

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



JANUARY 14, 2026

1 **BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE**

2 **WEDNESDAY, JANUARY 14, 2026, 9:35 AM**

3

4

5 **CHAIR, MARGARET ABE-KOGA:** GOOD MORNING, EVERYONE. WELCOME TO
6 OUR BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE FOR JANUARY.
7 HAPPY NEW YEAR TO EVERYONE. HOPE FOLKS HAD A GOOD HOLIDAY. SO,
8 I CALL THIS MEETING TO ORDER. THIS MEETING IS BEING WEBCAST ON
9 THE MTC WEB SITE. REMOTE PARTICIPANTS WISHING TO SPEAK SHOULD
10 USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND YOU WILL BE
11 CALLED UPON AT THE APPROPRIATE TIME TO SPEAK. COULD WE GET A
12 ROLL CALL AND CONFIRM THE QUORUM, PLEASE, CLERK?

13

14 **BOARD CLERK:** CERTAINLY. ABE-KOGA?

15

16 **V. CHAIR, MARGARET ABE-KOGA:** HERE.

17

18 **BOARD CLERK:** MILEY?

19

20 **NATHAN MILEY:** HERE.

21

22 **BOARD CLERK:** NON-VOTING?

23

24 **SPEAKER:** HERE.

25



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1 **BOARD CLERK:** LEE IS ABSENT. MANFREE?

2

3 **AMBER MANFREE:** HERE.

4

5 **BOARD CLERK:** MELGAR? PAPAN?

6

7 **GINA PAPAN:** HERE.

8

9 **BOARD CLERK:** RAMOS?

10

11 **BELIA RAMOS:** HERE.

12

13 **BOARD CLERK:** COMMISSIONER NON-VOTING SCHAFF?

14

15 **LIBBY SCHAFF:** HERE.

16

17 **BOARD CLERK:** WE HAVE A QUORUM.

18

19 **CHAIR, MARGARET ABE-KOGA:** GREAT THANK YOU. AGENDA ITEM TWO, IF

20 YOU COULD PLEASE JOIN ME IF YOU'RE ABLE TO STAND FOR THE

21 PLEDGE. [PLEDGE OF ALLEGIANCE] "I PLEDGE ALLEGIANCE TO THE

22 FLAG OF THE UNITED STATES OF AMERICA, AND TO THE REPUBLIC FOR

23 WHICH IT STANDS, ONE NATION UNDER GOD, INDIVISIBLE, WITH

24 LIBERTY AND JUSTICE FOR ALL."

25



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1 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. WE'LL GO TO AGENDA ITEM
2 THREE COMPENSATION ANNOUNCEMENT. WILL THE CLERK PLEASE READ
3 THE ANNOUNCEMENT, AS WE SQUEEZE IN HERE. [LAUGHTER]

4

5 **BOARD CLERK:** AS AUTHORIZED BY STATE LAW, I AM MAKING THE
6 FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY
7 WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP TO A
8 MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A
9 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
10 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

11

12 **CHAIR, MARGARET ABE-KOGA:** ALL RIGHT. THANK YOU. AGENDA ITEM
13 FOUR IS THE CHAIR'S REPORT. SINCE WE'RE STARTING THE NEW YEAR,
14 I HAVE NOTHING TO REPORT YET. I'LL GO TO AGENDA ITEM FIVE IS
15 THE CONSENT CALENDAR. THAT INCLUDES ITEMS 5A THROUGH FIVE E.
16 IS THERE A COMMISSIONER WHO WOULD LIKE TO PULL AN ITEM OR MAKE
17 COMMENTS ON ANY OF THE ITEMS? IF NOT, ARE THERE ANY MEMBERS OF
18 THE PUBLIC WISHING TO SPEAK ON CONSENT?

19

20 **BOARD CLERK:** NO WRITTEN COMMENTS RECEIVED NO ONE IN THE ZOOM
21 SPACE NOR BOARDROOM WISHING TO SPEAK.

22

23 **CHAIR, MARGARET ABE-KOGA:** GREAT. THANK YOU. I'LL CLOSE PUBLIC
24 COMMENT BRING IT BACK TO THE COMMITTEE FOR MOTION AND SECOND.

25



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1 **GINA PAPAN:** PAPAN MOVE APPROVAL.

2

3 **CHAIR, MARGARET ABE-KOGA:** IS THERE A SECOND?

4

5 **AMBER MANFREE:** MANFREE, SECOND.

6

7 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. [LAUGHTER] MOTION BY
8 PAPAN, SECOND BY MANFREE. ALL THOSE -- VOICE VOTE? YEAH. ALL
9 IN FAVOR, SAY AYE. [AYES]

10

11 **CHAIR, MARGARET ABE-KOGA:** AYE. OPPOSE, ABSTENTIONS. MOTION
12 PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. WE'LL GO ON TO ITEM
13 SIX, AND THIS IS THE REGULAR AGENDA. IS THAT RIGHT? YES. SO,
14 WE HAVE THREE PRESENTATION ITEMS ON THE AGENDA TODAY IN OUR
15 REGULAR AGENDA, AND BEFORE WE START THROUGH THOSE, EXECUTIVE
16 DIRECTOR ANDY FREMIER, WOULD YOU LIKE TO MAKE SOME
17 INTRODUCTORY REMARKS?

18

19 **ANDREW FREMIER:** YEAH. THANK YOU. GOOD MORNING COMMISSIONERS.
20 THANK YOU, CHAIR ABE-KOGA. TODAY IS A BIG DAY FOR BATA IN
21 TERMS OF INFORMATION THAT WE'RE BRINGING FORWARD, AND WE'RE
22 REALLY ADVANCING MULTIPLE INITIATIVES THAT ARE ALL ABOUT
23 STRENGTHENING THE BRIDGE RELIABILITY AND OPTIMIZING LONG-TERM
24 INVESTMENTS. THE TOLL INCREASE THAT WE JUST STARTED IN 2026,
25 IN JANUARY, IS THE REASON FOR OUR ABILITY TO DO A LOT OF THIS



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1 STUFF. THERE IS MULTIPLE BATA RESOLUTIONS IN JANUARY; AND IT'S
2 A GOOD THING BECAUSE THE BRIDGES ARE DEFINITELY A HARD PROGRAM
3 TO MANAGE, AND YOU HAVE FISCAL RESPONSIBILITY TO MAKE SURE
4 THAT THEY ARE KEPT IN GOOD SHAPE. THEY'RE ALSO AGING, AS WE
5 HAVE DESCRIBED IN A LOT OF PLACES. SO, A LOT OF THE WORK THAT
6 WE DO ON THEM WITH CALTRANS IS UNPREDICTABLE. TODAY YOU WILL
7 HAVE A LOOK AT THE ASSET MANAGEMENT PLAN, A BATA BUDGET
8 AMENDMENT THAT INCLUDES DOUBLING FOR CONSTRUCTION EFFORT THIS
9 YEAR ON THE BRIDGES. THEN, FINALLY, A PLAN OF FINANCE. THESE
10 ACTIONS AND CLOSE WORK WE DO WITH CALTRANS COLLECTIVELY
11 SUPPORT SAFETY, RESILIENCE, AND FISCAL RESPONSIBILITY. THEY'RE
12 ELEVATING HOW WE PLAN AND INVEST IN THE PRIVILEGES NOW AND
13 INTO THE FUTURE. YOU HAVE ALL SUPPORTED US IN BUILDING A
14 FOUNDATION FOR STRONGER DECISIONS AND BRIDGES THAT HAVE
15 SUSTAINABLE FUNDING. I WOULD LIKE TO TALK A LITTLE BIT ABOUT
16 HOW WE GOT HERE. AFTER COVID, AND WE HAD TO COME BACK AFTER A
17 RECOVERY, BATA SET UP AN AD-HOC WORKING GROUP THAT WAS
18 ESTABLISHED REALLY TO EVALUATE THE IMPACTS OF COVID-19 AND THE
19 SHELTER IN PLACE ORDERS AND THE LOSS IN BRIDGE TRAFFIC AND
20 TOLL REVENUE AND IT CONTINUES TO REINFORCE WHAT WE HAVE SHARED
21 WHEN WE ASKED YOU ALL TO RAISE BRIDGE TOLLS AGAIN. SO, THANK
22 YOU, ONCE AGAIN, FOR THAT HARD LIFT. WITH THIS WORK, WE WILL
23 START TO SHOW LIFE -- WE HAVE BEEN SHOWING YOU LIFE CYCLE COST
24 ANALYSIS THAT WE SHARED WITH YOU IN JULY, AND WE FINALIZED THE
25 ASSET MANAGEMENT PLAN FOR ADOPTION TODAY. WE HAVE ALSO



