

METROPOLITAN  
TRANSPORTATION  
COMMISSION  
Meeting Transcript



## 1 PROGRAMMING AND ALLOCATIONS COMMITTEE

2 WEDNESDAY, JANUARY 14, 2026, 9:45 AM

3

4

5 **CHAIR, VICTORIA FLEMING:** GOOD MORNING STILL. I WOULD LIKE TO  
6 CALL THIS MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE  
7 TO ORDER. MY NAME IS VICTORIA FLEMING, MY VICE CHAIR WITH ME  
8 HERE IS MYRNA MELGAR. WITH THAT WE'LL BE NOTING THAT THIS  
9 MEETING IS BEING WEBCAST ON THE MTC WEB SITE REMOTE  
10 PARTICIPANTS WISHING TO SPEAK SHOULD USE THE RAISED HAND  
11 FEATURE OR DIAL STAR NINE AND YOU WILL BE CALLED UPON AT THE  
12 APPROPRIATE TIME TO SPEAK. FIRST AGENDA ITEM ROLL CALL WOULD  
13 YOU PLEASE CALL ROLL CALL AND CONFIRM QUORUM MADAM CLERK?

14

15 **BOARD CLERK:** CERTAINLY CHAIR FLEMING?

16

17 CHAIR, VICTORIA FLEMING: PRESENT.

18

19 **BOARD CLERK:** VICE CHAIR MELGAR?

20

21 V. CHAIR, MYRNA MELGAR: HERE.

22

23 **BOARD CLERK:** ABE-KOGA?

24

25 **MARGARET ABE-KOGA:** HERE.

1

2 **BOARD CLERK:** NON-VOTING AMBUEHL?

3

4 **DAVID AMBUEHL:** HERE.

5

6 **BOARD CLERK:** MANFREE?

7

8 **AMBER MANFREE:** HERE MILEY?

9

10 **NATHAN MILEY:** HERE.

11

12 **BOARD CLERK:** PAPAN?

13

14 **GINA PAPAN:** HERE.

15

16 **BOARD CLERK:** RAMOS?

17

18 **BELIA RAMOS:** HERE.

19

20 **BOARD CLERK:** NON-VOTING SCHAFF?

21

22 **LIBBY SCHAAF:** WE HAVE A QUORUM.

23

24 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH. AGENDA ITEM TWO

25 OUR CONSENT CALENDAR INCLUDES 2A THROUGH 2E IS THERE ANY

1 COMMISSIONER THAT WOULD LIKE TO PULL AN ITEM FROM THE CONSENT  
2 CALENDAR? ALL RIGHT. MOTION AND SECOND TO APPROVE THE CONSENT  
3 CALENDAR?

4

5 **MARGARET ABE-KOGA:** SECOND, ABE-KOGA.

6

7 **CHAIR, VICTORIA FLEMING:** THANK YOU. I HAVE A MOTION BY MELGAR  
8 AND A SECOND BY ABE-KOGA. DO WE HAVE ANY PUBLIC COMMENT?

9

10 **BOARD CLERK:** WE HAVE NO WRITTEN CORRESPONDENCE RECEIVED; NO  
11 ONE IN THE ZOOM SPACE NOR THE BOARDROOM WISHING TO SPEAK.

12

13 **CHAIR, VICTORIA FLEMING:** GREAT THANK YOU. CAN I HAVE A ROLL  
14 CALL VOTE. ALL IN FAVOR, SAY AYE. [AYES] ANY ABSTENTIONS OR  
15 OPPOSITIONS? ALL RIGHT. WE'LL RECORD THAT AS PASSING  
16 UNANIMOUSLY BY ALL MEMBERS PRESENT WHICH TAKES US TO ITEM 3A,  
17 OUR REGIONAL MTC RESOLUTION NUMBER 4604 REVISED, 3989 REVISED,  
18 MTC COMMUNITY ACTION RESOURCE AND EMPOWERMENT CARE POWER  
19 BUILDING AND ENGAGEMENT PB PROGRAM OF PROJECTS ROUND TWO.  
20 UNFORTUNATELY, JUDIS SANTOS IS OUT SO WE'LL RECEIVE THIS  
21 PRESENTATION FROM OUR VERY OWN THERESA ROMMELL. OVER TO YOU,  
22 THERESA.

23

24 **THERESA ROMMELL:** THANK YOU COMMISSIONER. WE HAVE OUR SLIDE  
25 DECK COMING UP. OKAY AS WE GET STARTED HERE FOR A BIT OF

1 CONTEXT, THE COMMUNITY ACTION RESOURCE AND EMPOWERMENT OR CARE  
2 PROGRAM, IS INTENDED TO ADVANCE A SHIFT IN HOW TRANSIT AND  
3 TRANSPORTATION SYSTEMS, COMMUNITY ORGANIZATIONS, RESIDENTS,  
4 AND MULTIPLE SECTORS COLLABORATE TO IMPROVE MOBILITY, CLIMATE,  
5 AND HOUSING THROUGH MULTI-SECTOR COMMUNITY BASED PARTNERSHIPS  
6 ACROSS THE REGION, CARE ALIGNS LOCAL RESOURCES INVESTMENTS  
7 TACKLING ROOT CAUSE OF DISPARITIES IMPROVING LIVEABILITY FOR  
8 ALL PEOPLE IN THE BAY AREA. CARE, FIRST OF ALL, IS AN EQUITY  
9 BASED PROGRAM, IT'S THE SUCCESSOR TO OUR PREVIOUS LIFELINE  
10 TRANSPORTATION PROGRAM. THE CARE FUNDS COMMUNITY-BASED  
11 ORGANIZATIONS THAT HAVE A HISTORY OF SERVING UNDERSERVED  
12 POPULATIONS AND TARGETS INVESTMENTS IN OUR REGION'S EQUITY  
13 PRIORITY COMMUNITIES. AND IN OTHER VULNERABLE POPULATIONS,  
14 WITH A GOAL OF INCREASING ACCESSIBLE AND COORDINATED SERVICES  
15 TO CONNECT PEOPLE TO WORK, HEALTHCARE, AND THEIR DAILY LIVES.  
16 AS SHOWN IN THE DIAGRAM ON THIS PAGE, CARE IS COMPRISED OF  
17 THREE COMPONENTS, POWER BUILDING AND ENGAGEMENT, PROJECT  
18 DEVELOPMENT AND PARTICIPATORY BUDGETING. TODAY'S PRESENTATION  
19 WILL FOCUS ON THE POWER BUILDING AND ENGAGEMENT, OR PB, FOR  
20 SHORT, COMPONENT, UNDER WHICH I'LL BE ASKING THIS COMMITTEE TO  
21 RECOMMEND ANOTHER \$1 MILLION IN FINISHING FOR COMMUNITY-BASED  
22 ORGANIZATIONS THROUGH THE PB GRANT PROGRAM. NEXT SLIDE. A  
23 QUICK OVERVIEW OF PB FOR ADDITIONAL CONTEXT AS NOTED THE CARE  
24 PROGRAM WAS ESTABLISHED IN 2023 AS A SUCCESSOR TO MTC LIFELINE  
25 TRANSPORTATION PROGRAM CARE IS INTENDED TO BUILD ON LIFELINE

