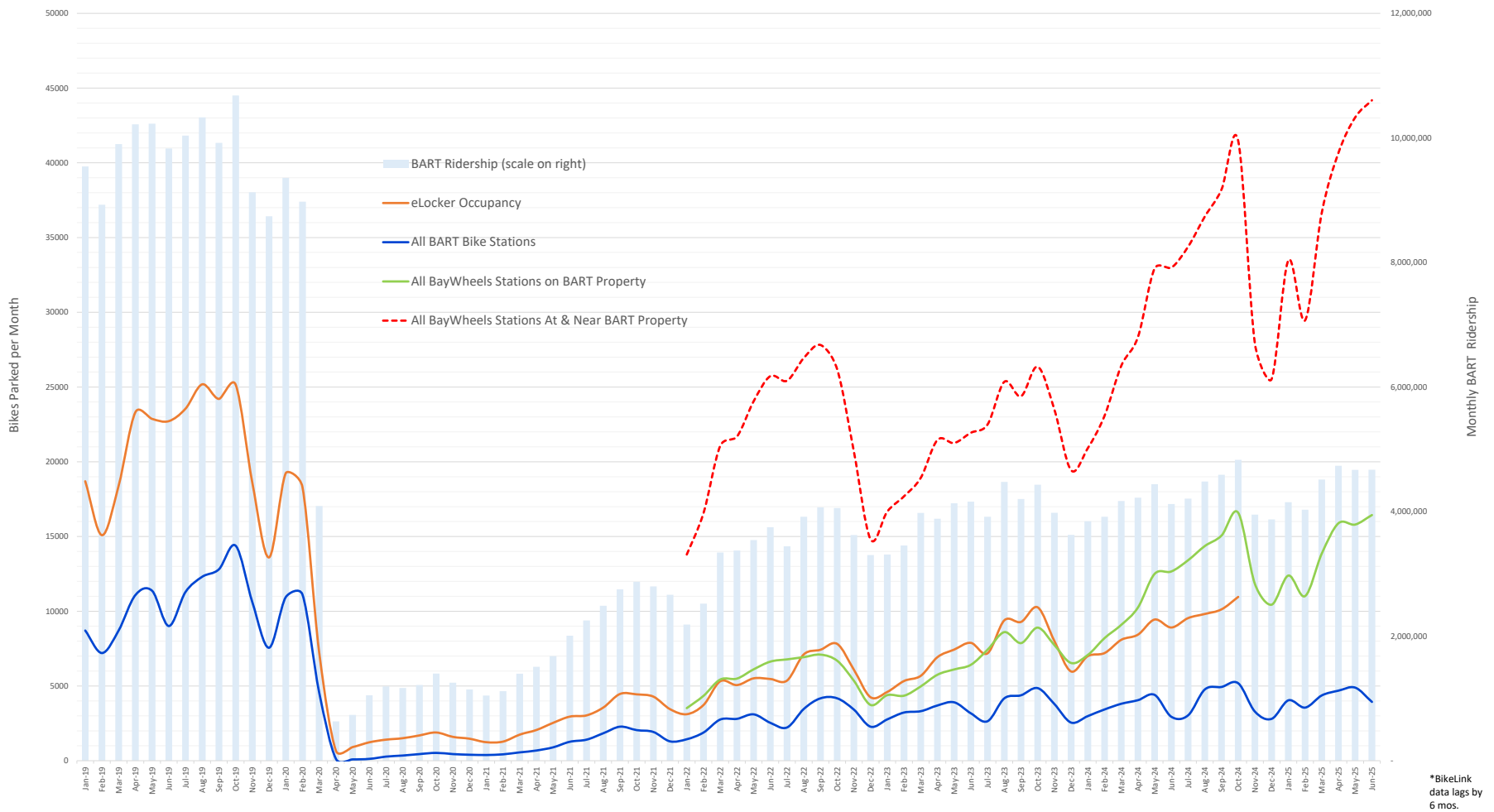


Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Jun 2025



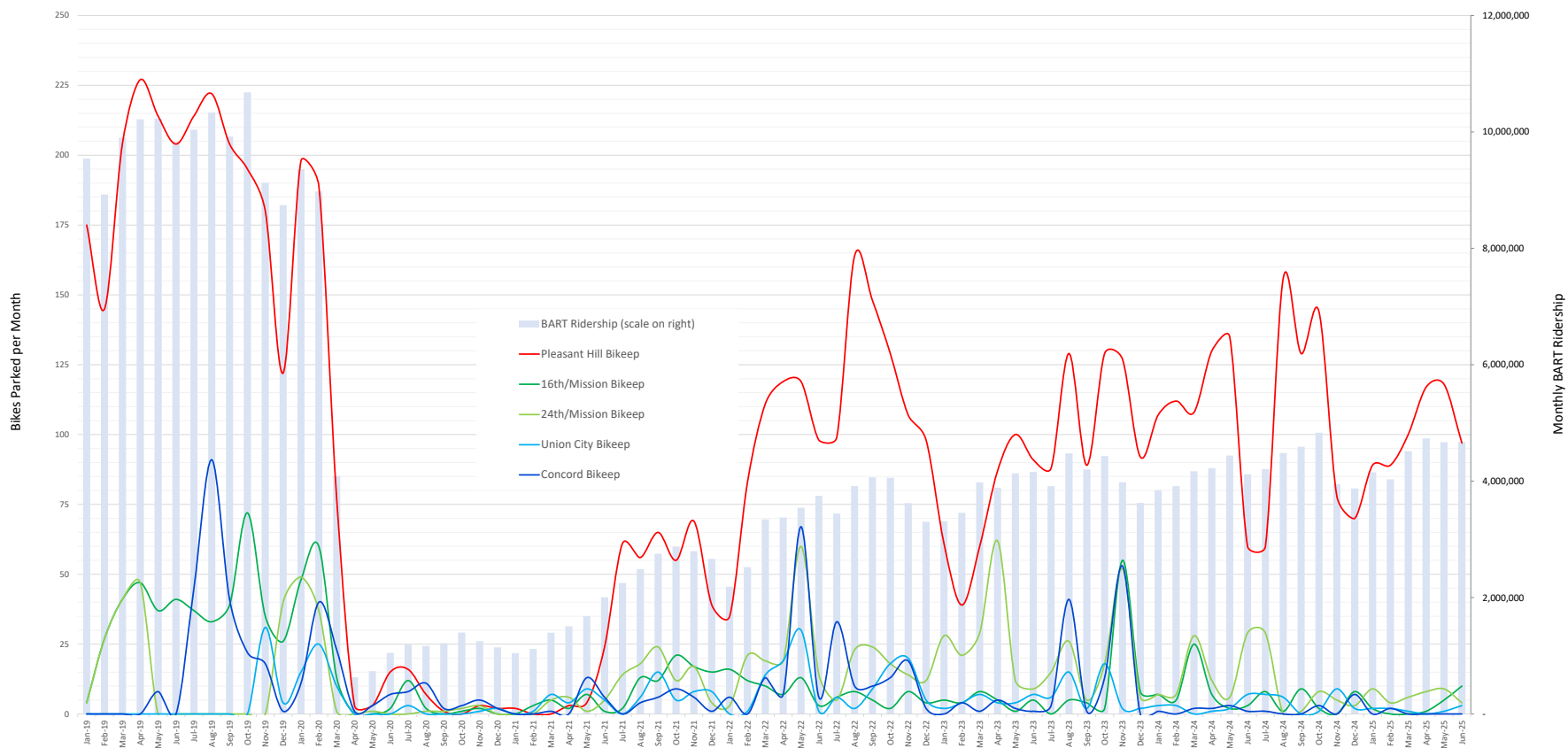


Monthly BikeLink Lockers, BART Bike Stations, Bike Sharing and BART Ridership Jan 2019-Jun 2025





Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-Apr 2025



From: [Heath Maddox](#)
To: [Heath Maddox](#)
Subject: FW: Case 00358585: Bike lockers at Ashby station unable to fit cargo bikes
Date: Wednesday, May 21, 2025 11:19:42 AM

Hi Ivy,

Thanks for your inquiry, and thanks for riding your cargo bike to BART!

We have just completed a long-anticipated bike access project (it dates back to before COVID) at North Berkeley that installed a bunch of newer, slightly larger BikeLink bike lockers. Some of these new lockers are undivided and will already accept a longtail cargo bike (e.g. an Xtracycle). And in the coming months, we are planning to experiment with some modifications to allow these new lockers to accept even larger, bakfiets style cargo bikes. Given BART's slow Covid recovery, we have excess locker capacity at North Berkeley, even once the new lockers have been modified, so if we're satisfied with the way the modifications are working, we'll look at moving some of the XL lockers around the BART system to high-demand locations, and Ashby is definitely on the list.

