



METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript



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MARCH 8, 2024

1 **CLERK, MARTHA SILVER:** COMMISSIONER CANEPA? EL-TAWANSY, NON-
2 VOTING IS ABSENT. NOACK?

3

4 **SUE NOACK:** HERE.

5

6 **CLERK, MARTHA SILVER:** COMMISSIONER RABBITT? SPERING?

7

8 **JAMES P. SPERING:** PRESENT.

9

10 **CLERK, MARTHA SILVER:** WE HAVE A QUORUM.

11

12 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU VERY MUCH. MR. CANEPA,
13 WILL YOU LEAD US IN THE FLAG SALUTE THIS MORNING? [PLEDGE OF
14 ALLEGIANCE] MAY WE PLEASE HAVE OUR COMPENSATION ANNOUNCEMENT?

15

16 **CLERK, MARTHA SILVER:** AS AUTHORIZED BY STATE LAW, I AM MAKING
17 THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE
18 TODAY WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP
19 TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A
20 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
21 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

22

23 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU SO MUCH. OUR CONSENT
24 CALENDAR IS NEXT, AND TODAY IT INCLUDES ITEMS 4A AND 4B. DO I
25 HAVE A MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR?



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1

2 **SUE NOACK:** MOVE, NOACK.

3

4 **CHAIR, CAROL DUTRA-VERNACI:** I'M SORRY. I HEARD SOMEONE. WAS
5 THAT YOU EDDIE? WHO WAS THAT?

6

7 **CHAIR, JAMES P. SPERING, MTC PC:** SUE MOVED IT. I SECONDED.

8

9 **CHAIR, CAROL DUTRA-VERNACI:** OH. OKAY. THANK YOU, JIM. I
10 COULDN'T SEE. ANYWAY. AS YOU HEARD, THE FIRST MADE BY
11 COMMISSIONER NOACK, SECOND BY COMMISSIONER SPERING. IS THERE
12 ANY COMMISSIONERS THAT WOULD LIKE TO HAVE COMMENT ON CONSENT
13 ITEMS? SEEING NONE. MARTHA, WERE THERE ANY ITEMS RECEIVED
14 UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM?

15

16 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPONDENCE
17 RECEIVED ON THIS ITEM, NONE IN ZOOM WITH THEIR HAND RAISED AND
18 NO ONE IN THE BOARDROOM WISHING TO SPEAK.

19

20 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU SO MUCH. WOULD YOU,
21 PLEASE, DO OUR ROLL CALL VOTE NOW, PLEASE. ROLL CALL -- VOICE
22 VOTE. YES. THANK YOU.

23

24 **CLERK, MARTHA SILVER:** ALL THOSE IN FAVOR?

25



MARCH 8, 2024

1 **CHAIR, CAROL DUTRA-VERNACI:** AYE. (AYES)

2

3 **CLERK, MARTHA SILVER:** OPPOSED? ABSTENTIONS? MOTION PASSES
4 UNANIMOUSLY BY ALL MEMBERS PRESENT.

5

6 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU VERY MUCH. WE'RE ON TO
7 ITEM 5A BAIFA RESOLUTION NUMBER POOH EXPRESS LANES TEN YEAR
8 FINANCIAL PLAN AND SERVES POLICY. KEN WONG, WILL YOU PLEASE
9 GIVE THE REPORT?

10

11 **KEN WONG:** THANK YOU. GOOD MORNING. I'M KEN WONG PRINCIPLE FOR
12 THE MTC EXPRESS LANES PROGRAM. TODAY I'M PRESENTING OUR SECOND
13 LOOK AT THE TEN YEAR FINANCIAL PLAN FOR BAIFA'S EXPRESS LANES
14 NETWORK AND SERVES POLICY FOR ADOPTION. NEXT SLIDE, PLEASE.
15 SO, AS A REMINDER, THE CTC AUTHORIZED MTC TO OPERATE EXPRESS
16 LANES IN ALAMEDA, CONTRA COSTA, AND SOLANO COUNTIES. IN
17 OPERATIONS I 680 IN CONTRA COSTA COUNTY, I-880 IN ALAMEDA
18 COUNTY AND INTERSTATE 80 IS SCHEDULED TO GO LIVE IN 2025. CPC
19 APPLICATION WAS WE COULD CONSIDER MULTIPLE CORRIDORS AS
20 ENTERPRISE MUCH LIKE THE BATA TOLL BRIDGE PROGRAM DIPS IN
21 REVENUE ON ONE QUARTER AND OFFSET BY SURPLUS IN OTHER
22 QUARTERS. KEY POINT FROM THE TIMELINE AT THE BOTTOM OF THE
23 SLIDE 1 EXPRESS LANE 680 IS SEVEN YEARS OLD, NEARING END OF
24 USEFUL LIFE. AS WE BEGIN THE REPLACEMENT PROCESS THIS
25 HIGHLIGHTS IMPORTANCE OF PROJECTING REVENUE AND EXPENDITURE