1 BY PROVIDING ADDITIONAL FLEXIBILITY IN FUNDING RESOURCES AS  
2 WELL AS AN ADVANCED MODEL THAT ASSISTS COMMUNITIES TO DEVELOP  
3 AND FUND PROJECTS THAT THEY CARE MOST ABOUT PB WAS ORIGINALLY  
4 CONCEIVED AS PART OF THE OBAG REGIONAL PROGRAM ALTHOUGH NOW IS  
5 FUNDED THROUGH COMBINATION OF STATE REAP AND MTC EXCHANGE  
6 FUNDS PROGRAM SEEKS TO BUILD CAPACITY AMONG COMMUNITY  
7 LEADERSHIP AND MULTI-SECTOR PARTNERSHIPS AS WELL AS FACILITATE  
8 COMMUNITY FOCUSED PILOT PROJECTS PB TARGETS ASSISTANCE TO THE  
9 COMMUNITY BASED ORGANIZATIONS AND LOCAL JURISDICTIONS THAT  
10 THEY SERVE. PB HAS TWO MAIN COMPONENTS DIRECT GRANT PROGRAM  
11 FOCUSED OF TODAY'S ACTION AS WELL AS LEARNING LAB FELLOWSHIP  
12 PROGRAM. NEXT SLIDE. IN ADDITION TO THAT GRANT PROGRAM THE  
13 FUNDING PB ALSO INCLUDES GRANT TECHNICAL ASSISTANCE PEER  
14 LEARNING COHORT CONVENE THINKS AND EXPERT COACHING. ON THE  
15 GRANT PROGRAM LAST NOVEMBER THE COMMISSION AWARDED \$1.5  
16 MILLION TO 16 PROJECTS LED BY COMMUNITY-BASED ORGANIZATIONS.  
17 THE CALL FOR PROJECTS FOR THAT PROGRAM DEMONSTRATE VERY HIGH  
18 DEMAND FOR THESE COMPETITIVE FUNDS. WE HAD P.M. 150 GRANT  
19 REQUESTS TOTALING AROUND \$19 MILLION FOR THIS \$1.5 MILLION  
20 PROGRAM. IN RESPONSE TO THIS HIGH DEMAND, STAFF IS  
21 RECOMMENDING AN ADDITIONAL 1 MILLION TO FUND ADDITIONAL  
22 PROJECTS IN A ROUND TWO OF GRANT AWARDS. NEXT SLIDE. BEFORE WE  
23 GET TO THE RECOMMENDATIONS FOR ROUND TWO, I WOULD JUST LIKE TO  
24 RECAP THE PROCESS THAT THE CARE PB EVALUATION TEAM WENT  
25 THROUGH TO SELECT THE RECOMMENDED AWARDS FOR THIS PROGRAM. AND

1 I WANT TO NOTE THAT FOR ROUND TWO, WHICH WE'LL BE PROPOSING  
2 AWARDS FOR, WE BUILT UPON SCORING FOR ROUND ONE WE DID NOT  
3 RESCORE APPLICATIONS BUT RATHER WENT DEEPER ON THE LIST OF  
4 QUALIFIED APPLICATIONS BASED ON SCORE AND OTHER BALANCING  
5 FACTORS. JUST TO RECAP THE EVALUATION PROCESS 50 OFF THERE WAS  
6 A THRESHOLD REVIEW TO ENSURE PROJECTS MET ELIGIBILITY  
7 REQUIREMENTS, COULD MEET FUND SOURCE DELIVERY TIMELINES AND  
8 HAD UNDERGONE ROBUST COMMUNITY ENGAGEMENT PROCESSES AND HAD  
9 COMMUNITY SUPPORT. NEXT, PROJECT UNDERWENT AN EVALUATION FOR  
10 QUALITY, OR MERIT, INCLUDING PROJECT IMPACT, COMMUNITY BENEFIT  
11 APPROACH, BUDGET, AND COST EFFECTIVENESS, INNOVATION AND  
12 MEANINGFUL INVOLVEMENT. FINALLY, WITH APPROXIMATELY 150 STRONG  
13 APPLICATIONS FROM ACROSS THE BAY AREA, STAFF USED A VARIETY OF  
14 LENSES AND APPROACHES TO ENSURE DIVERSITY AND EQUITY,  
15 INCLUDING THE TYPE OF ORGANIZATION, DEMOGRAPHICS SUPPORTED,  
16 PROJECT FOCUS AND TOPIC AREAS, AND, FINALLY, GEOGRAPHIC  
17 DIVERSITY. NEXT SLIDE PLEASE. FOR ROUND TWO STAFF IS  
18 RECOMMENDING FUNDING FOR ADDITIONAL TEN PROJECTS TOTALING \$1  
19 MILLION. IN TERMS OF TYPE OF PROJECTS WE'RE RECOMMENDING  
20 FUNDING FOR FOUR TRANSPORTATION PROJECTS, THREE TRANSPORTATION  
21 AND HOUSING PROJECTS AND THREE HOUSING PROJECTS FIVE OF THOSE  
22 PROJECTS REPRESENT CIVIL COUNTY AWARDS AS NOTED HERE ON THE  
23 SLIDE OTHER AND FIVE MULTI-COUNTY AWARDS. NEXT SLIDE. TO  
24 SUMMARIZE STAFF IS RECOMMENDING THAT THE PROGRAMMING AND  
25 ALLOCATIONS COMMITTEE REFER MTC RESOLUTION NUMBER 4604

1 REVISED, 3989 REVISED REPRESENTING ADOPTION OF TEN ADDITIONAL  
2 PB GRANTS TOTALING \$1 MILLION TO THE COMMISSION FOR APPROVAL.  
3 HAPPY TO ANSWER QUESTIONS.

4

5 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH. COMMISSIONERS  
6 DOES ANYBODY HAVE QUESTIONS?

7

8 **NATHAN MILEY:** YES, I WANT TO CHECK WITH COUNSEL ON THIS  
9 EARLIER YOU ABOUT I DIDN'T. I'M PRESIDENT OF THE UNITED  
10 SENIORS I DON'T RECEIVE COMPENSATION IT'S A VOLUNTARY PORTION  
11 NORMALLY WITH THE COUNTY I RECUSE MYSELF ON THIS IN ABUNDANCE  
12 OF CAUTION? SHOULD I RECUSE MYSELF ON THIS ITEM?

13

14 **COUNSEL, KATHLEEN KANE:** IT MAY BE WISE TO ABSTAIN ON THE VOTE  
15 BUT YOU DON'T NEED TO IT'S NOT A GOVERNMENT CODE 1090 RECUSAL  
16 BECAUSE YOU HAVE NO ECONOMIC INTEREST IN IT SO YOU DON'T HAVE  
17 TO LEAVE THE DAIS OR REFUSE TO PARTICIPATE. JUST ABSTAIN.

18

19 **NATHAN MILEY:** OKAY THANK YOU.

20

21 **CHAIR, VICTORIA FLEMING:** ALL RIGHT SEEING NO OTHER QUESTIONS  
22 FROM COMMISSIONERS. CAN I HAVE A MOTION IS SECOND FOR THIS?

23

24 **MYRNA MELGAR:** MELGAR SECOND.

25

1   **MARGARET ABE-KOGA:** ABE-KOGA, SECOND.

2

3   **CHAIR, VICTORIA FLEMING:** MOTION BY MELGAR SECOND ABE-KOGA. DO  
4   WE HAVE PUBLIC COMMENT?

5

6   **BOARD CLERK:** THERE IS NO WRITTEN COMMENTS RECEIVED FOR THIS  
7   ITEM, AND THERE NO MEMBERS IN THE BOARDROOM OR ZOOM WISHING TO  
8   SPEAK ON THIS ITEM.

9

10   **CHAIR, VICTORIA FLEMING:** ALL RIGHT THAT'S GOOD LET'S CALL A  
11   VOTE. ALL IN FAVOR, SAY AYE. [AYES] MILE ABSTENTIONS? ANY  
12   OPPOSITION?