Sorry I can't offer you an immediate locker solution for Ashby, but I can share that when my own kids were very young, we would park our cargo bike in the Ashby bike station. The double-decker racks there are not explicitly intended for cargo bikes, but my family had no trouble making it work on the lower level. I understand that, especially for an expensive bike, individual lockers are preferred by many of our customers, but the reason Ashby has a bike station is that it's a much more space efficient way of securely storing bikes compared to lockers. There's just no way to meet all the demand there with lockers. Currently, at MacArthur, where our lockers are basically at capacity on many days, some of the most regular customers in the bike station are cargo bike riders who can't fit their bikes into the standard lockers.

There used to be two of us working on bike projects and programs here at BART, but in recent years I'm the only one. I don't have a specific timeline for modifying and relocating the North Berkeley lockers, but I would hope to be able to get to it this calendar year.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: Webcustomerservices <webcustomerservices@bart.gov>
Sent: Monday, April 21, 2025 2:56 PM
To: Heath Maddox <hmaddox@bart.gov>
Subject: RE: Case 00358585: Bike lockers at Ashby station unable to fit cargo bikes [ref:!00Dd00hrYV.!500VI0W7WNL:ref]

Hello Heath,

Please review customer email below.

Regards,

BART Customer Services

Case 00358585: Bike lockers at Ashby station unable to fit cargo bikes

Contact Name: Ivy Tao

Contact Phone: (

Contact Email:

Incident Date:

Case opened Date:4/21/2025 8:31 AM

Category: Other

Sub-category:

Line Code: R

Station: R10 - Ashby (Berkeley)

Hi, would it be possible to have a few self-operated bike lockers to be full size at Ashby BART? I drop off my kid on a cargo bike and then BART into the city, but my cargo bike is unable to fit into the half-size bike lockers, and I don't see any full size lockers in the app. It would be great if at least a few of them are more accommodating to bike families. Happy to pay double the rental price!

ref:!00Dd00hrYV.!500VI0W7WNL:ref

From: [Heath Maddox](#)
To: [Heath Maddox](#)
Subject: FW: Case 00360185: Bikes on BART [ref:!00Dd00hrYV.!500VI0XITLv:ref]
Date: Wednesday, July 23, 2025 10:07:43 AM
Attachments: [image001.png](#)
[image002.png](#)

From: Heath Maddox
Sent: Thursday, May 15, 2025 12:09 PM
To: Erik Scales [REDACTED]
Cc: Bart Webcustomerservices <webcust@bart.gov>
Subject: RE: Case 00360185: Bikes on BART [ref:!00Dd00hrYV.!500VI0XITLv:ref]

Thanks, yes, that thing is wide. Trikes may deserve special treatment. On the one hand they are BIG, but on the other hand could be considered an “adaptive bike” and merit accessibility consideration.

Food for thought. Thanks for bringing it to our attention, much appreciated.



Adaptive E-Bike

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
th

2150 Webster Street, 8 Floor
Oakland, CA 94612
415.728.1352



CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT

From: Erik Scales [REDACTED]
Sent: Tuesday, May 13, 2025 5:25 PM
To: Heath Maddox <hmaddox@bart.gov>
Cc: Bart Webcustomerservices <webcust@bart.gov>
Subject: Re: Case 00360185: Bikes on BART [ref:!00Dd00hrYV.!500VI0XITLv:ref]



I understand. This seemed overly large today and I have seen some even bigger.

Erik S.

From my Gmail Account

On Tue, May 13, 2025 at 3:35 PM Heath Maddox <hmaddox@bart.gov> wrote:

Dear Erik,

Thanks for your inquiry about bikes on BART.

BART encourages the use of all manner of bikes to access the system, especially now as we seek to reinforce the concept that BART is not just for getting to work, it's useful and even fun for leisure and family trips as well.

Customers with bikes were some of our very first riders to come back during the long recovery from the pandemic. We changed our policy to allow bikes on escalators in response and we view people who bike as a key demographic to engage with.