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1 ANSWERED CRITICAL QUESTIONS AROUND WHAT'S THE COST OF
2 DEFERRING WORK AND HOW DOES THE TIMING AFFECT THE BRIDGE
3 CONDITION. FOR THE FIRST TIME WE CAN LEVERAGE POWERFUL TOOLS
4 TO GUIDE PLANNING AND DECISION-MAKING WE HAVE BEEN TALKING FOR
5 YEARS ABOUT THE DEVELOPMENT OF AN ASSET MANAGEMENT PLAN THIS
6 ONE PROVIDES HOLISTIC VIEW OF LIFE CYCLE NEEDS AND PRIORITIES.
7 WE ALSO HAVE LIFE CYCLE COST ANALYSIS IN THIS WORK IT SHOWS
8 WHAT QUALIFIES WHAT ARE THE TRADEOFFS BETWEEN TIMING AND COST
9 AND BRIDGE CONDITION. THESE TOOLS ALLOW US AND CALTRANS TO
10 MOVE FROM REACTIVE TO PROACTIVE PLANNING AND ENSURING EVERY
11 DOLLAR DELIVERS MAXIMUM VALUE, INCLUDING NEW CAPACITY FROM THE
12 TOLL INCREASES. THE BRIDGES ARE NOT BRAND-NEW; BUT WITH
13 REGULAR INVESTMENT, WE BELIEVE THEY WILL LAST FOR A LONG TIME,
14 IF NOT FOREVER. IT'S ALSO FUTURE FOCUSED. AS WE MOVE THESE
15 TOLL BRIDGE PROJECTS FORWARD, WE'LL BE BACK TO DELIVER TIMELY
16 UPDATES ON KEY DEVELOPMENTS AND KEEP READY FOR WHAT'S AHEAD.
17 WE HAVE STRONG MOMENTUM AND THE TOLL BRIDGES AS I MENTIONED
18 ARE HARD TO PREDICT. SO WE'LL BE TALKING ABOUT PLANS AND
19 BUDGET DEVELOPMENT AS ITERATIVE AND BE BACK IN FRONT OF YOU AS
20 WE LEARN MORE ABOUT EACH OF THESE PROGRAMS. YOU WILL ALSO SEE
21 AS MENTIONED AN UPTICK IN CONSTRUCTION WORK THIS YEAR AND
22 REALLY PUT THOSE DOLLARS TO WORK. MOVING ON TO OUR PLAN OF
23 FINANCE, IT CONTINUES TO APPROPRIATELY MAINTAIN OUR DEBT
24 PORTFOLIO AND LEVERAGES OUR FINANCIAL STRENGTH TO ENSURE TIMELY
25 FUNDING FOR BOTH THE RM3 PROJECTS AND OUR COMMITMENTS TO THE



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1 BODY OF BRIDGE REHABILITATION EFFORTS. THE ASSET MANAGEMENT
2 WORK, INCLUDING THE ASSET MANAGEMENT PLAN AND THE CAPITAL
3 IMPROVEMENT PLAN ARE THE ANNUALLY -- ARE ANNUALLY ADOPTED WITH
4 THE CAPITAL BUDGET AND OUR ANNUAL FINANCING PROGRAMS WORK
5 TOGETHER TO PROVIDE THIS LONG-TERM PLANNING BASIS FOR THE
6 ENTIRE BRIDGE PROGRAM. THE BUDGET AUTHORITIES IN TO DO THIS
7 CRITICAL WORK AND ALSO THE FUNDING WE ARE NOW BACK INTO A PAY
8 AS YOU GO FOR REHAB TO ALLOW US TO DEAL WITH THE WORK ON A
9 TIMELY BASIS. SO, NOW THAT WE HAVE SET THE STAGE FOR SOME OF
10 THE DECISIONS THAT ARE AHEAD TODAY, I'M GOING TO TURN THIS
11 OVER TO ROSALYNN TO PRESENT THE FIRST TOLL BRIDGE ASSET
12 MANAGEMENT PLAN WHICH WE HAVE DEDICATED TO PETER LEE. AS YOU
13 KNOW FROM OUR DECEMBER BATA MEETING, PETER WAS A LONG TIME
14 LEADER WHO ACCOMPLISHED A GREAT MANY THINGS FOR THE TOLL
15 BRIDGES INCLUDING THE VISION FOR THIS ASSET MANAGEMENT PLAN
16 THAT SERVES FOR THE FOUNDATION FOR MANAGING THE BRIDGES GOING
17 FORWARD. ROSALYNN?

18

19 **ROSALYNN CHONGCHAIKIT:** GOOD MORNING COMMISSIONERS I'M ROSALYNN
20 CHONGCHAIKIT A PRINCIPLE CIVIL ENGINEER FOR BATA PRESENTING
21 THE CULMINATION OF OVER FOUR YEARS WORKING WITH CALTRANS
22 HONORED TO PRESENT THIS FIRST TOLL BRIDGE ASSET MANAGEMENT
23 PLAN AND DELIGHTED IT'S DEDICATED TO PETER LEE MY OWN
24 SUPERVISOR AND MENTAL HEALTH OR SINCE I START WORKING OVER A
25 DECADE AGO. THIS IS THE FIRST PLAN FOR ALL TOLL BRIDGES WE



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1 MANAGE AT CALTRANS WITH CALTRANS NEXT SLIDE. ASSET MANAGEMENT
2 WORK IS PART OF CALTRANS BATA RESPONSIBILITY FOR TOLL BRIDGES
3 OUR TOLL BRIDGE ASSET MANAGEMENT PLAN CONTAINS SOME IMPORTANT
4 INFORMATION I WOULD LIKE TO HIGHLIGHT ABOUT BRIDGES FOR YOU
5 AND THE PUBLIC I HAVE PRESENTED MANY OF THE FINDINGS OVER THE
6 PAST FEW YEARS AS WE HAVE MADE PROGRESS UPDATES SHOULD BE
7 FAMILIAR I WONT GO INTO DETAILS TODAY WHAT'S IMPORTANT TO WALK
8 AWAY WITH JOINT UNDERSTANDING BETWEEN ALL STAKEHOLDERS
9 INCLUDING PUBLIC FOR A FEW KEY POINTS THE TOLL BRIDGES ARE
10 UNIQUE STRUCTURES AND USES TOLL BRIDGE SPECIFIC ANALYSIS TO
11 GUIDE PERFORMANCE TARGETS INVESTMENT STRATEGIES AND IT'S ALL
12 INCLUDED IN THIS ASSET MANAGEMENT PLAN THE TOLL BRIDGES ARE
13 SAFE AND STAY THAT WAY FOR A LONG TIME IF WE MAKE THE RIGHT
14 INVESTMENTS AT THE RIGHT TIME AND GUIDED BY OUR LIFE CYCLE
15 COST ANALYSIS FINALLY THE ANALYSIS SHOWS THAT WE CAN PRESERVE
16 THEIR CONDITION RATHER THAN REPLACE THE BRIDGES LOOKING AT
17 WHAT WE KNOW NOW FOR OVER 50 YEARS HORIZON WE WILL KEEP CLOSE
18 ATTENTION TO THIS AND REPORT CHANGES TO YOU. NEXT SLIDE. AS
19 MENTIONED IT'S A REGULAR BUSINESS OF THIS BODY TO MAKE BUDGET
20 AND FINANCIAL ACTIONS EVERY YEAR ITEMS ON THE AGENDA RIGHT
21 AFTER ME TODAY DIFFERENT THIS YEAR ASSET PLAN SUPPORT INFORM
22 PUBLIC COVERS KNOWLEDGE AS ILLUSTRATED BY CHAPTERS LISTED.
23 TRACKING QUANTITATIVE DATA SHOWING BALANCE COST TIMING AND
24 BRIDGE PERFORMANCE THIS IS WHAT COMMISSIONERS ASKED STAFF TO
25 PROVIDE DURING BATA AD-HOC RECOVERY ASSET MANAGEMENT WORKSHOPS



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1 BACK IN 2020 AND 2021 THIS IS NOT THE LAST YOU WILL HEAR ABOUT
2 OUR ASSET MANAGEMENT WORK IT'S CONTINUOUS WITH CALTRANS AND AS
3 WE GET BETTER INFORMATION WE'LL COME BACK IN ABOUT ANOTHER
4 FOUR YEARS SIMILAR TO THE STATE'S PROCESS WITH THE NEXT
5 ITERATION OF THE ASSET PLAN. NEXT SLIDE. AS A REMINDER FROM
6 OUR PREVIOUS PRESENTATION, BRIDGES ARE SAFE AND FOR TOLL
7 BRIDGES TO ACHIEVE PRESERVATION OVER 50 YEARS WE NEED TO KEEP
8 ELEMENTS FROM FALLING OFF THE STEEP PART OF THIS CURB IN THE
9 GRAPHIC THAT WE ADAPTED FROM FEDERAL HIGHWAY I USE THE ANALOGY
10 OF GOOD DIET AND EXERCISE KEEPING YOUR BODY STRONG AND HEALTHY
11 AS WE AGE SO AT THIS MOMENT FOR TOLL BRIDGES THAT MEANS WE
12 NEED TO WATCH RICHMOND SAN RAFAEL BRIDGE SAN FRANCISCO OAKLAND
13 BAY BRIDGE WEST BAY AND ALSO SAN MATEO HAYWARD BRIDGE WHICH
14 ARE GETTING IN THAT BLUE STEEPER ZONE I'LL TALK MORE ABOUT
15 PROJECTS IN LATER SLIDES. NEXT SLIDE. AS PRESENTED TO YOU IN
16 JULY'S MEETING THE PRESERVATION PERFORMANCE SCENARIO WHICH WE
17 HAD A WORKING NAME OF REDUCE BIOTIC LOG SCENARIO SHOWN IN THIS
18 CHART IN THE SOLID GREEN LINE TYPE PREFERRED STRATEGY
19 EFFECTIVELY BALANCES COST PERFORMANCE HITTING THE CONDITION WE
20 WANT WITHOUT OVERSPENDING AND NO GOLD PLATING IT'S EFFECTIVELY
21 YEAH EFFECTIVELY BALANCED WHAT I WANT YOU TO WALK AWAY WITH
22 WHEN YOU LOOK AT BRIDGES THIS REGION AND EACH STRUCTURE TYPE
23 AND THIS ESTIMATED ALIGNED WITH WHAT STAFF TOLD YOU ABOUT THE
24 NEED FOR TOLL INCREASE WHAT WE CAN SEE IS \$14 BILLION ON THE
25 PROJECTS AT THE PROPER TIME WILL GET YOU WHAT YOU WANT THERE