13

14   **NATHAN MILEY:** ABSTAIN.

15

16   **CHAIR, VICTORIA FLEMING:** WE'LL RECORD THIS SIZE PASSING  
17   UNANIMOUSLY WITH ALL IN FAVOR WITH COMMISSIONER MILEY  
18   ABSTAINING FROM THIS ITEM. THAT WILL BRING US TO AGENDA ITEM  
19   3B REGIONAL INFORMATION REGIONAL MEASURE 3 EXPRESS LANE  
20   CATEGORY UPDATE. THIS WILL BE AN UPDATE ON THE BAY AREA  
21   CORRIDOR EXPRESS LANES CATEGORY, WITH THE RM3 PROGRAM. WE'LL  
22   WELCOME DAVID MANN WHO WILL PRESENT AN INFORMATIONAL ITEM  
23   FOLLOWING OPENING COMMENTS FROM EXECUTIVE DIRECTOR, ANDY  
24   FREMIER.

25

1    **ANDREW PREMIER:** THANK YOU CHAIR FLEMING AND MEMBERS OF THE  
2    COMMITTEE. YOU KNOW, ONE OF THE THINGS THAT WE RECOGNIZE VERY  
3    QUICKLY WAS THE COMMISSIONER HAS COMPLETELY TURNED OVER,  
4    EXCEPT FOR, I THINK, COMMISSIONER GIACOPINI, SINCE WE STARTED  
5    TALKING ABOUT EXPRESS LANES IN THE REGION. IN FACT, LISA AND I  
6    GOT TO KNOW EACH OTHER WHEN SHE WAS THE PLANNER -- JUST A  
7    PLANNER BRINGING EXPRESS LANES FORWARD. NOW LISA IS AN  
8    ENGINEER AND SHE DESIGNS, BUILDS, AND OPERATES A WHOLE SERIES  
9    EXPRESS LANES WITH PARTNERS. I THINK IT WAS IMPORTANT, THOUGH,  
10   TO PROVIDE CONTEXT AND HISTORY FOR TODAY'S REQUESTED  
11   INFORMATION ITEM ABOUT THE REGIONAL MEASURE THREE BAY AREA  
12   CORRIDOR EXPRESS LANES PROGRAM. IT'S ALSO IMPORTANT TO KIND OF  
13   KEEP AN EYE ON THE WAY WE GET TO THE FINISH LINE. NEXT SLIDE.  
14   I THINK IT'S IMPORTANT TO GO BACK IN TIME TO PROVIDE THE  
15   BACKGROUND ON THE ENTIRE EVOLUTION OF NETWORK IN THE BAY AREA  
16   SO IN EARLY 2000s THERE WAS A FRAGMENTED HOV SYSTEM IN THE  
17   REGION WITH MAJOR GAPS REDUCING TRAVEL TIME RELIABILITY FOR  
18   CARPOOLS AND BUSES IT WAS DECADES TO COMPLETE UNDER  
19   TRADITIONAL FUNDING IN FACT WE COMPLETED THEM IN SONOMA  
20   NARROWS WHICH IS THE GREEN LINE UPPER LEFT AND IT SHOW HIS THE  
21   LENGTH OF TIME SPENT 35ING PROJECTS SO THE IDEA THERE IT WAS A  
22   POTENTIAL SOLUTION TO CREATE A MORE CONSISTENT AND EFFICIENT  
23   NETWORK IN 2009 MTC'S LONG RANGE PLAN SUBSEQUENT LEGISLATION  
24   SPONSORED BY MTC CREATED AB 744 TO RICO THAT HAD A VISION FOR  
25   A COMPREHENSIVE REGIONAL ENTERPRISE WITH ACCELERATED DELIVERY

1    THROUGH REGIONAL ENTERPRISE MODEL THE PLAN WAS FOR BATA TO  
2    PLAN, FINANCE, OPERATE A SEAMLESS REGIONALLY MANAGED EXPRESS  
3    LANE NETWORK ACROSS THE BAY AREA FREEWAYS IT HAD MULTI-AGENCY  
4    OVERSIGHT STRUCTURE INCLUDING CALTRANS HIGHWAY PATROL AND CM  
5    KNOWN AT THE TIME CONSTRUCTION OPERATIONS AND MAINTENANCE  
6    WOULD BE FUNDED BY TOLLS WITH AUTHORITY TO FINANCE USING TOLL  
7    BACKED REVENUE BONDS ENVISIONED NETWORK WAS 800 MILES THAT YOU  
8    SEE IN THE GREEN ON THE SLIDE OPPORTUNITY WAS FOR NET TOLL  
9    REVENUES WHICH WERE ESTIMATED ABOUT \$6 BILLION OVER 25 YEARS  
10   TO BE REINVESTED PRIMARILY IN THE SAME CORRIDORS WITH STRONG  
11   PRIORITY FOR PUBLIC TRANSIT IMPROVEMENTS AT THE TIME WE DID  
12   HAVE CONSENSUS IN THE REGION TO MOVE FORWARD IN THAT WAY BUT  
13   ENABLING LEGISLATION WAS INTRODUCED AT THE HEIGHT OF THE GREAT  
14   RECESSION AND COMPLEXITIES FROM ENVIRONMENTAL GROUPS WITH SET  
15   ASIDES FOR TRANSIT PROVED TO BE FISCALLY CHALLENGING FOR BATA  
16   TO TAKE ON THAT RISK. WE DO BELIEVE IF AB 744 HAD MOVED  
17   FORWARD THE REGION WOULD BE CLOSER TO COMPLETE NETWORK OF  
18   RELIABLE AIMS FOR CARPOOLS BUSES AND TOLL PAYERS TO HELP  
19   REDUCE GHG AND PROVIDE SUPPORT FOR TRANSIT AND OPERATIONAL  
20   IMPROVEMENTS. NEXT SLIDE. SO THE REGION DID MOVE FORWARD WITH  
21   AN IMPLEMENTATION THAT PROGRESSED THROUGH MULTIPLE OPERATORS  
22   EACH WITH DISTINCT STATUTORY AUTHORITY GOVERNANCE BY 2025, 550  
23   MILES WERE AUTHORIZED IN THE REGION SO IN GREEN YOU SEE WHAT  
24   VTA HAS STATUTORY AUTHORITY FOR, FOR TWO CORRIDORS. ALAMEDA  
25   CTC HAS 80 MILES APPROVED IN THE RED, AND MTC BAIFA'S NETWORK