We have not set any specific limits on allowable sizes of bikes, but our Elevator Dimension Guide is intended to make it easier for customers with larger bikes to safely navigate the BART system:

<https://www.bart.gov/guide/bikes#:~:text=secured%20bike%20parking.-.Elevator%20Dimension%20Guide,-BART%20understands%20that>

One of BART's key bike rules (<https://www.bart.gov/guide/bikes/rules>) is that bikes are never allowed on crowded cars. So, large bikes should not be on crowded trains, and if the car is not crowded, any cargo bike that got as far as the platform is unlikely to pose problems.

That said, we will consider offering guidance for larger, heavier bikes on future updates to the bike rules, which may be coming soon.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: Webcustomerservices <webcustomerservices@bart.gov>

Sent: Tuesday, May 13, 2025 2:52 PM

To: Heath Maddox <hmaddox@bart.gov>

Subject: RE: Case 00360185: Bikes on BART [ref:!00Dd00hrYV.!500VI0XITLv:ref]

Hello Heath,

Are you able to answer the question posed by our customer below.

Regards,

Nathan Nguyen

BART Customer Services

=====

Contact Name Erik Scales

Contact Email esscales@gmail.com

Opened Date/Time 5/13/2025 8:47 AM

Description I have noticed lately that the bikes that are allowed on BART are getting bigger and bigger. With the prevalence of E-bikes, some of them are getting more powerful and bigger. Some seem as big as motorcycles. Is there or will there ever be a size restriction of bikes on BART? If there was a way to attach a picture to this communication I can send a picture of the bike that was on my train today.

ref:!00Dd00hrYV.!500VI0XITLv:ref

From: [Heath Maddox](#)
To: [REDACTED]
Subject: FW: Case 00363090: Feedback on Bicycle Rules
Date: Monday, June 30, 2025 1:51:00 PM
Attachments: [image001.png](#)

Dear Maya,

Thanks for your thoughtful comment regarding the bicycle priority area on the first car of BART trains. You are not the first customer to be perplexed by this and provide comments.

Because BART trains don't turn around at the end of the line (they simply reverse direction), the first car is the last car half of the time.

We are considering an update to the signage in the bicycle priority area to alleviate confusion on this point.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352



From: Jumana Nabti <JNabti@bart.gov>
Sent: Wednesday, June 25, 2025 5:34 PM
To: Bart Webcustomerservices <webcust@bart.gov>; Heath Maddox <hmaddox@bart.gov>
Subject: Re: Case 00363090: Feedback on Bicycle Rules [ref:I00Dd00hrYV.!500VI0atusr:ref]

Thank you, I'm adding Heath Maddox our bike planner.

Jumana Nabti
Manager of Access Programs
Buses, Curbs, Signage, and Circulation
[Regional Mapping & Wayfinding Project](#)
Cell: (510) 912-8118
Email: jnabti@bart.gov

San Francisco Bay Area Rapid Transit
2150 Webster Street, 8th Floor
Oakland, CA 94612

From: BART Customer Services <webcustomerservices@bart.gov>
Sent: Tuesday, June 24, 2025 9:43 AM
To: Jumana Nabti <JNabti@bart.gov>
Subject: RE: Case 00363090: Feedback on Bicycle Rules [ref:!00Dd00hrYV.!500VI0atusr:ref]

Hi Maya,

Just a FYI. Please see the email below. Thanks, and have a great day.
Regards,

Christina Dimaya
BART Customer Services

=====
Case 00363090: Feedback on Bicycle Rules

Contact Name: Maya Estrada
Contact Email: [REDACTED]

Incident Date:
Case opened Date:6/23/2025 5:38 PM
Category: Bike Program
Sub-category: Bikes - First Car

I am not someone who brings a bicycle on Bart but the past few trips, the conductor has brought up bicycles not being allowed on the first car although there are bicycle sections on the first car. If this is a rule, you should think about getting rid of those sections on the first car.