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1 WILL BE A BIG BUMP IN THE FIRST TEN YEARS TO REDUCE STRUCTURAL
2 STEEL PAINT BACKLOG AND HIGHER INITIAL INVESTMENT UPWARDS OF
3 400 MILLION A YEAR AVERAGES CLOSER TO \$250 MILLION A YEAR ONCE
4 WE HAVE LEVELLED OFF THE BACKLOG OF WORK IT SETS UP FOR THE
5 LONG-TERM OTHER ALTERNATIVES POTENTIALLY WOULD COST 6 TO \$19
6 BILLION MORE TO TOLL PAYERS THAT'S SUMMARY FOR 50 YEARS.
7 OUTLOOK FOR THE NEXT TEN YEARS ON THE NEXT SLIDE IN THE NEXT
8 TEN-YEAR WINDOW BASED ON PRESERVATION PERFORMANCE SALES
9 RESULTS WE EXPECT OUR DECK STRUCTURAL ELEMENTS TO BE MAJORITY
10 OF SPEND ABOUT \$1.6 BILLION ACROSS ALL BRIDGES IT'S WORTH
11 MENTIONING THAT SIGNIFICANT DECK WORK IS COMING CONFIRMED BY
12 ASSET PLAN, CALTRANS IS ALREADY STARTING PROJECT INITIATION
13 AND PLANNING WORK FOR RICHMOND SAN RAFAEL DECK REPAIR
14 ALTERNATIVES WE EXPECT TO KNOW MORE IN ABOUT A YEAR OUR PAINT
15 BACKLOG \$1.4 BILLION ACROSS ALL BRIDGES NEXT INCLUDED
16 ESTIMATES TO ENSURE MECHANICAL ELECTRICAL PLUMBING THINGS LIKE
17 NAVIGATION SYSTEMS COLLECTING TOOLS ANNUAL O ARE INCLUDED
18 COMPREHENSIVELY IN OUR ASSET PLAN. ESTIMATES SHOWN HERE ON
19 THIS SLIDE IN THE ASSET MANAGEMENT PLAN USE DOLLARS AS METRIC
20 TO REFLECT COMPLETE CONSTRUCTION AND MAINTENANCE WORK SCOPE
21 PAID WORK ACTUAL BUDGETARY AUTHORITY MEANING BUDGETS BROUGHT
22 FOR YOUR APPROVAL MAY EXCEED SHOWN HERE IN THE ASSET PLAN AS
23 PROJECTS GET LARGER WE HAVE MULTIPLE YEAR DURATIONS NEED
24 INCREASED CAPITAL BUDGET FOR BID WORK BECOMES MORE APPARENT
25 MENTIONING NOW SO NOT TO CAUSE ALARM FOR THE PUBLIC LATTER



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1 MANY PROJECTS ARE BUDGETING BEHIND THE SCENES ESSENTIAL FOR
2 SAFETY AND RELIABILITY I'M GOING TO TELL YOU MORE ABOUT THAT
3 ON THE NEXT SLIDE OUR FIVE-YEAR OUTLOOK. FOR THE RICHMOND SAN
4 RAFAEL JOB CALTRANS WAS ABLE TO RAPIDLY COMPLETE DESIGN WORK
5 UNFORTUNATELY WITH THE RECENT SAN FRANCISCO OAKLAND BAY BRIDGE
6 WEST BAND PAINT CONTRACT AWARDED IN DECEMBER WE HAVE AN
7 UPDATED ESTIMATE FOR PAINT WORK SO THE ESTIMATED COST IS ABOUT
8 130 MILLION. FOR THE SECOND PHASE SAN MATEO HAYWARD CONCRETE
9 BIDS CAME IN AND NEED IS ABOUT 130 MILLION FOR LOW BIDDER TO
10 GET STARTED AND INCLUDES CONTINGENCY. THIS IS SLOW METHODOICAL
11 WORK AND REPAIRS ARE NEEDED TO BRING THE BRIDGE INTO FAIR
12 CONDITION THESE ARE BIG PROJECTS WE WITH YOU THE PUBLIC AND ON
13 BUDGET REQUIREMENTS BOTH ON TIMING AND COST SO WITH THAT MOVE
14 TO THE NEXT SLIDE COVERS DETAILS ON THREE REMAINING SAN
15 FRANCISCO OAKLAND BAY BRIDGE WEST BAND PROJECTS. NEXT SLIDE.
16 THIS IS A LOT OF IMPORTANT WORK REQUIRED ON SAN FRANCISCO
17 OAKLAND BAY BRIDGE WEST BAND, IT'S GOT A LOT OF USE FIVE LANES
18 EACH DIRECTION LOTS OF STEEL OVER MARINE SHIPPING CHANNEL THIS
19 IS YOUR DOLLARS AT WORK MULTIPLE PROJECTS ON THE WEST BAND IS
20 NECESSARY YOU MAY NOT SEE IT AT NIGHT OR OUTSIDE YOUR WINDOW
21 BUT IT'S HAPPENING YOU SEE THE PROJECT LOCATIONS HERE THESE
22 PROJECTS WILL OVERLAP IN TIME IT'S CONVENIENT TO PUT TOGETHER
23 IN ONE GRAPHIC YOU HAVE THE FENDER REPLACEMENT HAPPENING THE
24 MARINE AREA YOU HAVE STRUCTURAL STEEL PAINTING HAPPENING ON
25 THE FLOOR BEAMS, YOU WON'T BE ABLE TO SEE THAT EXCEPT FOR ON



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1 THE LOWER DECK THEN YOU HAVE THE DECK JOINT REDUCTION
2 HAPPENING AT NIGHT I'M GOING TO TELL YOU MORE ABOUT THE JOINT
3 REPAIRS BECAUSE IT'S CURRENTLY BOOTS ON THE GROUND IN THE NEXT
4 SLIDE. I WANT TO TAKE A MOMENT TO DRAW YOUR ATTENTION TO THE
5 RECENT USE OF THE ROBUST BARRIER TRUCK THE YELLOW TRUCK IT'S
6 ACTUALLY A MOBILE BARRIER ON A TRUCK THAT IMPROVES SAFETY FOR
7 CONSTRUCTION WORKERS I HEARD DIRECTLY FROM A SUPERINTENDENT AT
8 THE PARTNERING MEETING ABOUT HOW MUCH SAFER IT IS FOR WORKERS
9 AT NIGHT WHO RUN THE RISK OF GETTING HIT ESPECIALLY AT THE
10 EDGE OF THE LANE IT'S A VAST IMPROVEMENT FOR THEIR PROTECTION
11 ON THIS JOB IT DOES COST MORE BUT WE NEEDED IT SO WORK CAN
12 HAPPEN AND KEEP THAT ONE LANE IF YOU SEE THE TRUCK WHITE TOP
13 OF THE TRUCK OPEN AT NIGHT WE JUST WANT EVERYONE TON OF COURSE
14 SAFETY WORKERS AND PUBLIC IS VERY IMPORTANT WE TAKE IT
15 SERIOUSLY. NEXT SLIDE. FINAL SLIDE I WANT TO CONCLUDE WITH THE
16 NEXT STEPS WE'LL BE BUSY DEVELOPING THE NEXT TOLL BRIDGE
17 CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS '27 TO '36, 10 YEARS
18 WILL BE MATURING THE TOLL BRIDGE ASSET MANAGEMENT PROGRAM AND
19 WE'LL BE COMPLETING A LOT OF BRIDGE WORK SO WE'LL SEE YOU
20 AGAIN WITH UPDATED TOLL BRIDGE ASSET MANAGEMENT PLAN IN 2030
21 IN THE MEANTIME STAFF IS RECOMMENDING THAT THE COMMITTEE REFER
22 BATA RESOLUTION 193 TOLL BRIDGE ASSET MANAGEMENT PLAN TO THE
23 AUTHORITY FOR APPROVAL
24
25 **CHAIR, MARGARET ABE-KOGA:** THANK YOU VERY MUCH. ANY QUESTIONS



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1 OR COMMENTS? COMMISSIONER PAPAN.

2

3 **GINA PAPAN:** THANK YOU VERY MUCH FOR THE REPORT VERY
4 INTERESTING ESPECIALLY THE LAST SLIDE SUNS THERE IS LIKE A 50
5 YEAR PLAN AND YOU GUYS ARE ALWAYS ON TOP OF, LIKE,
6 TECHNOLOGICAL CHANGES OR LET'S SAY PAINT CHANGES DO WE EVER
7 HAVE THINGS LIKE WHERE THE TECHNOLOGY GETS MORE IMPROVEMENT
8 HOW DO YOU WORK THEM INTO THE PLAN FOR INSTANCE THE TRUCK YOU
9 JUST SHOWED US HOW DOES THAT WORK?

10

11 **ROSALYNN CHONGCHAIKIT:** SO, I CAN SAY FOR THE PLAN ON MOST
12 BASIC FUNCTION, OBVIOUSLY, RIGHT AFTER THIS, WE WILL CONTINUE
13 WORKING WITH CALTRANS TO REVISE OUR -- THE WAY WE DO THE COST
14 ESTIMATING AND SO THAT WOULD GO INTO THERE FOR EXAMPLE, THE
15 WEST BAND PAINT JOB HAS SET A NEW BASELINE FOR WHAT THE
16 CURRENT COST OF MAINTENANCE IS SO FOR OTHER THINGS INCLUDED IN
17 THE ASSET MANAGEMENT PLAN FOR IMPROVEMENTS AND CONTINUAL FOR
18 THEM LIKE THE SYSTEM WHICH WE DO ASSET MANAGEMENT OR EVEN ON
19 THE GROUND WITH CALTRANS.

20

21 **GINA PAPAN:** TWO QUICK QUESTIONS. ON THE SLIDE SEVEN, YOU
22 SHOWED SAN MATEO. I THOUGHT THAT WORK HAD ALREADY STARTED. WAS
23 IT DIFFERENT WORK?

24

25 **ROSALYNN CHONGCHAIKIT:** THIS IS PHASE TWO.



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1

2 **GINA PAPAN:** AND THEN, THE TOLL INCREASE WE HAD, LIKE, A ONE-
3 PAGER OR TWO-PAGER ON THE WEB SITE; IT WAS TRYING TO MAKE IT
4 MORE EXPLICIT AS TO WHERE YOUR -- HEADS ARE NODDING -- SO
5 BECAUSE WE'RE TRYING TO BE AS HELPFUL WITHOUT GOING THROUGH A
6 BIG ADJUSTMENT TO THE PUBLIC BECAUSE THEY HAVE NO IDEA NOR DO
7 THEY REALLY HAVE TIME TO GO THROUGH SOMETHING LIKE THAT IT'S
8 EXTREMELY IMPORTANT AS YOU HAVE POINTED OUT SO I WINTER IS
9 THAT STILL UP OUR WEB SITE?