1 WAS APPROVED BY CTC IN 2012, AND THAT'S THE 290 MILES IN  
2 YELLOW, AND THEN OF COURSE, THE SAN MATEO JPA, WHICH THE CTC  
3 APPROVED IN 2019, IS SHOWN IN BLUE, 40 MILES. THE BUILD-OUT  
4 TODAY'S AUTHORIZED NETWORK WAS ESTIMATED AT \$4 BILLION AS PART  
5 OF TRANSPORTATION 2035. IT AUTHORIZED OPERATORS TO BE BROUGHT  
6 -- AUTHORIZED OPERATORS BROUGHT ONLINE NEW EXPRESS LANES OVER  
7 THE PAST DECADE GROWING MILES OF MANAGED FREEWAY SYSTEM. WE  
8 HAVE ACTUALLY DONE A REALLY EXCELLENT JOB AS A REGION IN  
9 PARTNERSHIP WITH THE STATE TO PROVIDE CONSISTENT OPERATIONAL  
10 POLICIES THROUGHOUT THE SYSTEM. IN TERMS OF OPERATING HOURS  
11 THEY'RE ALL 5, 8:00 A.M. TO 8:00 P.M. AND ALL CUSTOMER-FACING  
12 EXPERIENCES HAPPEN THROUGH CUSTOMER CENTER SERVICE. THERE'S  
13 BEEN WORK IN PROGRESS BUT IT'S A PATCHWORK ENVIRONMENT THE  
14 REGION DOES EXPERIENCE CONSIDERABLE FRAGMENTATION AS EACH  
15 OPERATOR HAS ITS OWN GOVERNANCE FINANCIAL PLAN AND REVENUE  
16 PRIORITIES. IT REALLY DOES underscore A MISS THE OPPORTUNITY  
17 OF A REGIONAL NETWORK AND THE STRENGTH OF SHARED RESOURCES TO  
18 MANAGE RISK AT SCALE, MAKING COORDINATED INVESTMENT DECISIONS  
19 THAT COULD BENEFIT THE REGION AND SCALE FASTER INTO A MORE  
20 COHESIVE NETWORK. IN SHORT, MAYBE THERE COULD HAVE BEEN LESS  
21 GAPS AND MORE CONTINUITY. NEXT SLIDE. TODAY, 230 MILES HAVE  
22 BEEN BUILT OR ARE UNDER CONSTRUCTION, AND THOSE ARE SHOWN IN  
23 GREEN. SOME OF WHICH RM3 DID HELP BUILD. THE ENVIRONMENT HAS  
24 CHANGED CONSIDERABLY WITH LESS APPETITE FOR WIDENING AND  
25 RISING PROJECT COSTS INCLUDING THE REQUIREMENT FOR VEHICLE

1 MILES TRAVELED MITIGATION FOR NEW LANE CAPACITY. THIS HAS  
2 TRANSLATE INTO A MUCH SMALLER PLAN NETWORK IN THE LATEST  
3 REGIONAL TRANSPORTATION PLAN, PBA2050+. THERE ARE SIX PROJECTS  
4 IN THE FISCALLY CONSTRAINED PLAN, THOSE ARE SHOWN IN ORANGE ON  
5 THE MAP. THERE IS 90 MILES OF THOSE LANES ESTIMATED AROUND \$2  
6 BILLION. THE OTHER PROJECTS LISTED UNDER PROGRAMMATIC CORRIDOR  
7 CATEGORY ARE ONLY ABLE TO ACHIEVE AND ADVANCE INTO  
8 ENVIRONMENTAL PHASE OF THE PROJECT DEVELOPMENT, AND THOSE ARE  
9 SHOWN IN BLACK. THEY'RE ESTIMATED TO BE ABOUT 400 ADDITIONAL  
10 MILES AT \$4 BILLION. THE FUNDING NEEDS TO COMPLETE THE NETWORK  
11 IS HUGE. IT'S GOING TO REQUIRE LOCAL, REGIONAL, STATE, AND  
12 FEDERAL PARTNERSHIP TO COMPLETE THE SYSTEM. IT WILL REQUIRE  
13 TRANSPORTATION PARTNERS TO BE CREATIVE AND OPEN TO LOOKING  
14 INTO VARIOUS FUNDING, DELIVERY, AND OPERATION MODELS. IF WE  
15 CAN BUILD MORE, THE EXPRESS LANE NETWORK WILL THEN PROVIDE THE  
16 BENEFITS BACK, SUSTAINING THE TRANSPORTATION BROADLY. I WOULD  
17 LIKE TO MAKE MAYBE AN EDITORIAL COMMENT THAT FOR THE FUTURE,  
18 MAYBE AN EVOLUTION IN OUR PARTICULAR MODEL NEEDS TO CHANGE.  
19 MAYBE WE SHOULD CONSIDER A MORE REGIONAL ENTERPRISE APPROACH  
20 TO FURTHER INCREASE BORROWING CAPACITY AND BRING BORROWING  
21 COST DOWN. IT'S REALLY SOMETHING WORTH CONSIDERING IN THE  
22 LONG-TERM. IT'S NOT A DECISION IN FRONT OF US TODAY. I  
23 APPRECIATE ARE THE OPPORTUNITY TO CONTINUE WORKING WITH ALL OF  
24 OUR PARTNERS IN THIS SPACE ALONG THE REGION TO ADVANCE EXPRESS  
25 LANES. I NOW WANT TO TURN IT OVER TO DAVID MANN TO PROVIDE

1    SPECIFICS ABOUT HOW RM3 WAS PART OF THE REGION'S EXPRESS LANE  
2    STORY WHERE IT PROVIDED REAL LEVERAGE TO CAPTURE STATE AND  
3    FEDERAL FUNDING AND TO IMPLEMENT SEVERAL KEY EXPRESS LANES  
4    OVER THE PAST FIVE YEARS. I HOPE TODAY'S INFORMATION IS  
5    HELPFUL IN GETTING US DIRECTION FROM THE COMMISSION LATER THIS  
6    YEAR, AND SO WE CAN MOVE FORWARD. THANK YOU. MR. MANN?

7

8    **DAVID MANN:** NEXT SLIDE PLEASE. THANK YOU EXECUTIVE DIRECTOR  
9    FREMIER. GOOD MORNING I'M DAVID MANN SECTION DIRECTOR OF CARE  
10   I WOULD LIKE TO PROVIDE ADDITIONAL BACKGROUND A BIT MORE  
11   DETAIL IN THIS STORY AND HISTORY AND PROVIDE OVERVIEW OF THE  
12   BAY AREA CORRIDOR EXPRESS LANES CATEGORY WITHIN THE REGIONAL  
13   MANNER THREE. JUST FOR HISTORY RM3 WAS CRAFTED TO HELP SOLVE  
14   BAY AREA'S GROWING CONGESTION PROBLEMS BY INVESTING IN  
15   SPECIFIC IMPROVEMENTS ON BRIDGE FOCUSED CORRIDORS WHERE  
16   CONGESTION WAS MOST ACUTE. I THINK WE'RE GOOD. BACK TO THE  
17   SLIDE. JUST CONTEXT OVERALL RM3 PROGRAM 4.5 BILLION, 300  
18   MILLION SET ASIDE IN THE REGIONAL PROGRAM AREA FOR EXPANDING  
19   AND GROWING EXPRESS LANES THAT EXECUTIVE DIRECTOR FREMIER  
20   TALKED ABOUT THE SECOND 30 BULLETS THAT YOU SEE ON THE SCREEN  
21   SNIPPETS FROM MTC RESOLUTION 4411 REVISED INCORPORATED  
22   LANGUAGE FROM THE ENABLING STATUTES AND FURTHER LOOKED AT  
23   HISTORY AND IT'S BEEN WELL COVERED OVER THE LAST FEW YEARS  
24   BUILDING OUT EXPRESS LANE SEGMENTS WHICH IS SHOWN IN THE GREEN  
25   ON THE MAP MULTI-BILLIONS SO REALLY THE INTENT OF THE RM3 WAS