MARCH 8, 2024

1 OVER THE NEXT DECADE TO ENSURE WE HAVE ADEQUATE FUNDS FOR THIS
2 OTHER AND WORK. NEXT SLIDE PLEASE. TODAY I WILL PRESENT THE
3 SUMMARY OF THE TEN YEAR FINANCIAL PLAN BASED ON RESOLUTION 52.
4 AND RESERVES POLICY, BAIFA RESOLUTION 53. WHICH WE PRESENTED
5 IN SEPTEMBER IN MORE DETAIL. I WILL ALSO GO OVER OUR CURRENT
6 WORK PLAN WHICH RECOGNIZES COMMENTS MADE FROM COMMISSIONERS IN
7 SEPTEMBER AND TO IDENTIFY SOME OF THE DIFFERENT POLICIES AND
8 OPERATING DECISIONS THAT WE'LL FACE THAT WILL INFLUENCE
9 FINANCIAL OUTCOMES FOR THE NEXT PLAN UPDATE WHICH WE PROPOSE
10 TO DO ON A TWO-YEAR CYCLE. THEN I'LL WRAP UP WITH NEXT STEPS.
11 NEXT SLIDE PLEASE. SO, THESE ARE PROJECTIONS OVER THE NEXT
12 DECADE FROM FISCAL YEAR 2024 TO FISCAL YEAR 2033. WE'RE
13 PROJECTING 941 MILLION IN REVENUE. ON THE EXPENSE SIDE WE
14 PROJECT 476 MILLION IN OPERATING AND MAINTENANCE, AND 371
15 MILLION IN REHAB AND REPLACE COST. AS YOU NOTICE, THERE IS A
16 SLIGHT TYPO, IT SHOULD SAY 371 MILLION LEAVES 94 MILLION WHICH
17 WE'LL SHOW IN A MINUTE SUFFICIENT FOR SUITABLE RESERVES
18 OVERALL FINANCIAL HEALTH OF MTC ENTERPRISE IS STRONG. NEXT
19 SLIDE. THIS SLIDE REPRESENTS THREE REVENUE PROJECTIONS
20 OPTIMISTIC FOUR AND A HALF%, CONSERVATIVE 2.5% AND DIRE
21 SCENARIO OF ESSENTIALLY NO GROWTH AT HALF PERCENT. WHICH
22 REPRESENTS A RANGE OF VARIATION OVER A LONG HORIZON. AT A HALF
23 PERCENT WE WOULD NOT ADD TO RESERVES. WE WOULD AFFORD THE O&M,
24 RNR BUT MIGHT HAVE TO RESEQUENCE FOR CASH FLOW. TWO AND A HALF
25 REPRESENTS OUR FINANCIAL PLAN GENERATING ADDITIONAL 94 MILLION