10

11 **SPEAKER:** LISA KLEIN I THINK YOUR COMMENT IS A GOOD REMINDER,
12 SHOWING UP ON OUR WEB SITE IT'S A GOOD REMINDER TO US THAT IN
13 ADDITION TO TALKING TO ALL OF YOU MAKE SURE THAT WE'RE KEEPING
14 THIS KIND OF INFORMATION ACCESSIBLE.

15

16 **GINA PAPAN:** THAT WOULD BE GREAT IF YOU COULD RESEND IT TO US
17 JUST BECAUSE WE HAVE TO KEEP OUR CONSTITUENCY INFORMED AND I
18 KNOW PEOPLE CAN'T FIGURE OUT ON THE BAY BRIDGE WHEN YOU HAVE
19 YOUR LITTLE TENTS, COMMUNICATING WHAT'S GOING ON IS REALLY, I
20 THINK, WOULD BE HELPFUL TO PEOPLE UNDERSTANDING THAT YOU HAVE
21 TO TAKE THE TOXIC PAINT OFF, IT CAN'T FALL INTO THE BAY, THAT
22 KIND OF THING. AND SOME PEOPLE ARE REALLY EXCITED ABOUT THE
23 NUANCES. SO, JUST COMMUNICATING THAT IN ONE WAY OR ANOTHER IS
24 SOMETIMES HELPFUL. AND, AGAIN, FANTASTIC WORK. WE UNDERSTAND
25 HOW IMPORTANT THIS IS, JUST, I THINK IT WOULD HELP US ALL,



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1 MESSAGING. SO, THANK YOU VERY MUCH. APPRECIATE IT.

2

3 **CHAIR, MARGARET ABE-KOGA:** VICE CHAIR?

4

5 **V. CHAIR, NATE MILEY:** YES, THANKS FOR THE REPORT. VERY
6 INTERESTING. A COUPLE QUESTIONS. SO, WE'RE TALKING 2075, AND I
7 KNOW IT'S ITERATIVE, SO IT WILL KEEP GOING. NONE OF US WILL BE
8 HERE. SO WHAT ARE SOME UNDERLYING ASSUMPTIONS BASED IN THE
9 PLAN AND BASED IN THE PROJECTED COST?

10

11 **ROSALYNN CHONGCHAIKIT:** SO, WE -- OKAY, I'M TRYING TO THINK OF
12 UNDERLYING -- WHAT WE BASICALLY, YOU KNOW, FOR COST, WE USE
13 2023 AS OUR BASE, BECAUSE THAT'S WHERE WE WERE IN TIME TO THE
14 POINT OF COST DOES THAT ANSWER YOUR QUESTION ABOUT COST?

15

16 **V. CHAIR, NATE MILEY:** KIND OF.

17

18 **ROSALYNN CHONGCHAIKIT:** OTHER ASSUMPTIONS I MOON WE DID EXPLORE
19 -- I DON'T WANT TO SAY WE ASSUMED -- WE DID EXPLORE WHETHER
20 THE BRIDGE WE ACTUALLY MODELED WHETHER THE DETERIORATION OF
21 THE BRIDGES COULD MAKE IT ALL THE WAY THROUGH FOR 50 YEARS
22 WHEN WE -- I'M MAKING THIS STATEMENT ABOUT REPLACEMENT WE
23 DIDN'T JUST ASSUME IT CAN BE FOREVER BUT I GUESS THE OTHER
24 BASELINE ASSUMPTION IN THIS MODEL THIS PLANNING LEVEL DOCUMENT
25 SO I APPRECIATE QUESTIONS SO I CAN REITERATE THIS MODEL AND



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1 PLANNING DOCUMENT AND WORK CLOSELY WITH CALTRANS HEADQUARTERS
2 WHY IT MAKES SENSE THE THAT ARE AND I CAN COME BACK TO YOU AND
3 SAY WE MODELED THIS BUT HAD SOME IN-DEPTH CONVERSATIONS, AND
4 THIS IS WHERE IT'S DIFFERENT AND THIS IS WHY.

5

6 **V. CHAIR, NATE MILEY:** OKAY. I GUESS I CAN TAKE THAT FOR NOW.

7 [LAUGHTER] REPLACEMENT -- EXCUSE ME -- PRESERVATION, NOT
8 REPLACEMENT. SO, WE'RE NOT LOOKING AT BUILDING ANY NEW
9 BRIDGES?

10

11 **ROSALYNN CHONGCHAIKIT:** NOT FOR DETERIORATION PURPOSES.

12

13 **V. CHAIR, NATE MILEY:** OH. IS -- ONE SPECIFIC -- NOT FOR
14 DETERIORATION PURPOSES.

15

16 **ROSALYNN CHONGCHAIKIT:** FOR THE ASSET, YEAH, FOR SCOPE OF THE
17 ASSET MANAGEMENT PLAN AND WHAT MY GROUP LOOKS AT IS -- YEAH.

18

19 **V. CHAIR, NATE MILEY:** OKAY. SO, ALL RIGHT. BECAUSE I'M NOT
20 SAYING THAT -- I'M INTERESTED IN SEEING THE BRIDGES BUILT. I
21 JUST WANT TO SEE IF THAT WAS OFF THE TABLE. BUT YOU'RE JUST
22 CATEGORIZING IT IN TERMS OF YOUR PIECE OF THE WORK. OKAY.
23 OKAY. DO YOU HAVE ANYTHING TO SAY ABOUT THAT, ANDY?

24

25 **ANDREW FREMIER:** YEAH. COMMISSIONER, THANK YOU FOR THAT INVITE.



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1 COUPLE OF THOUGHTS. ROSALYNN WAS RIGHT; WE HAVE NO PLANS TO
2 BUILD NEW BRIDGES. I WOULD SAY RELATIVE TO DETERIORATION IS,
3 SORT OF, THE REHABILITATION PART OF THE EQUATION. WHEN YOU
4 EVALUATE BRIDGES FOR OPERATIONAL NEEDS, YOU MIGHT HAVE NEW
5 DECISIONS TO MAKE, BUT WE DON'T ANTICIPATED THERE IS GOING TO
6 BE SIGNIFICANT OPERATIONAL CHANGES TO THE BRIDGE SYSTEM IN
7 QUITE A WHILE. THE THIRD ONE, THOUGH, IS THE ONE WE DO HAVE TO
8 PAY ATTENTION TO AND THAT'S THE CHANCE OF SEISMIC DAMAGE. AS
9 WE HAVE TALKED ABOUT MANY TIMES TO YOU AT THE AUTHORITY, THE
10 BRIDGES HAVE ALL BEEN DESIGNED AND RETROFIT TO A CERTAIN
11 STRATEGY AND THEY'RE NOT ALL THE SAME. SO, THE RICHMOND SAN
12 RAFAEL BRIDGE AND THE ANTIOCH BRIDGE ARE RETROFIT TO A
13 CONDITION THEY CALL "NO COLLAPSE" WHAT THAT MEANS IS WE FEEL
14 COMFORTABLE WE CAN GET PEOPLE OFF SAFELY BUT CAN'T DETERMINE
15 THAT BRIDGE CAN BE REOPENED AGAIN AFTER A SIGNIFICANT
16 EARTHQUAKE. INTERMITTENT SEVERAL OTHER BRIDGES SAN MATEO
17 CARQUINEZ ONE OF THE BENECIA BRIDGES THEY'RE CALLED
18 INTERMITTENT THAT'S A TERM OF ART BECAUSE IT'S HARD TO DEFINE
19 WHAT THE LIMITS ARE BUT IT BASICALLY SAYS THAT AFTER A MAJOR
20 EARTHQUAKE WE ANTICIPATE ONE OR MORE OF THOSE BRIDGES WILL BE
21 OUT OF SERVICE POTENTIALLY FOR SEVERAL YEARS. THE THIRD
22 LIFELINE BAY BRIDGE AND BENICIA MARTINEZ BRIDGE ARE DEFINED AS
23 LIFELINE ANTICIPATED TO BE OPEN WITHIN 24 HOURS AFTER A MAJOR
24 EARTHQUAKE FOR EMERGENCY VEHICLES BUT STILL ANTICIPATED TO DO
25 REPAIR WORK ON THOSE. THE OTHER THING WE CONTINUED TO TALK



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1 ABOUT OVER TIME IS THE CHANGES IN SEISMIC ANALYSIS THAT HAPPEN
2 OVER TIME AS WE LEARN FROM EACH MAJOR EARTHQUAKE AROUND THE
3 WORLD THAT INFORMATION GOES THROUGH CALTRANS SEISMIC PROGRAM
4 ALONG WITH STANCE ASSISTANCE FROM US WE ARE EVALUATE SUGGEST
5 THOSE KINDS OF THINGS I GUESS THE OTHER THING MAYBE PUT AS A
6 SIDELINE, POTENTIAL DAMAGE LIKE YOU HAVE SEEN AT THE BRIDGE IN
7 BALTIMORE WHERE A BOAT TOOK OUT A BRIDGE THOSE ARE THINGS THAT
8 WE PLANNED FOR IN PARTNERSHIP NOT ONLY WITH CALTRANS BUT
9 MARINE EXCHANGE TO UNDERSTAND THE GOLDEN GATE BRIDGE TO
10 UNDERSTAND WHAT OUR LIABILITIES AND RISKS ARE A LOT OF
11 REHABILITATION WORK THAT ROSALYNN IS REFERRING TO IS ABOUT
12 OPERATIONAL IMPROVEMENTS THAT MAKE SURE WE KNOW WHAT'S GOING
13 ON ON THE WATER AND DECK SO THAT WE HAVE THE BEST CHANCE OF
14 BEING SUCCESSFUL THERE. WE DO THINK IT'S IMPORTANT ESPECIALLY
15 FOR A PROJECT THAT IS IMPORTANT LIKE RICHMOND THAT IS,
16 COLLAPSE TO BE READY AND MOVING AT SOME POINT SO WE ARE
17 ANTICIPATING OVER THE NEXT HANDFUL OF YEARS DOING SOME GOOD
18 PLANNING WORK FOR BRIDGES THAT WE HAVE VULNERABILITY, SORT OF,
19 FOR OPERATIONAL OR SEISMIC CONCERNS FOR THE MOST PART WE
20 BELIEVE THIS ASSET MANAGEMENT PLAN IS OUR BEST ESTIMATE TODAY
21 AGAIN IN PARTNERSHIP WITH THE DEPARTMENT WE CAN KEEP THEM IN
22 GOOD SHAPE WELL INTO THE FUTURE FOR OPERATIONAL AND
23 MAINTENANCE NEEDS. I DON'T KNOW IF THAT HELPS.