1 TO LEVERAGE FUNDS. THE MAP ON THE RIGHT IS A SNAPSHOT FROM  
2 2020 AND SHOWS FOUR MAIN BRIDGE CORRIDORS UNDER CONSIDERATION  
3 AT THE TIME. NEXT SLIDE. THIS IS OVERALL TIMELINE OF  
4 PROGRAMMING ACTIVITIES FOR RM3, SENATE BILL ONE WAS INVOLVED  
5 IN IT PASSED IN 2017 PROVIDED THE STATE \$5 BILLION OF  
6 ADDITIONAL INVESTMENT OPPORTUNITIES IN OUR TRANSPORTATION  
7 SYSTEM AND THAT'S THE PART OF THE GREAT STORY WE HAVE HERE RM3  
8 HELPED LEVERAGE. SECONDLY IN 2018, SB595 ENABLING LEGISLATION  
9 ALLOWED MTC TO PASS REGIONAL MEASURE THREE TO ALLOW US TO  
10 INCREASE TOLLS IN PHASE APPROACH THREE YEARS FUNDING A LOT OF  
11 PROJECTS THAT WE'RE TALKING ABOUT. IN MAY 2021 MTC TOOK TWO  
12 ACTIONS IN THIS PROGRAMMING AND ALLOCATIONS COMMITTEE TO FUND  
13 EXPRESS LANES UNDERWAY IN THE BAY AREA. THE COMMISSION ADOPTED  
14 RESOLUTION 4411 REVISED AND PROGRAMMED 240 MILLION OF THE 300  
15 MILLION IN THE EXPRESS LANE CATEGORY. SECONDLY, AT THE SAME  
16 TIME, MTC'S RESOLUTIONS NUMBERS 4417 AND 4418 ALSO NOMINATED 2  
17 EXPRESS LANE PROJECTS IN THE REGION FOR CYCLE TWO OF THE SB1  
18 COMPETITIVE FUNDING PROGRAMS. AND THE TWO SB1 PROGRAMS WERE  
19 THE SOLUTIONS FOR CONGESTED CORRIDORS AND THE TRADE CORRIDOR  
20 ENHANCEMENT PROGRAM. BOTH ARE COMPETITIVE PROGRAMS, AND  
21 REQUIRE APPLICATIONS BY THE PROJECT SPONSORS. I WANT TO POINT  
22 OUT THAT SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM PROVIDED  
23 ABOUT 20050 MILLION A YEAR STATEWIDE AND ONLY MTC AND CALTRANS  
24 MAY NOT NOMINATE PROJECTS AND THEY ALSO MUST BE PRIORITIZED BY  
25 THE REGION. THE SECOND PROGRAM TRADE CORRIDORS ENHANCEMENT

1 PROGRAM WE CALL IT. SAP PROVIDE 300 MILLION A YEAR STATEWIDE  
2 FOCUSED ON CORRIDORS WITH HIGHER FREIGHT VOLUMES MTC HELPS  
3 COMPILE NOMINATIONS BUT NO PRIORITIZATION WAS NECESSARY.  
4 JUMPING AHEAD YEARS TO TODAY WE ARE ANTICIPATING PROGRAMMING  
5 FUNDS IN THE RM3 EXPRESS LANE CATEGORY IN SPRING 2026 WE'LL  
6 HAVE FURTHER DISCUSSIONS AT THAT TIME. NEXT SLIDE. SO, GOING  
7 INTO DETAIL ABOUT THE PROGRAM FUNDS, STAFF RECOMMENDATION WAS  
8 BASED ON A STRATEGY THAT WAS CONSISTENT WITH MTC'S  
9 PRIORITIZATION PRINCIPLES FOR SB1 AND RM3 EXPRESS LANES. AND  
10 IN GENERAL PROGRAMS SHOULD 35 SEAMLESS CONNECTIVITY TO THE  
11 TRANSPORTATION SYSTEM SOONER WITH FOCUS ON PROVIDING ON PUBLIC  
12 TRANSIT, SUCH AS EXPRESS BUSES. WE ALSO WANTED TO MAKE SURE  
13 THAT WE PUT FUNDS TO WORK QUICKLY, AS THERE WERE NEEDS IN THE  
14 SYSTEM AND EMPHASIS IS PLACED ON PROJECTS IN EACH OF THE 3  
15 EXPRESS LANE CORRIDOR GROUPS THAT WOULD HAVE THE BEST CHANCE  
16 OF COMPLETING CONSTRUCTION QUICKLY. AND LASTLY, AS WE TALKED  
17 ABOUT IT A FEW TIMES HERE, ALREADY, TO MAXIMIZE OPPORTUNITY  
18 WITH SENATE BILL ONE FUNDS MEET COMMITMENTS AND HELP MEET  
19 COMMITMENTS OF MATCHING, AND, REALLY, APPLY THE FUNDS WHERE  
20 IT'S MOST NEEDED TO ADVANCE PROJECTS QUICKLY. I WANT TO  
21 HIGHLIGHT THIS IS THAT CRITICAL COMPLEMENTARY RELATIONSHIP  
22 BETWEEN SB -- MTC'S SB1 NOMINATION APPROACH AND ALSO RM3  
23 PROGRAMMING. THE MAP ON THE RIGHT SHOWS THREE CORRIDORS THAT  
24 WERE UNDER CONSTRUCTION AT THE TIME AND BEING RECOMMENDED FOR  
25 INITIAL PROGRAMMING ACTION. LASTLY, I WANT TO NOTE THE

1 INTENTION OF 2020 WAS NOT TO PROGRAM FUNDS AND HAVE THEM SIT  
2 FUNDS WOULD THEN EVENTUALLY POTENTIALLY RETURN TO THE RESERVE  
3 THEIR PROJECTS WEREN'T READY TO GO SO IT WAS REALLY OUR FOCUS  
4 TO GET THE EXPRESS LANE BUILT OUT QUICKLY EXPEDIENTLY AS  
5 POSSIBLE. NEXT SLIDE. SO GOING INTO A BIT MORE DETAIL ABOUT  
6 SPECIFIC PROJECTS WITHIN THESE CORRIDORS EACH OF THESE THREE  
7 PROJECTS RECEIVED RM3 FUNDING EACH PROJECT ULTIMATELY RECEIVED  
8 RM3 FUNDING HAS MADE GREAT PROGRESS YOU CAN SEE THE LINE  
9 NUMBER ONE I-80 SOLANO COUNTY EXPRESS LANES THAT RECENTLY  
10 OPENED LAST MONTH HAS BEEN SUCCESS ENVELOPE OPERATIONS IT'S  
11 OVER THE FIRST MONTH DID RECEIVE \$123 MILLION FROM THE STATE  
12 AND ALSO RECEIVED \$85 MILLION FROM RM3 THE SECOND PROJECT ON  
13 THE LIST I-680 EXPRESS LANES AT ALAMEDA COUNTY BETWEEN STATE  
14 ROUTE 84 IN THE SUNOL AREA. THAT PROJECT ULTIMATELY RECEIVED  
15 RM3 \$85 MILLION AND IS CURRENTLY UNDER CONSTRUCTION WE  
16 ANTICIPATE POTENTIAL OPENING LATER THIS YEAR. THIRD THE  
17 PROJECT RECEIVED RM3 FUNDING IN PRESS LANES CATEGORY WAS U.S.  
18 101 EXPRESS LANES OF SAN MATEO COUNTY WHICH BUILT AN EXPRESS  
19 LANE SYSTEM FROM I 380 DOWN TO SANTA CLARA, THAT PROJECT  
20 APPLIED FOR \$100 MILLION AND WAS COMPLEMENTED BY RM3 AT 75  
21 MILLION THAT PROJECT OPENED IN 2022 JUST AFTER THE PANDEMIC  
22 STAFF DID NOT RECOMMEND THE U.S. 101 EXPRESS LANE PROJECT  
23 PHASE FIVE SANTA CLARA COUNTY FOR RM3 AT THE TIME MTC AT THE  
24 SAME TIME DID NOT NOMINATE THIS PROJECT FOR \$73 MILLION FOR  
25 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM WHICH ALLOWED SANTA