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1 OVER THE NEXT TEN YEARS AND FOUR AND A HALF% WOULD FORECAST
2 244 MILLION ABOVE O&M, RNR WHICH IS WHAT WE WOULD NEED FOR
3 RESERVES. NEXT SLIDE PLEASE. SO, THIS SUMMARIZES THE RESERVES,
4 WHICH WILL BE THE SECOND ACTION AFTER ADOPTION OF THE
5 FINANCIAL PLAN. THIS RESERVES POLICY RECOMMENDATION IS THE
6 SAME AS IN SEPTEMBER. THE FRAMEWORK IS ANALOGOUS TO ONE OF THE
7 FOUR BRIDGE PRICE WITH EXCEPTION OF DEBT RESERVE BECAUSE
8 BASICALLY IT DOES NOT HAVE DEBT. RESERVE IS TO COVER FIX O&M
9 COST DURING A PERIOD OF LONG-TERM DROP IN REVENUE AS WE
10 EXPERIENCED DURING THE PANDEMIC AND WE ARE RECOMMENDING THE
11 EQUIVALENT OF 12 MONTHS OF FIXED O&M COST THOSE ARE THE COSTS
12 THAT DON'T GO AWAY. EMERGENCY RESERVE FUND FOR EMERGENCY
13 REPAIR TOLL SYSTEM FOR EXAMPLE, AFTER A MAJOR EARTHQUAKE WE
14 HAVE TRIED TO COMPUTE COST IN A FEW DIFFERENT WAYS INCLUDING
15 APPROXIMATING COST TO REPLACE HALF OF A CORRIDOR WHICH WE
16 ESTIMATE TO BE 25 MILLION. LASTLY CAPITAL RESERVE FUNDS REHAB
17 AND REPLACEMENT, AS WE CAN COVER THE FULL COST OF PROJECTS
18 SUNS THEY HAVE STARTED IN THE TIME FRAME WE NEED THEM TO BE
19 IMPLEMENTED. WE ARE USING THE HIGHEST THREE YEARS OF RNR COST
20 WHICH ALIGNS WITH THREE YEAR DURATION FOR MOST OF OUR PROJECTS
21 IN ADDITION THE CAPITAL RESERVES WOULD BE AVAILABLE FOR
22 EMERGENCY IN THE EVENT 25 MILLION IS INSUFFICIENT SINCE AN
23 EMERGENCY PROJECT IS LIKELY TO PUSH OUT CAPITAL OBLIGATIONS
24 SINCE ASSETS ARE REPLACED. IN TOTAL ESTIMATING PRESENT VALUE
25 RANGE BETWEEN 180 MILLION TO 190 MILLION TO PUT INTO RESERVES



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1 GIVEN THAT WE HAVE APPROXIMATELY 101 MILLION PRESENTLY
2 PROJECTING ANOTHER 94 MILLION OVER THE NEXT TEN YEARS WE
3 BELIEVE THE ENTERPRISE IS IN A POSITION TO HAVE FINANCIALLY
4 SUITABLE RESERVES. THE CURRENT FINANCIAL OUTLOOK OF THE
5 ENTERPRISE IS STRONG UNDER WHAT WE BELIEVE ARE CONSERVATIVE
6 ASSUMPTIONS ON REVENUE AND COST ESCALATION. NEXT LOOK AT OUR
7 WORK PLAN SHOWS VARIOUS POLICIES OPERATIONAL DECISIONS CAN
8 IMPACT THE FINANCIAL OUTLOOK OF THE ENTERPRISE. NEXT SLIDE
9 PLEASE. SO, THIS SLIDE HIGHLIGHTS OUR ONGOING WORK IN
10 OPERATIONS, WHERE OUR GOALS ARE TO ENHANCE EMOTIONAL,
11 CONGESTION RELIEF, AND TO MAINTAIN THE SYSTEM IF A STATE OF
12 GOOD REPAIR. WE REGULARLY EVALUATE TRAFFIC CONDITIONS TO
13 ENSURE THE TOLL SYSTEM IS MANAGING DEMAND APPROPRIATELY. WE
14 ACTIVELY MANAGE OUR ASSETS USING DATA AND PREDICTIVE MODELLING
15 TO MINIMIZE DOWNTIME. ONE HIGHLIGHT IS CLEAN AIR VEHICLES
16 DISCOUNT. WE ARE CALLING THIS OUT AS THE FEDERAL AUTHORIZATION
17 FOR THIS PROGRAM AS SCHEDULED FOR SUNSET IN 2025. NEXT SLIDE
18 PLEASE. THE SOLANO 80 EXPRESS LANE WILL OPEN IN 2025. CURRENT
19 DESIGN ASSUMES HOT TWO ON WEEKDAYS ONLY. THAT'S WHAT WE'RE
20 ASSUMING IN OUR FINANCIAL PLAN. WE'RE ANALYZING HOT THREE IN
21 WEEKEND OPTIONS CONSIDERING CURRENT CONGESTION AGAINST FUTURE
22 NEW CAPACITY AS WELL AS OTHER REGIONAL CONSIDERATIONS SUCH AS
23 REGIONAL CONSISTENCY. NEXT SLIDE PLEASE. THE LIFE CYCLE
24 REPLACEMENT OF THE TOLL SYSTEM WILL OCCUR ON CORRIDORS AS
25 THEIR EQUIPMENT REACHES END OF USEFUL LIFE SO RATHER THAN