24

25 **V. CHAIR, NATE MILEY:** YES BECAUSE I'M THINKING ABOUT SOME OF



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1 THAT AND WHAT ABOUT THE SEISMIC PIECE I KNOW WITH THE COLLAPSE
2 OF THE BAY BRIDGE THERE HAS BEEN NEW BRIDGES THERE AND IN THE
3 WEST BAND AND WEST PORTION HAS BEEN RETROFITTED AS WELL WITH
4 CLIMATE CHANGE AND SEVERE STORMS IS IT CALCULUS BASED ON
5 EARTHQUAKES OR BASED ON ANYTHING -- YOU KNOW, TSUNAMI,
6 HURRICANE, I MEAN WE DON'T GET THOSE HERE BUT SOMETHING
7 UNUSUAL.

8

9 **ANDREW FREMIER:** THAT'S A REALLY GOOD QUESTION YOU KNOW IT
10 REMINDS ME WHEN I WAS BRIEFING SENATOR CORTESE WHEN HE BECAME
11 A NEW MEMBER OF THE COMMITTEE WE WERE JUST GETTING UNDERWAY
12 WITH THE SEISMIC PROGRAM AND HIS FIRST QUESTION TO ME WAS
13 "WHAT ABOUT THE APPROACHES? " AND THE APPROACHES ARE THE ONES
14 THAT AFFECT MORE SIGNIFICANTLY BY CLIMATE CHANGE I WOULD SAY
15 WE WORK CLOSELY WITH OUR PLANNING TEAM WITH BCDC TO UNDERSTAND
16 THE EFFECTS POTENTIAL EFFECTS, DATA HAS ACTUALLY INVESTED
17 QUITE A BIT IN THOSE PLANS KIND OF UNDERSTAND IT LOOK AT
18 VARIOUS SPECIFIC VULNERABLE AREAS I WOULD SAY THAT'S A PLACE
19 THAT WE NEED TO INVEST MORE IN SURE WE'RE READY FROM MEMORY
20 1989 THE BAY BRIDGE WAS SHUTDOWN FOR 30 DAYS IT TOOK CALTRANS
21 30 DAYS TO OPEN THE APPROACH AS WELL BECAUSE IT FAILED THROUGH
22 LIQUEFACTION AND IT WAS NECK IN NECK AS TO WHICH WOULD BE
23 READY FIRST SO TO YOUR POINT WE ABSOLUTELY DO NEED TO CONSIDER
24 AND I WOULD SURMISE IT'S SOMETHING THIS WE NEED TO PUT MORE
25 ENERGY INTO BECAUSE A LOT OF BRIDGES DO HAVE SIGNIFICANT



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1 VULNERABILITY FOR CLIMATE CHANGE FOR LIQUEFACTION BECAUSE
2 THEY'RE BUILT ON FILL. AND IF YOU CAN'T GET TO THE BRIDGE YOU
3 CAN'T USE THE BRIDGE. SO, YES.

4

5 **CHAIR, MARGARET ABE-KOGA:** COMMISSIONER?

6

7 **DAVID AMBUEL:** I CONCUR WITH ALL THAT INFORMATION THE LAST
8 PIECE YOU KNOW WE JUST RECENTLY WENT THROUGH THE KING TIDES
9 AND STORMS, AND WE SAW, I THINK, A BIT OF OUR FUTURE; RIGHT?
10 WE SAW THE APPROACH TO THE BAY BRIDGE LANES WERE FLOODED ON
11 THE APPROACHES WE HAD TO SHUTDOWN THOSE FOR A WHILE, SAW SOME
12 OF THE SAME THINGS IN MARIN. THAT'S SOMETHING WE NEED TO BE
13 WORKING ON. I ALSO SIT ON BCDC THEY'RE LOOKING AT ALL THE SEA
14 LEVEL RISE. SO THAT'S A BIG ONE. SO AS FAR AS GETTING BACK TO
15 THE PRESENTATION WITH ASSET MANAGEMENT IT'S REALLY A
16 TREMENDOUS EFFORT IN PARTNERSHIP WITH BATA THAT WE PUT THIS
17 TOGETHER. AND I COMPARE IT TO, YOU CAN DO YOUR TAXES USING A
18 PEN AND PAPER, AND YOU GET TO YOUR ANSWER AFTER A LOT OF
19 ARDUOUS WORK, BUT IF YOU REALLY WANT TO RUN SEVERAL CYCLES AND
20 SEE WHAT'S GOING TO BENEFIT YOU THE MOST, YOU'RE GOING TO USE
21 -- NO BRAND NAMES HERE, I GUESS -- [LAUGHTER] BUT A TECH
22 SOFTWARE, RIGHT, AND YOU CAN RUN CYCLES AND GET TO SEE WHERE
23 THE BEST BANG FOR THE BUCK IS AND THAT'S REALLY WHAT ASSET
24 MANAGEMENT IS DOING FOR US HERE. AND I FULLY AGREE THAT THESE
25 BRIDGES, AS FAR AS MAINTENANCE GOES, CAN BE KEPT IN FAIR OR



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1 GOOD CONDITION BASED ON, YOU KNOW, THE PRESENTATION, AND ALL
2 THE WORK THAT WE HAVE DONE SO FAR USING ASSET MANAGEMENT. SO,
3 THANK YOU.

4

5 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. ANY OTHER COMMENTS,
6 QUESTIONS? I JUST HAD ONE, AND I'M SORRY IF I MISSED IT, BUT
7 WITH THESE FOUR PROJECTS, LIKE, WHAT ARE THE -- OR FIVE,
8 SORRY. DO YOU HAVE, LIKE, I GUESS THE QUESTION IS, LIKE, WHEN
9 WE EXPECT TO SEE THEM COME BACK FOR THE NEXT PART OF THIS
10 WHOLE ASSESSMENT THAT YOUR ANALYSIS THAT YOU'RE DOING? IS AT
11 THE NEXT 75 --

12

13 **ROSALYNN CHONGCHAIKIT:** THE NEXT ASSET MANAGEMENT PLAN SHOULD
14 BE ABOUT FOUR YEARS BUT YOU WILL TAKE BUDGET APPROVAL ACTION
15 ON THESE FIVE PROJECTS.

16

17 **CHAIR, MARGARET ABE-KOGA:** YEAH SO I GUESS MY QUESTION IS WE DO
18 STRUCTURAL PAINT ON THE RICHMOND SAN RAFAEL PROJECT IN THE
19 NEXT TWO YEARS ARE WE LOOKING THEN AT THAT LASTING FOR 50
20 YEARS, SO IT WILL COME BACK 50 YEARS? OR IS THERE A SHORTER --

21

22 **ROSALYNN CHONGCHAIKIT:** I DON'T THINK WE'RE -- [LAUGHTER] TWO
23 PAINT CYCLES IS WITHIN 50 YEARS. SO, WE NEED TO COME BACK
24 BEFORE THE 50 YEARS.

25



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1 **CHAIR, MARGARET ABE-KOGA:** SO, ALL OF THESE PROJECTS ARE
2 PROBABLY GONNA COME BACK TO US. WELL, NOT "US." [LAUGHTER] BUT
3 TO THE FULL COMMISSION BEFORE THE 50 YEAR TIMELINE?

4

5 **ANDREW FREMIER:** YOU KNOW, THROUGH THE CHAIR. IF I COULD,
6 THERE'S SOMETHING INTERESTING THERE. I'M SORRY, I'M AN
7 ENGINEERING GEEK, RIGHT; I LOVE THE BRIDGES. BUT THE ORIGINAL
8 PAINT THAT COMMISSIONER PAPAN MENTIONED NEEDS A COVER AROUND
9 WAS LEAD-BASED PAINT. THEY WORKED REALLY, REALLY WELL. TO
10 FOLLOW-THROUGH WITH TECHNOLOGY CHANGES THE CURRENT PAINT
11 SYSTEMS DO NOT LAST AS LONG; THEY'RE CLEANER, SAFER FOR THE
12 ENVIRONMENT BUT REQUIRE MORE CYCLES. THEY STILL REQUIRE A LOT
13 OF CONTAINMENT, ET CETERA. SO, YOU HAVE BOTH PARTS AND PIECES
14 THERE. SO TECHNOLOGY COMES WITH GOOD THINGS AND SOMETIMES IT
15 CHALLENGES US.

16

17 **CHAIR, MARGARET ABE-KOGA:** OKAY. YEAH. GREAT. THANK YOU. THAT
18 WAS THE QUESTION OF THE 50-YEAR CYCLE AND HOW MANY TIMES WE'LL
19 SEE THESE PROJECTS [LAUGHTER] BACK. ANYTHING ELSE FROM THE
20 COMMISSION? IF NOT, WE NEED TO APPROVE THIS RESOLUTION. SO, IF
21 I CAN GET A MOTION AND A SECOND?

22

23 **VICTORIA FLEMING:** SO MOVED, FLEMING.

24

25 **GINA PAPAN:** SECOND, PAPAN.



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1

2 **CHAIR, MARGARET ABE-KOGA:** MOTION BY FLEMING, SECOND BY
3 COMMISSIONER PAPAN. ANY OTHER -- OH, PUBLIC COMMENT?