1 CLARA VTA TO APPLY FOR THIS PROGRAM DESPITE NOT RECEIVING  
2 CALTRANS SUPPORT UNFORTUNATELY THE PROJECT WAS NOT SUCCESSFUL  
3 IN RECEIVING THE STATE FUNDING DESPITE THIS ENDORSEMENT AND  
4 OVERALL APPROACH STAFF DID FOLLOW THE PRIORITIZATION CRITERIA  
5 ESTABLISHED BY THIS COMMISSION IN 2019 AND -- WENT REGION FOR  
6 THIS STATEWIDE COMPETITIVE FUNDING RECOMMENDING THE ALAMEDA  
7 COUNTY PROJECT RM3 HAD CHARGER FUNDING AT THE TIME U.S. 101  
8 PROJECT SANTA CLARA COUNTY WAS THE ONLY EXPRESS LANE SEEKING  
9 SOLUTIONS FOR CONGESTED CORRIDOR FUNDING SO THIS INITIAL  
10 PROGRAMMING MTC 2020 DID LEAVE \$60 MILLION AS YOU SEE IN THE  
11 BOTTOM LINE THERE AS RESERVE FOR FUTURE OPPORTUNITIES. NEXT  
12 SLIDE. JUST A LITTLE MORE DETAIL ON THE PROGRAM RESERVE \$60  
13 MILLION PROGRAM RESERVE THAT I MENTIONED. STAFF RECOMMENDED  
14 MTC INCLUDE RESERVE FUNDS SPECIFICALLY FOR PURPOSES THAT YOU  
15 SEE ON THE SCREEN ABOVE LEVERAGING FUTURE SP ONE FUNDING AND  
16 OTHER COMPETITIVE FUNDING OPPORTUNITY TO DEVELOP A PIPELINE OF  
17 HIGH-PERFORMANCE PROJECTS RELATED SUPPORTED OPERATION  
18 IMPROVEMENTS IMPLEMENT PROJECTS WHICH ARE CONSISTENT WITH  
19 EXPRESS LANE STRATEGIC PLAN WHICH WAS ACTUALLY COMPLETED WITH  
20 OUR REGIONAL PARTNERS IN 2020, THE COMMISSION DID ALSO INCLUDE  
21 A PRIORITY FOR A PORTION OF THE RESERVE FOR I-680 NORTH  
22 EXPRESS LANE PROJECT IN CONTRA COSTA COUNTY CONDITIONED ON  
23 COMPLETION OF ENVIRONMENTAL REVIEW AND COST BENEFIT RATIO AND  
24 SCENT PROJECT PHASE ALSO PROVIDING FULL FUNDING PLAN. NEXT  
25 SLIDE. LOOKING AHEAD, NOW FIVE YEARS LATER, THE \$60 MILLION

1 REMAINS AVAILABLE FOR PROGRAMMING. EXECUTIVE DIRECTOR PREMIER  
2 MENTIONED, THE OVERALL ENVIRONMENT IS DIFFERENT TODAY. THE  
3 COMMISSION, AS YOU CAN SEE IN FRONT OF US IS ALSO DIFFERENT.  
4 WE EMERGED FROM THE PANDEMIC WITH CHANGING TRAFFIC PATTERNS  
5 AND TRAVEL BEHAVIORS BUT AS YOU CAN SEE, ACKNOWLEDGE HERE INTO  
6 SAN FRANCISCO TODAY WE SEE TRAFFIC RETURNING TO OUR FREEWAYS  
7 AND BRIDGES I BELIEVE THERE IS STRONG INTEREST AROUND THE BAY  
8 AREA AND SEEING THE REGION BUILD UPON SUCCESSES AND EXPRESS  
9 LANES TO REALLY CONTINUE TO ADVANCE PROJECTS AND BUILD THAT  
10 OPEN BAY AREA NETWORK DESPITE FUNDING SHORTFALLS THAT REMAIN  
11 IN THE BILLIONS OF DOLLARS. NOW WITH SOME PROGRAMS THAT HAVE  
12 MADE PROGRESS ADVANCING TOWARD FROM ENVIRONMENTAL, TOWARDS  
13 CONSTRUCTION, STAFF DO PLAN TO DEVELOP AN APPROACH TO LEVERAGE  
14 THE REMAINING LIMITED RM3 RESERVE OF 60 MILLION WITH OTHER  
15 FUNDING SOURCES, SUCH FUNDING SOURCES COULD INCLUDE STATE AND  
16 FEDERAL GRANTS BUT ALSO INCLUDE OPERATOR'S TOLL REVENUE. A  
17 LISTING OF THE PROJECTS THAT COULD BE CONSIDERED ARE SHOWN IN  
18 THE CURRENT STATUS IN THE TABLE BELOW. THERE ARE A NUMBER OF  
19 PROJECTS ON THE U.S. 101 CORRIDOR AND ALSO ON THE I-680  
20 CORRIDOR. WE APPRECIATE SOME RECENT MEETINGS WITH BOTH STAFF  
21 FROM CONTRA COSTA TRANSPORTATION AUTHORITY, AND THE SANTA  
22 CLARA VALLEY TRANSPORTATION AUTHORITY TO LEARN MORE ABOUT  
23 THEIR PROJECTS AND CONTINUE DIALOGUE ABOUT HOW WE CAN CONTINUE  
24 TO EXPAND THE EXPRESS LANE NETWORK AND CONTINUE TO WORK ON  
25 REGIONAL OPERATIONAL CONSISTENCY. NEXT SLIDE PLEASE. SO, IN

1 CLOSING, AGAIN THIS ITEM IS FOR INFORMATION TO CATCH EVERYBODY  
2 UP ON THE PARTICULARS OF THE RM3 PROGRAMMING CATEGORY. SO AS  
3 FOR THE NEXT STEPS ON THE RM3 PROGRAM RESERVE STAFF WILL  
4 CONTINUE DISCUSSION ASKS DIALOGUE WITH OUR VARIOUS COUNTY  
5 TRANSPORTATION PARTNERS AND WE EXPECT, POTENTIALLY, IN SPRING  
6 OF 2026, TO REPORT ON APPROACHES TO COMPLETE THE EXPRESS LANE  
7 NETWORKS ON BOTH U.S. 101 AND I-680 CORRIDORS AND SECOND WE  
8 ANTICIPATE PRESENTING A STAFF RECOMMENDATION FOR REPROGRAMMING  
9 RM3 OF EXPRESS LANES RESERVE IN SPRING OF THIS YEAR. THAT  
10 CONCLUDES MY PRESENTATION. HAPPY TO TAKE QUESTIONS.

11

12 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH. COMMISSIONERS  
13 WITH QUESTIONS? COMMISSIONER -- WE'LL START WITH -- WE'LL GO  
14 DOWN THE ROAD, COMMISSIONER ABE-KOGA. DO YOU HAVE QUESTIONS?

15

16 **MARGARET ABE-KOGA:** YES. I HAVE A FEW QUESTIONS AND WILL WE DO  
17 COMMENTS AFTER?

18

19 **CHAIR, VICTORIA FLEMING:** YES WHY DON'T WE TAKE QUESTIONS, HAVE  
20 PUBLIC COMMENT, AND THEN MAKE OUR COMMENTS AFTER THAT.