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1 PURSUING SINGLE TOOL SYSTEM INTEGRATED CONTRACT WHICH WE
2 CURRENTLY HAVE WE'RE OPTING FOR MULTIPLE CONTRACTS DIVIDING
3 THEM BY FUNCTION SUCH AS HARDWARE AND SOFTWARE AND CORRIDOR.
4 APPROACH AIMS TO FOSTER COMPETITIVE BIDDING AND ENCOURAGE MORE
5 DIVERSE MARKETPLACE OF QUALIFIED VENDORS. FINANCIAL PLAN
6 ESCALATES O&M COST OVER TEN YEARS BUT WE BELIEVE OUR CURRENT
7 PROCUREMENT STRATEGY WILL REDUCE COSTS OVER THE NEXT TOLL
8 SYSTEM LIFE CYCLE. NEXT SLIDE PLEASE. TO PROVIDE EQUITY WE'RE
9 PILOTING THE EXPRESS LANES START PROGRAM IN THE I80 CORRIDOR
10 IN ALAMEDA COUNTY FOR QUALIFIED LOW-INCOME CUSTOMERS. THE
11 PILOT RUNS THROUGH SEPTEMBER 2024 AND EVALUATION BASED ON THE
12 FIRST YEAR OF DATA WILL GUIDE FUTURE ACTIONS. ADDITIONALLY ON
13 THE I 680 CORRIDOR IN CONTRA COSTA, WE'RE TESTING SMART PHONE
14 APP-BASED TECHNOLOGY TO VERIFY CARPOOL OCCUPANCY. THE GOAL IS
15 TO INCENTIVIZE COMPLIANCE WITH EXPRESS LANE RULES. WHILE WE
16 BELIEVE THE FINANCIAL PLAN HAS CAPACITY FOR ANY NEAR-TERM
17 STRATEGIES ON ENFORCEMENT WE PLAN TO WORKSHOP AN
18 IMPLEMENTATION STRATEGY FOR APP-BASED TECHNOLOGY TO GUIDE US
19 ON WHY WE MIGHT BUDGET FOR WIDER SCALE DEPLOYMENT IN OUR NEXT
20 UPDATE OF THE FINANCIAL PLAN. NEXT SLIDE PLEASE. LASTLY, OUR
21 DUAL ROLE AS MPO, PLANNED BAY AREA 2050+ WILL REFLECT HOW WE
22 PRIORITIZE PROJECTS IN THE BUILD-OUT OF THE NETWORK,
23 CONSIDERING FISCAL CONSTRAINT, GREENHOUSE GAS TARGETS, VMT
24 MITIGATION, AND OTHER HEADWINDS, AT A REGIONAL LEVEL, AND HOW
25 THAT WILL AFFECT -- AND HOW WE WILL LOOK AT PHASING OUR OWN