4

5 **BOARD CLERK:** WE HAVE ONE MEMBER OF THE PUBLIC IN THE ZOOM
6 SPACE. HOW MUCH TIME WOULD YOU LIKE TO PROVIDE?

7

8 **CHAIR, MARGARET ABE-KOGA:** LET'S DO TWO MINUTES.

9

10 **BOARD CLERK:** OKAY. ALETA DUPREE, IF YOU CAN GO AHEAD AND
11 UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

12

13 **ALETA DUPREE:** ALETA DUPREE. FOR THE RECORD, SHE AND HER, WITH
14 TEAM FOLDS. I NEED MY CLOCK HERE IT WOULD HELP. VERY GOOD
15 PRESENTATION. I THINK WE CAN KEEP THESE BRIDGES UP FOR A LONG
16 TIME. WHENEVER I GO TO NEW YORK, I ALWAYS ENJOY GOING TO SEE
17 THE BROOKLYN BRIDGE. THAT OPENED IN 1883. AND THERE IS A LOT
18 OF WORK THAT HAS HAD TO HAVE BEEN DONE ON THAT BRIDGE AND
19 OTHER BRIDGES NEW YORK OVER THE DECADES ESPECIALLY GIVEN THE
20 SIMILAR ENVIRONMENT TO WHERE WE'RE AT IN THE BAY AREA. THEY
21 HAVE THE SALT AIR AND THE WATER EVERYWHERE. THEY'RE BIG
22 BRIDGES. NOT AS BIG AS OUR BAY BRIDGE. AND THE KING TIED IS
23 REAL. I SAW SOME VIDEOS OF KING TIED LAPPING UP ON TO SAN
24 FRANCISCO EMBARCADERO, I THINK OVER BY THE FERRY TERMINAL. I
25 DON'T KNOW IF ANY OF THAT WATER GOT INTO THE FERRY BUILDING.



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1 WHEN I GO TO THE FERRY BUILDING, USUALLY THAT WATER IS SELF
2 FEET DOWN. SO, THIS IS A PROBLEM. HOW DID WE KEEP UP WITH
3 THIS? WE HAVE TO MAKE SURE WE GET THIS TOLL MONEY AND CONTINUE
4 TO INVEST IN SAFETY. I LIKE THE IDEA OF THE BARRIER TRUCK. I
5 THINK I HAVE HEARD OF THOSE. THAT'S SOMETHING THAT HELP
6 PROTECT OUR WORKERS AND NOBODY SHOULD GET HURT WHILE DOING THE
7 SAFETY RELATED WORK. SO, WE ALWAYS WANT TO PUT OUR MONEY INTO
8 THAT. BUT I BELIEVE IN THESE BRIDGES. I USE THEM ALL THE TIME
9 WHEN I'M IN THE BAY AREA, REALLY, MOSTLY THE BAY BRIDGE THAT'S
10 WHERE I'M AT. SO, I HAVE LEARNED A LOT IN THESE PRESENTATIONS.
11 I REMEMBER WHEN WE TALKED ABOUT BRIDGE SKIRTS AND THINGS LIKE
12 THAT. THANK YOU.

13

14 **CHAIR, MARGARET ABE-KOGA:** THANK YOU.

15

16 **BOARD CLERK:** THERE IS NO FURTHER PUBLIC COMMENT IN THE ZOOM
17 SPACE NO WRITTEN CORRESPONDENCE RECEIVED AND NO ONE IN
18 BOARDROOM WISHING TO SPEAK.

19

20 **CHAIR, MARGARET ABE-KOGA:** BRING BACK TO THE COMMITTEE FOR A
21 VOTE. ALL IN FAVOR, SAY AYE. [AYES]

22

23 **CHAIR, MARGARET ABE-KOGA:** AYE. OPPOSED ABSTENTIONS. MOTION
24 PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. THANK YOU. WE GO ON
25 TO ITEM SIX B, AND THIS IS AN ACTION ITEM ON THE CAPITAL AND



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1 OPERATING BUDGET. AND WHO DO I HAVE?

2

3 **ALITA REINECKER:** GOOD MORNING I'M ALITA REINECKER, I'M A
4 SENIOR BUDGET FINANCIAL ANALYST FROM THE BUDGET FINANCIAL
5 PLANNING ANALYSIS SECTION OF MTC, TODAY PRESENTING AMENDMENT
6 NUMBER ONE TO FISCAL YEAR 2025 OPERATING AND CAPITAL BUDGET.
7 THE PROPOSED BATA BUDGET AMENDMENT IS TWOFOLD ENCOMPASSES
8 ADJUSTMENTS TO BOTH THE OPERATING BUDGET AND THE BATA
9 REHABILITATION PROGRAM BUDGET PREVIOUSLY MENTIONED IN THE
10 PRECEDING PRESENTATION. THEY PRIMARILY ADDRESS EXPENSE
11 ADJUSTMENTS NECESSARY TO ALIGN WITH UPDATED OPERATIONAL
12 REQUIREMENTS. WE AIM TO PROVIDE TRANSPARENCY AND ACCURACY IN
13 REFLECTING CURRENT EXPENDITURE PRIORITIES. NEXT SLIDE, PLEASE.
14 OUR APPROVED ANNUAL OPERATING REVENUE REMAINS UNCHANGED AT 1.2
15 BILLION THIS INCLUDES 985 MILLION OF TOLL REVENUE. OPERATING
16 EXPENSES WILL INCREASE FROM 905.8 MILLION TO 9 HELPED 7.8
17 MILLION AND OPERATING BUDGET TRANSFERS AND ONE-TIME EXPENSE
18 INCREASES FROM 32.8 MILLION AND 34.1 MILLION. AS A RESULT, THE
19 OPERATING SURPLUS WILL DECREASE SLIGHTLY FROM TWO POINT --
20 258.9 MILLION TO 255.6 MILLION. NEXT SLIDE. THE OPERATING
21 BUDGET AMENDMENT REFLECT NET INCREASE OF 3.3 MILLION FUNDED BY
22 CURRENT REVENUE WHICH IS ONLY 1.3% UPWARD ADJUSTMENT WE HAVE
23 TWO TEMPORARY STAFFING NEEDS \$86,000 FOR STAFF MEMBER STARTING
24 JANUARY 2026 TO SUPPORT CASH RECEIPTS CAPITAL DELIVERY ASSET
25 MANAGEMENT AND ROADSIDE TOLLING SECTION IN SHORT REQUEST



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1 \$207,000 FOR PRINCIPLE LEVEL STAFF MEMBER FOR UP TO NINE
2 MONTHS TO ASSIST WITH RM3 FINISHED THE RAIL PROJECT RISK
3 MANAGEMENT AND DELIVERY THIS POSITION IS BUDGET NEUTRAL
4 BECAUSE IT WILL BE FUNDED THROUGH BATA CONTINGENCY WE ARE
5 SEEING INCREASE IN CONTRACT COSTS THERE WILL BE CARRYOVER OF
6 PRIOR YEAR SPENT ENCUMBRANCES SPECIFICALLY FOR COLLECTION
7 SERVICE CONTRACT 1.1 MILLION AS REVENUE TEAM CONTINUES TOLL
8 RECOVERY EFFORTS. ALSO RM2 PERFORMANCE MONITORING CONTRACT
9 CARRYOVER \$100,000 TO CONTINUE MONITORING WORK IN FISCAL YEAR.
10 THERE ARE ALSO AMENDMENTS IN CONTRACTS FOR THIS YEAR 400,000
11 INCREASES FOR TOLLING SYSTEM CONTRACTS AND 300,000 ADDITIONAL
12 COST NEEDED FOR ENTERPRISE RESOURCE PLANNING MANAGEMENT
13 SERVICES CONTRACT FINALLY THERE IS ADDITIONAL 1.3 MILLION
14 TRANSFERRED TO MTC TO SUPPORT ONGOING ERP IMPLEMENTATION COST
15 INCURRED BY THE AGENCY. NEXT SLIDE. BIGGER BUDGET AMENDMENT
16 REQUEST SECTION MANAGES BATA REHABILITATION PROGRAM REQUESTING
17 A BUDGET AMENDMENT 306.9 MILLION A STRATEGIC MODIFICATION WITH
18 BUDGET IN RESPONSE TO UPDATED OPERATIONAL REQUIREMENTS AND
19 THIS IS ALIGNED TO THE TOLL BRIDGE ASSET MANAGEMENT PLAN
20 PREVIOUSLY PRESENTED THIS AMENDMENT COVERS SEVERAL KEY ITEMS
21 FIRST THE SAN MATEO HAYWARD BRIDGE REPAIR NEEDS HUNDRED 31
22 MILLION FOR THREE YEAR PROJECT STARTING IN THE THIRD QUARTER
23 OF THIS YEAR THE RICHMOND SAN RAFAEL BRIDGE STRUCTURAL
24 PAINTING REQUIRES 140.5 MILLION FOR TWO YEAR PROJECT BEGINNING
25 FOURTH QUARTER OF THIS FISCAL YEAR THE RICHMOND SAN RAFAEL