21

22 **MARGARET ABE-KOGA:** OKAY. THANK YOU. SO, FIRST OF ALL, THANK  
23 YOU TO STAFF FOR BRINGING THIS FORWARD. AND I REQUESTED THIS A  
24 FEW TIMES. SO, I APPRECIATE THE OPPORTUNITY TO GO THROUGH THIS  
25 AND GET AN UPDATE ON THE PROGRAM. QUESTION ON SLIDE EIGHT,

1 THIS IS THE INITIAL PROGRAMMING. SO, YOU MENTIONED SB1 FUNDS  
2 AND RM3 FUNDS, AND, YOU KNOW, ITEM -- THE THIRD PROJECT, THE  
3 U.S. 101 SANTA CLARA COUNTY PROJECT WAS, MY UNDERSTANDING, WAS  
4 NOMINATED FOR SB1 FUNDS, BUT NOT FOR ANY RM3 FUNDS. I  
5 UNDERSTAND THAT THE SB1 FUNDS WERE, I GUESS THAT'S WHAT THE  
6 RED X IS [LAUGHTER] -- WERE NOT GRANTED. SO, WHAT WAS THE  
7 FOLLOW-UP ON THAT?

8

9 **ANDREW FREMIER:** YOU KNOW, COMMISSIONER IF I COULD TAKE THAT,  
10 MAYBE IF DAVID WANTS TO ADD TO IT. YOU KNOW, I THINK IT'S  
11 IMPORTANT TO GO BACK TO THE DEVELOPMENT OF THE RM3 EXPENDITURE  
12 PLAN WHICH AGAIN HAD A DIFFERENT MAKE UP ON THE COMMISSION.  
13 AND THERE WAS RECOGNITION THAT EACH OF THE CORRIDORS GENERATE  
14 DIFFERENT REVENUE RELATIVE TO BRIDGE TOLLS THERE WAS ALSO  
15 QUITE A BIT OF DISCUSSION ABOUT THE COUNTY SHARE OF EACH OF  
16 THE OVERALL RM3 PROGRAM. SO AGAIN LINING IT UP WITH WHAT WE  
17 HAVE BEEN TALKING ABOUT THOSE DECISIONS THAT WERE MADE BACK  
18 THEN THAT CAN BE CHANGED BY YOU ALL GOING FORWARD WERE REALLY  
19 DESIGNED TO LOOK AT THE ENTIRE RM3 PROGRAM AS A WHOLE HOW TO  
20 SPLIT OUT THE RELATIVE BRIDGE TOLL REVENUE THAT WAS CREATED BY  
21 EACH OF THE ADDITIONAL COUNTIES IF SOME FOLKS RECALL THERE WAS  
22 QUITE A BIT OF CONCERN THAT WASN'T BALANCED AND THERE WAS  
23 CERTAIN COUNTIES THAT PAY AN AWFUL LOT MORE IN BRIDGE TOLL  
24 REVENUE THROUGH THEIR COMMUTE CHOICES AND I THINK AT THE HEART  
25 OF THE DISCUSSION IT'S MENTIONED IN THE MEMO BUT ONCE AGAIN

1 THIS IS A NEW COMMISSION AND DIFFERENT DECISIONS CAN BE MADE  
2 GOING FORWARD.

3

4 **MARGARET ABE-KOGA:** SO COMPARING BRIDGE TOLLS DO YOU HAVE DATA  
5 ON WHERE THE RIDERS ARE COMING FROM?

6

7 **ANDREW FREMIER:** YEAH IN FACT I BELIEVE IF YOU WENT BACK WE CAN  
8 BRING SOME STUFF FORWARD TOO IT'S NOT DIRECTLY SHOWN IN THIS  
9 PRESENTATION BUT WHEN RM3 WAS BEING DISCUSSED THERE WAS A LOT  
10 OF ROBUST DISCUSSION ABOUT WHERE THE COMMUTERS WERE COMING  
11 FROM AND THROUGH LOOK I TEND TO THINK THAT WE SHOULD BE MUCH  
12 MORE REGIONAL IN HOW THE APPROACH IS CONSIDERED NOT SPEND AS  
13 MUCH TIME IN THAT SPACE BUT THAT'S GENERALLY NOT HAPPENS AND  
14 SO I THINK THERE WAS A REAL DESIRE TO GET UNANIMITY AND  
15 SUPPORT FOR RM3 TO MAKE SURE THAT THE PROGRAM AS A WHOLE WAS  
16 REPRESENTATIVE AS CLOSE AS POSSIBLE TO THE TRAFFIC GENERATION  
17 BY COUNTY REALLY.

18

19 **MARGARET ABE-KOGA:** SO MY PARTICIPATION IN THIS STARTED AROUND  
20 2021 AND AT THE TIME WE WERE DISCUSSING THESE PROJECTS IN THE  
21 CONTRA COSTA PROJECT WAS THE FOCUS GIVEN THE \$60 MILLION  
22 RESERVE, AT THAT TIME, I RECALL THERE WAS A POSSIBILITY OF THE  
23 CONTRA COSTA PRESENTLY BEING MORE THAN 60 MILLION, AND, SO,  
24 THE RECOMMENDATION -- AND I BELIEVE THAT WAS THE VOTE WE TOOK  
25 BACK THEN WAS TO USE BAIFA RESERVE FUNDS TO FUND THE

1 DIFFERENTIALS. AND SO, I DON'T KNOW WHERE THAT'S REFLECTED IN  
2 THERE. IF YOU COULD POINT THAT OUT TO ME THAT WOULD BE  
3 HELPFUL.

4

5 **ANDREW FREMIER:** IF I COULD GET HELP FROM THE LIST BUT THERE IS  
6 BAIFA REVENUE IN CLOSING THE GAP FOR THE CONTRA COSTA JOB  
7 TODAY IN THE ESTIMATES.

8

9 **MARGARET ABE-KOGA:** YES, SO MY QUESTION, AND IT WAS THE  
10 QUESTION BACK THEN IS HOW MUCH IS IN THAT BAIFA RESERVE AND  
11 WHAT ARE THE CRITERIA FOR USING THAT FUNDING? BECAUSE -- AND  
12 YOU KNOW, I'LL JUST GET TO IT [LAUGHTER] -- THAT'S BEEN MY  
13 QUESTION, IS VTA HAS HAD THIS PROJECT, IT WAS DENIED FUNDING.  
14 YOU KNOW, WE'RE USING BAIFA FUNDS FOR CONTRA COSTA. I  
15 UNDERSTAND THAT VTA IS NOT IN BAIFA, SO THAT'S FINE IF WE  
16 CAN'T USE THE BAIFA FUND, BUT WHY CAN'T WE PUT MORE BAIFA  
17 FUNDS INTO CONTRA COSTA SO THEN WE CAN TAKE SOME RM3 FUNDS TO  
18 VTA? VERY SIMPLE QUESTION. I JUST HAVEN'T HAD AN ANSWER IN  
19 FIVE YEARS.

20

21 **LISA KLEIN:** WELL, THROUGH THE CHAIR, I'M LISA KLEIN DEPUTY  
22 EXECUTIVE DIRECTOR OF MOBILITY. BAIFA DOES HAVE A 10-YEAR  
23 FINANCIAL PLAN THAT WAS ADOPTED BY BAIFA -- I MAY NEED A  
24 LITTLE HELP ON THE YEAR -- IT WAS NOT IN 2020. THAT WAS  
25 ADOPTED BY BAIFA WITHIN THE LAST TWO OR THREE YEARS. AND THAT