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1 NETWORK WITH THE 680 NORTHBOUND IN CONTRA COSTA, 80 THROUGH
2 BERKELEY AND 80 AT THE YOLO COUNTY LINE AS THE REMAINING
3 SEGMENTS TO BE BUILT. NEXT SLIDE PLEASE. SO, IN CONCLUSION,
4 WE'RE BRINGING THE TEN YEAR FINANCIAL PLAN TO YOU FOR ADOPTION
5 ALONG WITH THE RESERVES POLICY. THE FISCAL YEAR 2024, 2025
6 BUDGET WILL BE BROUGHT FORWARD FOR ADOPTION IN JUNE. AND THE
7 FISCAL YEAR'S '25 BUDGET IS WHERE WE WILL MAKE RECOMMENDATIONS
8 ON THE RATE OF CONTRIBUTION TO THE RESERVES. ALTHOUGH THE
9 FINANCIAL PLAN DOES NOT CURRENTLY SHOW REMAINING REVENUE IN
10 THE TEN YEAR OUTLOOK, THE WORK PLAN SHOWS THAT THE OUTLOOK CAN
11 CHANGE WE'LL WORK WITH OUR PARTNERS COUNTY AND CALTRANS THIS
12 YEAR TO DEVELOP A FRAMEWORK FOR REMAINING REVENUE POLICY THAT
13 WE'LL BRING TO YOU FOR ADOPTION IN THE FUTURE, WE'RE SAYING
14 FALL, 2024. SO, ITEM 5A ADOPTS THE TEN YEAR FINANCIAL PLAN,
15 THE RECOMMENDATION IS THIS COMMITTEE REFER BAIFA RESOLUTION 52
16 FINANCIAL PLAN FOR FISCAL YEAR 2023, 2024 TO THE AUTHOR FOR
17 APPROVAL. HAPPY TO TAKE QUESTIONS. AFTER YOU VOTE ON 5A I WILL
18 MAKE A RECOMMENDATION FOR 5B ADOPTING RESERVES POLICY.

19
20 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU VERY MUCH. ARE THERE ANY
21 QUESTIONS FOR HIM BEFORE WE ENTERTAIN A MOTION? I SEE
22 COMMISSIONER SPERING. HE'S THINKING ABOUT THAT. OKAY.

23
24 **JAMES P. SPERING:** SUE HAD HER HAND UP.



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1 **CHAIR, CAROL DUTRA-VERNACI:** DID SHE? (LAUGHTER) I'M SORRY. I'M
2 LAUGHING -- [INDISCERNIBLE] COMMISSIONER NOACK THEN
3 COMMISSIONER SPERING.

4

5 **SUE NOACK:** IS THERE ANY, INCLUDING IN THE FORECAST IN THE TEN
6 YEAR PLAN IS THERE ANY IMPACT FROM THE CLEAN AIR VEHICLE DECAL
7 GOING AWAY, DO YOU EXPECT THOSE CARS TO CONTINUE TO USE THE
8 HOV LANES AND THEREFORE IMPACT REVENUE POSITIVELY? OR WHAT'S
9 THE PROJECTIONS FROM THAT?

10

11 **STEPHEN WOLF:** GOOD MORNING COMMISSIONERS. STEPHEN W ASSISTANT
12 DIRECTOR FOR THE EXPRESS LANES PROGRAM. WE HAVEN'T INCLUDED
13 ANY IMPACTS FROM THE EXPIRATION FROM THE CAV DISCOUNT IN OUR
14 PLAN. THEY'RE QUITE A SMALL SHARE OF USERS ON THE ROADWAY AND
15 RIGHT NOW THEY'RE GETTING A DISCOUNT OR GOING FOR FREE. I
16 SUSPECT THAT IT WILL HAVE A MARGINAL INFLUENCE ON REVENUE IN
17 THE LONG-TERM.

18

19 **CHAIR, CAROL DUTRA-VERNACI:** COMMISSIONER SPERING?

20

21 **JAMES P. SPERING:** KEN, THANK YOU FOR THE PRESENTATION. AND I
22 APPRECIATE YOU'RE LOOKING INTO THE WEEKENDS. SOLANO COUNTY IS
23 KIND OF UNIQUE. THE HEAVY CONGESTION ON FRIDAY, SATURDAY,
24 SUNDAY, ESPECIALLY COMING BACK FROM TAHOE, AND TO NOT CAPTURE
25 THAT. AND THERE IS MANY TIMES THAT CONGESTION IS SO BAD THAT



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1 IT SPILLS OVER INTO THE LOCAL STREETS AND ROADS. I THINK YOU
2 GUYS ARE AWARE OF THAT. I APPRECIATE YOU PURSUING THAT,
3 WEEKEND. THAT TOLL. THE OTHER THING IS YOU TALK ABOUT THE YOLO
4 CAN'T LINE. DO YOU KNOW WHAT'S GOING ON IN YOLO COUNTY? ARE
5 THEY PROCEEDING WITH THE EXPRESS LANE INTO SACRAMENTO?