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1 PILOT AND WEST BAND IMPROVEMENT PROJECT NEEDS ADDITIONAL 2.8
2 MILLION FOR EXPANDED SCOPE OF CALTRANS CONTRACT WITH UC
3 BERKELEY FOR A STUDY THAT WILL EVALUATE IMPACTS OF THE RSR
4 PILOT AND WEST BAND IMPROVEMENT PROJECT OVER A FIVE AND A HALF
5 YEAR PERIOD FROM JUNE 2025 TO DECEMBER 2030 AND LASTLY
6 CONTINGENT FUND NEEDS ADDITIONAL FUNDING OF 32.8 MILLION TO
7 ENSURE COVERAGE FOR PROJECTS ENCOUNTERING AN UNFORESEEN FIELD
8 CONDITIONS AND OTHER BRIDGE NEEDS. NEXT SLIDE. THE CATEGORY OF
9 THE TOTAL BUDGET FOR BATA SHOWS MAJORITY OF AMENDMENTS FOR
10 BRIDGE PRESERVATION THIS AMENDMENT WILL RESULT IN UPDATED
11 BUDGET TOTALING 643.9 MILLION AS OF FISCAL YEAR FROM
12 PREVIOUSLY APPROVED 337 APPROVED BUDGET ALL CHANGES IN THIS
13 AMENDMENT ARE FUNDED BY TOLL REVENUES EXCEPT WHERE NOTED
14 APPROVING THIS AMENDMENT WILL ALLOW THE AUTHORITY TO MAKE
15 ESSENTIAL FINANCIAL ADJUSTMENTS THAT SUPPORT PROGRAM DELIVERY
16 STRENGTHEN RISK MANAGEMENT AND MEANT FISCAL STABILITY ALL
17 WHILE ADDRESSING EMERGING INFRASTRUCTURE AND OPERATIONAL NEEDS
18 STAFF RECOMMENDS REFERRAL OF RESOLUTION 185 BUDGET AMENDMENT
19 TO THE FISCAL YEAR 2025, '26 BATA OPERATING BUDGET AND CAPITAL
20 BUDGET TO THE AUTHORITY FOR APPROVAL. THE BUDGET SECTION AND
21 BATA HAVE PROGRAM TEAMS AVAILABLE TO PROVIDE ADDITIONAL
22 DETAILS YOU MAY NEED. THANK YOU
23
24 **CHAIR, MARGARET ABE-KOGA:** THANK YOU VERY MUCH. ANY COMMENTS?
25 COMMISSIONER PAPAN?



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1

2 **GINA PAPAN:** THANK YOU VERY MUCH FOR THE PRESENTATION I'M
3 CONFUSED IT WAS THREE CASH RECEIPTS I THOUGHT WE DIDN'T DO
4 THAT ANYMORE.

5

6 **DEREK HANSON:** I CAN ADDRESS THAT THROUGH THE CHAIR CASH
7 RECEIPTS IS A LOUSY TERM BUT IS IN FACT THE TERM AND IT DOES
8 NOT MEAN CASH PER SE IT'S REALLY ABOUT HOW WE DEAL WITH ANY
9 KIND OF RECONCILIATION AND CHECKS AND ISSUES LIKE THAT SO IT'S
10 NOT CASH ITSELF BUT IT'S THE TERM FOR THAT IT'S JUST CALLED
11 CASH RECEIPTING, AND I CAN'T CHANGE IT.

12

13 **GINA PAPAN:** EXPLANATION IS FINE HERE. THE SLIDE BEFORE THAT,
14 YOU HAVE "OTHER REVENUE." WE SEE VIOLATIONS, AND WE SEE -- AND
15 WHAT'S REIMBURSEMENT REVENUE?

16

17 **ROSALYNN CHONGCHAIKIT:** REIMBURSEMENT REVENUES THOSE ARE FROM
18 THOSE WHO USE FASTRAK. FOR EXAMPLE, GOLDEN GATE, WE USE THE
19 FASTRAK.

20

21 **GINA PAPAN:** OKAY. AND OTHER REVENUE? ARE YOU SELLING T-SHIRTS
22 OR SOMETHING? [LAUGHTER] BART DOES IT.

23

24 **DEREK HANSON:** I THINK IT'S OUR LOGO ON THE WARRIOR'S SHIRT,
25 RIGHT? [LAUGHTER]



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1

2 **GINA PAPAN:** SOMETHING. THANK YOU VERY MUCH.

3

4 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. ANY OTHER QUESTIONS?

5 COMMENTS? ANY MEMBERS OF THE PUBLIC WISHING TO SPEAK?

6

7 **BOARD CLERK:** NO WRITTEN CORRESPONDENCE RECEIVED NO ONE IN THE

8 ZOOM SPACE OR THE BOARDROOM WISHING TO SPEAK.

9

10 **CHAIR, MARGARET ABE-KOGA:** OKAY. THANK YOU. I'LL CLOSE THE

11 PUBLIC COMMENT. BACK TO THE COMMITTEE FOR MOTION AND A SECOND

12 IF I MAY GET ONE?

13

14 **MYRNA MELGAR:** SO MOVED, MELGAR.

15

16 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. [LAUGHTER] IS THERE A

17 SECOND, PLEASE?

18

19 **BELIA RAMOS:** SECOND, RAMOS.

20

21 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. MOTION BY MELGAR, SECOND

22 RAMOS. ALL IN FAVOR, SAY AYE. [AYES] OPPOSED? ABSTENTIONS?

23 MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. THANK YOU

24 VERY MUCH. GO ON TO THE NEXT, ITEM 6C PLAN OF FINANCE AND

25 RECEIPT OF GOOD FAITH ESTIMATE. NATALIE PERKINS.



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1

2 **NATALIE PERKINS:** GOOD MORNING COMMISSIONERS. NATALIE PERKINS
3 DIRECTOR OF TREASURY, AND AS CHAIR ABE-KOGA SAID, I'M HERE TO
4 PRESENT ON THE 2026 PLAN OF FINANCE. NEXT SLIDE. SO, BATA'S
5 DEBT PORTFOLIO HAS STRONG CREDIT. IT'S ONE OF THE HIGHEST TOLL
6 RATED ENTITIES IN THE COUNTRY WITH AA RATINGS FROM ALL THREE
7 MAJOR RATING AGENCIES. IT'S UNDERPINNED BY HIGH WEALTH AND
8 INCOME LEVELS IN THE BAY AREA, AS WELL AS LIMITED COMPETITION
9 FOR CROSSING THE BAY. THE DEBT PORTFOLIO IS DIVERSE AND
10 FLEXIBLE AND IT INCLUDES DEBT ISSUED ON A FIXED AND VARIABLE
11 RATE BASIS, TAXABLE AND TAX EXEMPT BASIS, AND SENIOR AND
12 SUBORDINATE LIENS. THE PORTFOLIO DOES REQUIRE ONGOING
13 MAINTENANCE TO MANAGE, AND WE'LL BE BACK TO YOU EVERY YEAR TO
14 DISCUSS DEBT ITEMS. NEXT SLIDE, PLEASE. SO, YOU CAN SEE ON THE
15 PIE CHART ON THE RIGHT, BATA HAS ABOUT 10 BILLION IN DEBT
16 OUTSTANDING, 74% OF WHICH IS FIXED RATE, AND THE OTHER 26% IS
17 SHORT-TERM. THAT SHORT-TERM DEBT, APPROXIMATELY HALF -- OR 1.4
18 BILLION IS SWAPPED TO A FIXED RATE THROUGH FLOATING TO FIXED
19 RATE SWAPS. THE OTHER 1.1 BILLION IS A VARIABLE RATE MODE, BUT
20 IT'S EFFECTIVELY HEDGED BY BATA'S INVESTMENT PORTFOLIO, SHORT-
21 TERM INVESTMENT PORTFOLIO. AS I SAID BEFORE, ARE THE SHORT-
22 TERM DEBT REQUIRES ANNUAL MAINTENANCE FOR AN INDIVIDUAL SERIES
23 THAT'S GENERALLY EVERY 3 TO 5 YEARS. SO WE STAGGER THOSE DATES
24 TO MINIMIZE THE AMOUNT OF DEBT THAT NEEDS TO BE ADDRESSED EACH
25 YEAR. NEXT SLIDE, PLEASE. SO, THE 2026 PLAN OF FINANCE



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1 INCLUDES AN A NUMBER OF ITEMS FIRST INCLUDES MAINTENANCE OF
2 THE SHORT-TERM PORTFOLIO. WE HAVE 160 MILLION IN BONDS THAT
3 NEED TO BE REMARKETED OR HAVE LETTERS OF CREDIT EXPIRING IN
4 CALENDAR YEAR 2026. THERE IS ALSO ADDITIONAL BONDS THAT NEED
5 TO BE REMARKETED IN EARLY 2027 AND WE PLAN TO REFUND 150
6 MILLION OF THOSE LATER THIS YEAR. THE REFUNDINGS OF THESE
7 BONDS WILL BE WITH COMBINATION OF LETTER OF CREDIT BACK TO
8 VARIABLE RATE DEMAND BONDS SELF-LIQUIDITY VARIABLE RATE DEMAND
9 BONDS TERM RATE BONDS WE HAVE SOME NUMBERS ON THE SLIDE HERE
10 EXACT MIX OF MODE OF REFUNDING BONDS IS A MOVING TARGET WE HAD
11 SUBSEQUENT DEVELOPMENTS WHERE WE HAVE BEEN OFFERED MORE CREDIT
12 FROM THE LETTER OF CREDIT BANKS BUT THOSE CHANGES WOULD HAVE
13 NO MATERIAL IMPACT ON THE OVERALL ECONOMICS OF THE PLAN THE
14 RESOLUTION AUTHORIZES UP TO 750 MILLION IN NEW MONEY WE'RE
15 EXPECTING TO ISSUE APPROXIMATELY 450 MILLION IN FIXED RATE
16 GREEN BONDS FOR REGIONAL MEASURE 3 AND 300 MILLION IN TERM
17 RATE OR FIXED RATE BONDS FOR BRIDGE REHABILITATION PROJECTS
18 ROSS LYNN AND ALITA WERE DISCUSSING A FEW MINUTES AGO. THEN AS
19 ALWAYS WE'LL MONITOR THE DEBT PORTFOLIO FOR SAVINGS
20 OPPORTUNITIES ALTHOUGH WE DON'T HAVE ANY ADDITIONAL REFUNDINGS
21 PLANNED CURRENTLY. NEXT SLIDE. THIS SLIDE HAS DETAILS OF THE
22 SHORT-TERM PORTFOLIO AGAIN THE PIE CHART ON THE RIGHT SHOWS WE
23 HAVE 2.6 BILLION IN SHORT-TERM DEBT ABOUT 1.5 BILLION OF THAT
24 IS VARIABLE RATE DEMAND BONDS ALL WHICH ARE SUPPORTED BY
25 THIRD-PARTY LETTERS OF CREDIT THAT EXPIRE WITHIN THE NEXT