Via iOS app Version 1.20.0027
ref:!00Dd00hrYV.!500VI0atusr:ref

From: [Heath Maddox](#)
To: [Heath Maddox](#)
Subject: FW: Re: Case 00363213: New Gates (Lake Merritt Station and Dublin/Pleasanton Station)
Date: Wednesday, July 23, 2025 9:58:20 AM

-----Original Message-----

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Monday, June 30, 2025 4:08 PM
To: Joy Sharma <jyotsna.sharma@bart.gov>; Mitra Moheb <MMoheb@bart.gov>; Michael Gerbracht <MGerbra@bart.gov>; Heath Maddox <hmaddox@bart.gov>; Roman Kotlyar <RKotlya@bart.gov>
Cc: Sylvia Lamb <SLamb@bart.gov>
Subject: FW: Re: Case 00363213: New Gates (Lake Merritt Station and Dublin/Pleasanton Station) [ref:!00Dd00h [ref:!00Dd00hrYV.!500VI0b396K:ref]]

Hello Joy, Mitra, Michael, Roman, Heath:

Bicyclist complaint and injury about Lake Merritt and Dublin/Pleasanton accessible fare gates and comments about station agent interaction. Patron was offered a claim form but is healing since the injury.

Regards,

Samson Wong
BART Customer Services

cc: Sylvia

----- Original Message -----

From: Lyndsie Francis [REDACTED]
Sent: 6/26/2025 2:14 PM
To: webcustomerservices@bart.gov
Subject: Re: Case 00363213: New Gates (Lake Merritt Station and Dublin/Pleasanton Station) []

Hi there,

Please see my responses below in bold.

On Thu, Jun 26, 2025 at 12:49?PM BART Customer Service < webcustomerservices@bart.gov> wrote:

> Hello Lyndsie,
>
> We are very sorry about your hand, bike and missed train. If you would
> like us to continue reviewing the reported issues, we will need
> additional information. The following questions require "yes", "no" or
> very short answers. This will help direct your feedback and request for a reply:
>
> For the morning of 6/25/25:
>
> 1. Were you injured or was your bike damaged? If so, use attached
> claim form and follow directions. *No, not in a meaningfully way. My
> hand was a little tender yesterday, but it's fine today, no bruising.*
> 2. What station were you at? Lake Merritt or Dublin/Pleasanton?

> *Dublin/Pleasanton*

> 3. What was the time? *7:50am* (6/25/25) 4. Were you entering or
> exiting? *Exiting* 5. Was this thru the wider accessible fare gate or
> regular gate? *Wider accessible gate* 6. Do you recall the specific
> gate? *The wide accessible gate closest to the gate agent. * 7. Do you
> want to report a complaint about a specific employee? *No. *

>

> For 6/24/25:

>

> 1. What time were you delayed by the fare gate sensor? *7:15am*
> (6/24/25) 2. Was this thru the wider accessible fare gate or regular
> gate? *Wide accessible gate* 3. Do you recall the specific gate? *The
> gate closest to the gate agent * 4. What station were you at? Lake
> Merritt or Dublin/Pleasanton? *Lake
> Merritt*

> 5. To confirm, you were entering the station? *Entering* 6. Do you
> want to report a complaint about a specific employee? *No. *

>

> General Question:

>

> 1. What station did you see fare evaders "climbing over the tall
> gates"? *Embarcadero
> Station*

>

(edited for relevance)

>

> At Customer Services, we respond to public inquiries, comments and
> complaints. At times we are like a library and/or a post office.
> Customer Services can answer or forward customer feedback to staff. If
> necessary, staff can be asked for a reply. Customer feedback is also
> analyzed and shared with senior management and departments.

>

> If you need further assistance, please contact us at 510-464-7134.

>

> Thank your comments and helping the public.

>

> Regards,

>

> Samson Wong
> BART Customer Services

>

> =====

> Case 00363213: New Gates (Lake Merritt Station and Dublin/Pleasanton
> Station)

>

> Customer Name: Lyndsie Francis
> Customer Phone: [REDACTED]

[REDACTED] Date/Time of Email/Call:

> 6/25/2025 8:24 AM

>

> Station:

> Area of Station: faregates
> Employee Description: station agent
> Date/Time of Incident: prior to 6/25/2025 8:24 AM

>

>

> Report:

> I am lodging another complaint. I just got off the phone with a
> customer service rep, but given how that call went, I doubt it will
> reach the proper parties.
>
> This morning (6/25/25) I was smashed in the new fare-evasion "preventing"
> gates that were installed in the last year. The gate was open because
> the person in front of me had just passed through, I tagged my phone
> and it said my pass was accepted. So I went through the gate with my
> bike and the gates closed on me, smashing my hand into my bike and trapping my bike.
>
> The gate agent suggested my bike tire was touching the gate and that's
> what caused the issue, but that is not possible because the gate was
> already open. That makes me question the competence of the people BART
> hires for gate agents on top of their ever-present apathy for what's
> happening in the station.
>
> This is absolutely unacceptable, on top of the fact that I missed my
> train yesterday (6/24/25) because the gate sensor would not register
> my clipper card on my phone, which is a reoccurring issue. The gate
> agents give me different reasons every time for why it didn't work
> properly, once again calling their competence into question.
>
> These issues did not happen with the prior gates, and I still see
> people evading fares by climbing over the tall gates. This is
> ridiculous and I expect a response and for these useless and DANGEROUS
> gates to improve or be removed.
>

ref:!00Dd00hrYV.!500VI0b396K:ref

From: [BART Customer Service](#)
To: [Frederick Edwards](#); [Heath Maddox](#); [Ryan Greene-Roesel](#)
Subject: RE: Case 00363393: ADA and Bike Space for eBART line trains [ref:!00Dd00hrYV.!500VI0bFdv0:ref]
Date: Friday, June 27, 2025 11:20:45 AM

Hello Fred, Ryan, Heath:

Sharing customer feedback about disabled/bike access on eBART trains. Thank you .

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====
Contact Name not given not given

Contact Email

Contact Phone [REDACTED]

Opened Date/Time 6/27/2025 11:15 AM

Description Customer Name: n/a
Customer Phone: **BART Voicemail** (5109351000)
Customer Email: n/a
Date/Time of Email/Call: Jun 27, 10:06AM

Train: eBART
Train line: E-Line
Area of Station: disability and bike space

Report: Customer left voice message to bring attention "massive problems with doorway" on the Antioch extension. Patron said ADA reserved areas are "constantly taken" without regard for their passage way. People with bikes and wheelchairs are being denied space and end up "massive" blocking of doorways. Patron suggested improving notices, restrictions, pictures or even removing one side of seating for disabled/bike space near door like other transit/trains. By having no seats next to door, this would improve safe entry/exit when door opens.

Customer did not request call back.
ref:!00Dd00hrYV.!500VI0bFdv0:ref

From: [Dustin Lagman](#)
To: [Bart Webcustomerservices](#); [Revenue Vehicle Trouble Desk](#); [CS Train Trouble](#)
Cc: [Heath Maddox](#)
Subject: Re: Case 00364887: Bike Strap Replacement [ref:!00Dd00hrYV.!500VI0dCOpk:ref]
Date: Wednesday, July 23, 2025 10:00:24 AM

Hi all,

the car has been written up.

Thank you,
Dustin Lagman

Central Maintenance Supervisor
101 8th St. Oakland, CA 94607
Ext 4168
510-464-7277
510-427-6556

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Wednesday, July 23, 2025 09:49 AM
To: Revenue Vehicle Trouble Desk <rvtd@bart.gov>; CS Train Trouble <CSTrainTroubleDesk@bart.gov>
Cc: Heath Maddox <hmaddox@bart.gov>
Subject: RE: Case 00364887: Bike Strap Replacement [ref:!00Dd00hrYV.!500VI0dCOpk:ref]

Hello Vehicle Desk:

See car 4117x issue below and suggestion. Thank you.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

cc: Heath

Contact Name Joseph Phillips

Contact Email [REDACTED]

Contact Phone



Opened Date/Time 7/23/2025 6:25 AM

Description Hello,

On Train 4117x which is currently being used in the Yellow Line on 7/23/2025 needs the Bike Straps replaced as the buckles are broken and not useful. Also would recommend to add longer straps so multiple types of bikes can be stacked together.

ref:!00Dd00hrYV.!500VI0dCOpk:ref

From: [Estrella Sainburg](#)
To: [CustomerServices Bart](#)
Cc: [Heath Maddox](#)
Subject: Richmond BART wide gate
Date: Tuesday, May 27, 2025 8:54:18 AM

Good morning,

The large fare gate at Richmond BART is not working for heading out. It would be helpful if there was a sign providing instructions to people as to what to do in this case. Another cyclist and I had to walk our bikes out, leave them unattended on the outside, and walk back in to scan out. The attendant did not provide any assistance while this was all happening and the other cyclist guided me through the steps to take. Can a protocol for public notification, instruction, and guidance be created for when gates are not working across the system if this does not already exist?

Thank you.

--

Estrella Sainburg

 on [LinkedIn!](#)