6

7 **STEPHEN WOLF:** YES, COMMISSIONER SPERING. YOLO COUNTY PROJECT
8 ON 80, JUST RECEIVED TOLLING AUTHORITY FROM THE CTC. THEY
9 FORMED A NEW JOINT POWERS AUTHORITY WITH SACOG AND YOLO, AND
10 IN THIS CASE, CALTRANS IS NOW A MEMBER OF THE JPA WITH THE
11 VOTING RIGHTS. SO THAT'S, SORT OF, NEW FOR THE EXPRESS LANES
12 IN CALIFORNIA. AND PUTTING THEM AT THE TABLE IN DECISION-
13 MAKING. SHOULD BE A POSITIVE MOVE. AND THAT PROJECT IS, I
14 BELIEVE THE ENVIRONMENTAL HAS BEEN RELEASED FOR PUBLIC
15 COMMENT. I THINK THE PUBLIC COMMENT PERIOD IS CLOSED. THEY
16 HAVE INFA GRANT THAT ALLOWS THEM TO EXPEND THE MONEY IN A
17 SHORT TIME FRAME AND THEY'RE SET FOR CONSTRUCTION THIS YEAR
18 AND I BELIEVE THEY'RE TARGETING A '27 OPENING DATE. SO THAT
19 PROJECT IS GETTING READY TO GET UNDERWAY.

20

21 **JAMES P. SPERING:** THERE IS A GLARING GAP FROM SOLANO TO YOLO
22 COUNTY. HOPEFULLY WE'RE LOOKING HOW TO FILL THAT GAP IN A
23 REGION R REASONABLE AMOUNT OF TIME THAT'S GOING TO BE A
24 REVENUE GENERATING CORRIDOR.

25



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1 **CHAIR, CAROL DUTRA-VERNACI:** COMMISSIONER CANEPA?

2

3 **DAVID CANEPA:** I WAS REALLY INTERESTED. THE RESERVE IS PRETTY
4 ROBUST. WHEN WE FIRST LOOKED AT THE EXPRESS LANE, WAS THERE AN
5 INCREASE FROM THE INITIAL FORECAST? OR IS THIS, IN TERMS OF --
6 YOU KNOW, HOW -- THE RESERVE IS -- I MEAN, I'M JUST AMAZED BY
7 THE SIZE OF THE RESERVE. AND I WANT TO UNDERSTAND FROM A STAFF
8 PERSPECTIVE, WERE YOU ANTICIPATING THOSE AMOUNT OF DOLLARS FOR
9 THE RESERVE? OR? JUST CURIOUS.

10

11 **STEPHEN WOLF:** THANK YOU FOR THE QUESTION, COMMISSIONER. I
12 WOULD HAVE TO GO BACK TO 2012 TO LOOK AT WHAT OUR INITIAL
13 APPLICATION SHOWED BUT I KNOW WE ALWAYS MARKETED THE INTENT
14 WAS TO NOT TO GENERATE SURPLUS REVENUE BUT TO BE ABLE TO PAY
15 FOR THE COST OF THE PROGRAM AND REDUCE CONGESTION, PROVIDE
16 TRANSIT BENEFIT. SO, JUST, SORT OF, AT A VERY HIGH-LEVEL, I
17 WOULD SAY WE'RE SHOWING THAT IT'S A COST NEUTRAL ENTERPRISE
18 WITH THE OPPORTUNITY TO DO BETTER. I THINK WE'RE PROVIDING
19 CONSERVATIVE ESTIMATES. SOME OF THE MAJOR COSTS THAT CONTINUE
20 TO GO UP, YOU KNOW, WITH INFLATION, ARE THE CAPITAL COSTS, SO
21 THE COSTS OF REPLACING THE SYSTEM IN THE CIVIL REHAB
22 OBLIGATIONS WE HAVE ARE QUITE EXPENSIVE. SO, I WOULD SAY THAT
23 WE'RE MEETING THE GOALS OF THE PROGRAM, AND I COULD GET BACK
24 TO YOU TO TELL YOU WHAT WE HAD FORECASTED BACK IN THE ORIGIN
25 ON WHAT REVENUES OUR RESERVES WOULD LOOK LIKE.



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1

2 **DAVID CANEPA:** GREAT. THANK YOU.