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1 THREE YEARS WE ALSO HAVE 500 MILLION IN NOTING RATE NOTES AND
2 ANOTHER 500 MILLION IN TERM RATE BONDS. THE BAR CHART AT THE
3 BOTTOM OF THE PAGE SHOWS AMOUNT OF MANDATORY PURCHASES OR
4 EXPIRATION OR LETTER OF CREDIT EXPIRATION IN EACH YEAR
5 BYPRODUCT TYPE SO THE 2026 PLAN OF FINANCE WOULD ADDRESS THAT
6 FIRST BAR 2026 BAR WITH COMBINATION OF BONDS TERM RATE BONDS
7 VARIABLE RATE DEMAND BOND WE ALSO PLAN TO ADDRESS A PORTION OF
8 THAT IN THE GREEN BAR IN 2027 ALSO PLAN TO ADDRESS \$150
9 MILLION OF THAT HAS A HIGHER INTEREST RATE THAN THE REST OF IT
10 SO WE PLAN TO ADDRESS THAT EARLIER WHEN THOSE BONDS ARE
11 CALLABLE IN OCTOBER THIS OCTOBER NEXT SLIDE PLEASE. SO WE'RE
12 ASKING THE COMMITTEE TO MOVE THIS OVER TO REFER THIS TO THE
13 AUTHORITY RESOLUTION WOULD APPROVE REFUNDING AND MAINTENANCE
14 OF THE SHORT-TERM PORTFOLIO AS WELL AS EXECUTION OF LETTERS OF
15 CREDIT I HAD ON THE SLIDE WE HAVE \$350 MILLION BUT WE EXPECT
16 THAT NUMBER TO BE CLOSER TO 450 MILLION THEN WILL ALSO
17 AUTHORIZE UP TO \$750 MILLION IN NEW MONEY IT ALSO APPROVES THE
18 FORM OF THE OFFICIAL STATEMENT INCLUDING APPENDIX A IT'S
19 IMPORTANT TO NOTE THAT SEC REGULATIONS REQUIRE THAT ANYTHING
20 MATERIAL IN THE OFFICIAL STATEMENT BE ACCURATE AND THAT NO
21 INFORMATION WOULD BE MATERIAL TO AN INVESTMENT DECISION TO BE
22 OMITTED FROM THE OFFICIAL STATEMENT SO IT'S OUR RESPONSIBILITY
23 AS STAFF AND YOUR RESPONSIBILITY AS THE BOARD TO REVIEW THOSE
24 DOCUMENTS IN LIGHT AND THEY WILL REMINDED YOU OF THAT EVERY
25 YEAR. THE PACKET INCLUDES THE FORM OF STANDBY BOND PURCHASES



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1 PROVIDES TERMS OF SELF-LIQUIDITY VARIABLE RATE DEMAND BONDS.
2 AND FINALLY INCLUDES ACCEPTANCE OF GOOD FAITH COST ESTIMATES.
3 AND THAT CONCLUDES MY PRESENTATION. HAPPY TO ANSWER ANY
4 QUESTIONS.

5

6 **CHAIR, MARGARET ABE-KOGA:** THANK YOU VERY MUCH. ANY QUESTIONS
7 OR COMMENTS FROM COMMISSIONERS? WITH THAT, TO THE PUBLIC
8 COMMENT? ANY MEMBERS OF THE PUBLIC?

9

10 **BOARD CLERK:** NO WRITTEN CORRESPONDENCE RECEIVED. NO ONE IN THE
11 ZOOM SPACE OR THE BOARDROOM WISHING TO SPEAK.

12

13 **CHAIR, MARGARET ABE-KOGA:** OKAY. I'LL CLOSE PUBLIC COMMENT AND
14 BRING IT BACK TO THE COMMITTEE FOR A MOTION AND SECOND. DON'T
15 BE SHY. [LAUGHTER] I WILL MAKE A MOTION --

16

17 **SPEAKER:** SO MOVED.

18

19 **CHAIR, MARGARET ABE-KOGA:** [LAUGHTER] OH THANK YOU. THANK YOU,
20 COMMISSION MELGAR. [LAUGHTER]

21

22 **GINA PAPAN:** PAPAN SECONDS.

23

24 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. MOTION BY MELGAR; SECOND
25 BY PAPAN. ALL THOSE IN FAVOR, SAY AYE. [AYES]



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1

2 **CHAIR, MARGARET ABE-KOGA:** AYE. OPPOSED? ABSTENTIONS? MOTION
3 PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. THANK YOU VERY
4 MUCH. WE'LL GO ON TO AGENDA ITEM SEVEN, PUBLIC COMMENT ON
5 ITEMS NOT ON THE AGENDA. IS THERE ANY PUBLIC COMMENT?

6

7 **BOARD CLERK:** WE HAVE TWO MEMBERS OF THE PUBLIC. HOW MUCH TIME
8 WOULD YOU LIKE TO PROVIDE?

9

10 **CHAIR, MARGARET ABE-KOGA:** LET'S GO 90 SECONDS.

11

12 **BOARD CLERK:** OKAY. ONE MOMENT, PLEASE. ALL RIGHT. ALETA
13 DUPREE.

14

15 **ALETA DUPREE:** THANKS AGAIN. CHAIR MARGARET ABE-KOGA AND
16 MEMBERS. ALETA DUPREE. FOR THE RECORD, SHE AND HER, WITH TEAM
17 FOLDS. GOOD MEETING TODAY GETTING INTO THE NEW YEAR'S
18 BUSINESS. JANUARY 4TH OF THIS YEAR, A WEEK AND A HALF AGO, THE
19 ATLANTIC CITY EXPRESSWAY TURNED ON THEIR LONG AWAITED ALL-
20 ELECTRONIC TOLLING SYSTEM. IT'S BEEN A VERY LONG TIME SINCE I
21 DROVE THAT HIGHWAY. I THINK IT WAS PROBABLY IN THE '90S. AND
22 THAT WAS BEFORE E-ZPASS. WE HAVE BEEN DOING THIS ALREADY WITH
23 OUR ALL ELECTRONIC TOLLING. I DON'T KNOW WHEN THE GARDEN STATE
24 PARKWAY AND THE NEW JERSEY TURNPIKE WILL TURN THEIR NEW
25 SYSTEMS ON. I REMEMBER HAVING TO CARRY LOTS OF COINS WHEN I



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1 WOULD DRIVE TO GARDEN STATE PARKWAY. THEY HAD, I THINK AT THE
2 TIME, 11 CLASSES THAT YOU WOULD GO THROUGH AND A WHOLE LOT OF
3 OTHER PLACES WHERE YOU WOULD DROP COINS, AND WE HAVE COME A
4 LONG WAY AND WE'RE DOING VERY GOOD AT THIS, AND IT'S WORKING
5 ACROSS THE COUNTRY. HOW DO WE GET PEOPLE INTERESTED IN
6 FASTRAK? AND ESPECIALLY, REALLY MAKE SURE THAT PEOPLE PAY
7 THEIR TOLLS? I DON'T WANT US TO HAVE TO RELY ON FINES AND
8 FEES. EVERYBODY SHOULD JUST PAY THEIR TOLL MONEY SO WE CAN
9 KEEP THE BRIDGES SAFE. THANK YOU.

10

11 **BOARD CLERK:** NEXT UP, WE HAVE ROLAND LEBRUN.

12

13 **ROLAND LEBRUN:** GOOD MORNING. THANK YOU, AND HAPPY NEW YEAR.
14 SO, WHAT I WOULD LIKE TO DO IS TO CIRCLE BACK TO SOMETHING
15 ANDY SAID EARLIER, WHICH FOLLOWS WITH REGULAR INVESTMENT WE
16 BELIEVE THESE BRIDGES WILL LAST FOR A LONG TIME IF NOT
17 FOREVER, AND THAT'S JUST LIKE GOLDEN GATE, WHICH IS OVER 90
18 YEARS OLD, AND THE EIFFEL TOWER WHICH IS NEARLY A HANDFUL OF
19 YEARS OLD. BUT WHAT ABOUT CALTRAIN BRIDGES? WHICH IN
20 REASONABLE CONDITION AS LONG AS THEY WERE MAINTAINED BY UNION
21 PACIFIC, FAST FORWARD 30 YEARS AND MANY OF THESE BRIDGES ARE
22 ON VERGE OF COLLAPSE. IN CLOSING, I HOPE THAT MTC WILL
23 CONSIDER HELPING CALTRAIN WITH THE IMPLEMENTATION OF AN ASSET
24 MANAGEMENT PLAN AS PART OF THE SB63 EFFICIENCY AUDIT. BECAUSE
25 THE ESCALATING COST OF BRIDGE REPLACEMENT IS JUST NOT



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1 SUSTAINABLE. THANK YOU.

2

3 **BOARD CLERK:** THAT CONCLUDES PUBLIC COMMENT. THERE IS NO ONE
4 FURTHER IN THE ZOOM SPACE OR IN THE BOARDROOM WISHING TO
5 SPEAK.

6

7 **CHAIR, MARGARET ABE-KOGA:** OKAY. THANK YOU VERY MUCH. WE'LL GO
8 ON TO AGENDA ITEM EIGHT WHICH IS ADJOURNMENT AND THE NEXT
9 MEETING. AND THE NEXT MEETING OF THE BAY AREA TOLL AUTHORITY
10 OVERSIGHT COMMITTEE IS SCHEDULED TO BE HELD AT 9:35 A.M. IN
11 THE BAY AREA METRO CENTER, 375 BEALE STREET, SAN FRANCISCO, ON
12 WEDNESDAY FEBRUARY 11TH, 2026. ANY CHANGES TO THE SCHEDULE
13 WILL BE DULY NOTICED TO THE PUBLIC. AND WE ARE ADJOURNED.
14 THANK YOU. [ADJOURNED]