3

4 **CHAIR, CAROL DUTRA-VERNACI:** OKAY. I DON'T SEE ANY OTHER HANDS
5 UP FROM COMMISSIONERS. SO, AT THIS POINT, DO I HAVE A MOTION
6 AND A SECOND TO REFER BAIFA RESOLUTION NUMBER 52, OUR EXPRESS
7 LANE 10-YEAR FINANCIAL PLAN AND RESERVE POLICY TO THE BAY AREA
8 INFRASTRUCTURE FINANCE AUTHORITY FOR APPROVAL? IS THERE A
9 MOTION OUT THERE?

10

11 **DAVID RABBITT:** SO MOVED. RABBITT.

12

13 **CHAIR, CAROL DUTRA-VERNACI:** OKAY.

14

15 **SUE NOACK:** NOACK, SECOND.

16

17 **CHAIR, CAROL DUTRA-VERNACI:** MOTION BY RABBITT SECOND BY NOACK.
18 IS THERE ANY COMMISSIONER THAT WOULD LIKE TO HAVE ADDITIONAL
19 COMMENT ON THIS ITEM? SEEING NONE. MARTHA WERE THERE ANY ITEMS
20 RECEIVED UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM?

21

22 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPOND RECEIVED
23 ON THIS ITEM NO ONE IN ZOOM WISHING TO SPEAK AND NO ONE IN THE
24 BOARDROOM WISHING TO SPEAK IS.

25



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1 **CHAIR, CAROL DUTRA-VERNACI:** PLEASE CALL THE VOTE.

2

3 **CLERK, MARTHA SILVER:** ALL IN FAVOR PLEASE NOTE BY AYE. (AYES)

4 OPPOSED? ABSTENTIONS? IT PASSES UNANIMOUSLY BY ALL MEMBERS

5 PRESENT.

6

7 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU VERY MUCH. WE'RE ON TO

8 5B, BAIFA RESOLUTION 53, OUR BAIFA RESERVES POLICY. KEN, WOULD

9 YOU CONTINUE WITH REPORTING, PLEASE?

10

11 **KEN WONG:** ITEM 5B ADOPTS THE RESERVES POLICY DESCRIBED EARLIER

12 IN MY PRESENTATION. THE STAFF RECOMMENDS THAT THIS COMMITTEE

13 REFER BAIFA RESOLUTION NUMBER 53, RESERVES POLICY TO THE

14 COMMITTEE FOR APPROVAL.

15

16 **CHAIR, CAROL DUTRA-VERNACI:** THAT'S IT. THAT WAS SHORT AND

17 SWEET. I WAS EXPECTING MORE. (LAUGHTER) OKAY. IN ANY CASE, DO

18 I HAVE A MOTION AND SECOND TO REFER BAIFA RESOLUTION NUMBER 53

19 RESERVE POLICY TO THE BAY AREA INFRASTRUCTURE FINANCE

20 AUTHORITY AUTHOR FOR APPROVAL?

21

22 **DAVID CANEPA:** SO MOVED.

23



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1 **CHAIR, CAROL DUTRA-VERNACI:** MOTION BY CANEPA, SECOND MOULTON-
2 PETERS. ANY COMMISSIONER COMMENT ON THIS ITEM? SEEING NONE.
3 MARTHA, WERE THERE PUBLIC COMMENT ASSOCIATED WITH THIS ITEM?

4

5 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPONDENCE
6 RECEIVED ON THIS ITEM, AND NO ONE IN ZOOM WISHING TO SPEAK,
7 AND NO ONE IN THE BOARDROOM WISHING TO SPEAK ON THIS ITEM.

8

9 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU. YOU MAY NOW CALL FOR
10 THE VOTE, PLEASE?

11

12 **CLERK, MARTHA SILVER:** ALL IN FAVOR PLEASE NOTE BY AYE. (AYES)
13 ABSTENTIONS? OPPOSED? MOTION PASSES UNANIMOUSLY BY ALL MEMBERS
14 PRESENT.

15

16 **CHAIR, CAROL DUTRA-VERNACI:** THANK YOU SO MUCH. ITEM SIX IS OUR
17 PUBLIC COMMENT, OTHER BUSINESS. I'LL ASK MARTHA TO LIST ITEMS
18 RECEIVED UNDER PUBLIC COMMENT ASSOCIATE TO THIS ITEM AT
19 INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO THE RECORD.
20 I WOULD ALSO ASK IF THERE ARE ANY MEMBERS OF THE PUBLIC
21 PARTICIPATING BY TELECONFERENCE WITH GENERAL COMMENTS NOT
22 RELATED TO AN ITEM ON TODAY AGENDA, PLEASE USE THE RAISED HAND
23 FEATURE OR DIAL STAR NINE. IN-PERSON MEMBERS OF THE PUBLIC
24 SHOULD FORM A LINE NEAR THE PODIUM AND I WILL CALL UPON YOU TO
25 SPEAK.



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1

2 **CLERK, MARTHA SILVER:** THERE IS ONE MEMBER OF THE PUBLIC WITH
3 THEIR HAND RAISED IN ZOOM. HOW MUCH TIME WOULD YOU LIKE TO
4 GIVE, PLEASE?

5

6 **CHAIR, CAROL DUTRA-VERNACI:** TWO MINUTES, PLEASE.

7

8 **CLERK, MARTHA SILVER:** JIM STALLMAN. GO AHEAD AND UNMUTE
9 YOURSELF YOU HAVE TWO MINUTES.

10

11 **SPEAKER:** JIM SALOMON, RESIDENT OF SANTA CLARA COUNTY. I WAS
12 DISAPPOINTED THAT THE HOV SYSTEM NEVER GOT A FULL BUILD-OUT.
13 AND THE EXPRESS LANE PLAN THAT YOU JUST ADOPTED, I GUESS GETS
14 REVISITED EVERY TWO YEARS. HOPEFULLY, WE'LL BE SEEING SOME
15 MORE GAPS LOOKED AT LIKE, FROM 880 OUT TO 680, 580, ON THROUGH
16 CASTRO VALLEY A KEY GAP. I DON'T KNOW WHY 24 ISN'T ON THERE. I
17 WOULD LIKE TO SEE -- YOU GUYS ARE MTC, IT WOULD BE GOOD TO SEE
18 COMPS RELATIVE TO WHOEVER IS RUNNING THE 101 LANE, HOW MUCH
19 YIELD THEY'RE GETTING. THERE IS SANTA CLARA COUNTY DOING THEIR
20 OWN THING AND IT WOULD BE GOOD TO SEE COMPS SO WE DON'T THINK
21 WE'RE SPENDING TOO MUCH O&M AND RNR. AND THEN, LASTLY, I DO
22 LIVE IN SANTA CLARA COUNTY, AND I HAVE ALWAYS BEEN
23 DISAPPOINTED IN HOW PAROCHIAL THIS COUNTY IS, AND I WOULD LIKE
24 TO SEE A TRADE CONTEMPLATED FOR GETTING SANTA CLARA COUNTY'S
25 EXPRESS LANES INTO THE MTC SYSTEM IN TRADE FOR GETTING MORE



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1 TRANSIT SUPPORT TO SANTA CLARA COUNTY CONSIDERING 25% OF TRIPS
2 IN THE BAY AREA ARE IN THIS COUNTY AND WE HAVE TO TAKE CARE OF
3 A LOT OF OUT-OF-COUNTY TRANSIT NEED. MAYBE A TRADE COULD BE
4 MADE THERE AND SIMPLIFY THE WHOLE THING SO THERE IS MORE
5 EXPRESS LANES UNDER ONE ENTITY. THOSE ARE MY COMMENTS. THANK
6 YOU. CHAIR, CAROL DUTRA-VERNACI: THANK YOU SO MUCH, JIM. AND,
7 MARTHA IF WE HAVE NOBODY ELSE? OKAY. GOOD ENOUGH. WE'RE NOW AT
8 ADJOURNMENT. OUR NEXT MEETING OF THE BAY AREA INFRASTRUCTURE
9 FINANCE AUTHORITY NETWORK AND OPERATIONS COMMITTEE WILL BE
10 HELD ON FRIDAY APRIL 12TH, 2024 AT 9:35 A.M. AT THE BAY AREA
11 METRO CENTER, 375 BEALE STREET, SAN FRANCISCO. ANY CHANGES TO
12 THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. [ADJOURNED]
13



Broadcasting Government