1 LONG-TERM FINANCIAL PLAN, THE 10-YEAR FINANCIAL PLAN, IT DOES  
2 SET ASIDE 20 MILLION IN THE PLAN FOR THE 680 CORRIDOR PROJECT.  
3 SO BAIFA WOULD NEED TO TAKE A SUBSEQUENT ACTION TO ACTUALLY,  
4 YOU KNOW, AUTHORIZE GIVING, YOU KNOW, PROBABLY A COOPERATIVE  
5 AGREEMENT TO PROVIDE THAT FOR THE SPECIFIC PROJECT. BECAUSE  
6 THE FINANCIAL PLAN IS JUST A LONG -- YOU KNOW, THE LONGER TERM  
7 FINANCIAL PLAN. SO, THAT'S WHERE THINGS STAND WITH BAIFA.  
8 STAFF IS LOOKING AT A FINANCIAL PLAN LATER THIS YEAR WHICH IS  
9 OPPORTUNITY TO LOOK AT THE OVERALL PICTURE SEVERAL THINGS THAT  
10 LAUNCH TERM FINANCIAL PLAN LOOKS AT ALL REVENUE THAT WILL COME  
11 IN IT LOOKS AT COST TO OPERATE AND MAINTAIN THE SYSTEM OVER  
12 TEN YEARS TO PROVIDE FUNDING FOR OUR OBLIGATION FOR ROADWAY  
13 REHABILITATION THAT'S OBLIGATION TO CALTRANS AS WELL AS  
14 REPLACEMENT OF TOLL SYSTEM AS WELL AS CONTRIBUTIONS FOR  
15 RESERVES AND BAIFA HAS ADOPTED POLICY FOR CONTRIBUTING TO  
16 RESERVES ALL FACTORS COME INTO PLAY IN TERMS OF AMOUNT OF  
17 FUNDING THAT BAIFA -- [LAUGHTER] -- WOULD MAKE AVAILABLE TO  
18 CONTINUE BUILD-OUT OF THE BAIFA NETWORK.

19  
20 **MARGARET ABE-KOGA:** THANK YOU. YES YOU'RE RIGHT THAT PLAN WOULD  
21 HAPPEN AFTER THIS CONVERSATION THAT I WAS INVOLVED IN AND YOU  
22 KNOW SO THAT WAS SUBSEQUENT TO THE DISCUSSION THAT I WAS A  
23 PART OF. SO JUST TO CLARIFY THE TIMELINE. I'LL LEAVE MY  
24 QUESTION THERE AND THEN I'LL HAVE COMMENTS LATER.

25

1   **CHAIR, VICTORIA FLEMING:** THANK YOU. COMMISSIONER PAPAN?

2

3   **GINA PAPAN:** THANK YOU VERY MUCH. SO, OF THE FUNDING ANALYSIS  
4   RIGHT HERE ON THIS SLIDE TWO, WE DON'T NOTE THE LOCAL  
5   CONTRIBUTIONS. FOR INSTANCE, THE SAN MATEO COUNTY ONE, THE 33  
6   MILLION FROM THE CCAG STIP, AND THE 100 MILLION LOAN. SO, IT'S  
7   NOT AS CLEAR. WE MIGHT WANT TO NOTE HOW THAT IS -- "MIGHT" YOU  
8   DON'T HAVE TO. WE KNOW WHAT WE DID THERE. BUT MY QUESTIONS  
9   ARE, ARE WE TRACKING BENEFITS TO DATE FROM THE EXISTING  
10   MANAGED LANES? AND IF SO, HOW?

11

12   **DAVID MANN:** THANKS FOR THE QUESTION. WE CERTAINLY DO MANAGE --  
13   WE DO REPORT ON THE PERFORMANCE OF OUR MANAGED LANES,  
14   SPECIFICALLY FOR LANES THAT ARE OPERATED BY BAIFA AND MTC. WE  
15   DO REPORT A QUARTERLY REPORT-OUT TO DEMONSTRATE HOW THE LANES  
16   ARE RELIABLE AND PROVIDING BENEFIT. OTHER OPERATORS AROUND THE  
17   BAY AREA ALSO PROVIDE SOME OPERATIONAL REPORTS TO DEMONSTRATE  
18   THEIR -- THE OVERALL BENEFIT FOR THOSE THAT ARE PAYING THE  
19   TOLLS AND ALSO CARPOOLS AND PUBLIC TRANSIT. YOU KNOW, AS LISA  
20   MENTIONED, YOU KNOW, THERE ARE ALSO CONTINUED PLANNING EFFORTS  
21   AS WELL. THE EXPRESS LANE STRATEGIC PLAN DOES HELP US IDENTIFY  
22   PERFORMANCE MEASURES AND WE CONTINUE TO MEASURE AGAINST THOSE.

23

24   **GINA PAPAN:** YEAH, I WOULD BE CURIOUS AS TO THE BENEFITS AS  
25   THEY RELATE TO BAY AREA 2050, IF THAT IS MEASURABLE, IF THAT'S

1 A PART OF THE ANALYSIS, IT WOULD BE INTERESTING TO KNOW. IS  
2 IT?

3

4 **LISA KLEIN:** LISA KLEIN AGAIN, DEPUTY EXECUTIVE DIRECTOR FOR  
5 MOBILITY. I THINK WE PROBABLY CAN DO MORE TO CONNECT THE  
6 CURRENT PERFORMANCE WITH THE PLANNED BAY AREA GOALS. WE REPORT  
7 ROUTINELY, FOR EXAMPLE, ON TRAVEL TIME IN THE EXPRESS LANES  
8 VERSUS THE GENERAL PURPOSE LANES. YOU KNOW, A PLACE WHERE IT  
9 DOES COME TOGETHER AGAIN IS IN WHEN WE UPDATE THE LONG RANGE  
10 PLAN, AND IN THAT WE DO A PROJECT PERFORMANCE EVALUATION,  
11 RIGHT, THAT LOOKS AT -- LOOKS AT THE EXPECTED BENEFITS OF,  
12 REALLY, OF ANY OF THE PROJECTS IN THE PLAN, AND WE LOOK AT THE  
13 REGIONAL EXPRESS LANE NETWORK AS A WHOLE IN THAT, AND THAT  
14 FORECASTING, ARE IT DOES, THROUGH THE BACK END, KIND OF BRING  
15 IN WHAT WE LEARNED ABOUT HOW THE LANES ARE PRICED AND HOW THE  
16 TRAVEL TIME IS SAVING -- TRAVEL TIME SAVINGS OCCUR. SO, THAT'S  
17 THE -- OUR CURRENT VENUE FOR KIND OF LOOKING AT THAT BIG  
18 PICTURE. AND, YEAH, THERE IS ALWAYS -- I MEAN, WE TALK ABOUT  
19 IT A LOT, THE COMMISSION HAS BEEN VERY INTERESTED IN HOW WE  
20 ARE REALLY MEASURING THE IMPACTS OF OUR PROJECTS ON A DAY-TO-  
21 DAY, YOU KNOW, ON A DAY-TO-DAY BASIS, AND I THINK THAT IS AN  
22 AREA FOR CONTINUOUS IMPROVEMENT.

23

24 **GINA PAPAN:** YEAH, BECAUSE I THINK THERE IS SOME PUSHBACK AS  
25 FAR AS YOUR OVERALL PLAN AND EXPANDING IT. SO THAT WOULD BE

1 HELPFUL. I WILL NOTE TOO WHEN WE DID OURS WE GOT 53 MILLION IN  
2 PRIVATE FUNDING BECAUSE OF THE IMPACT TO THE REGION AND AREA.  
3 SO, ALL THE -- I THINK TRACKING THOSE POSITIVES, OR -- I'M  
4 HOPING THEY'RE POSITIVES -- [LAUGHTER] -- MOVING FORWARD, IS  
5 IMPORTANT AS WE PROGRESS. THANK YOU.

6

7 **ANDREW FREMIER:** THROUGH THE CHAIR? IF I COULD? YOU KNOW, IT'S  
8 INTERESTING, LISA TALKS ABOUT, SORT OF, THE OPPORTUNITIES  
9 ASSOCIATED WITH MAYBE RELIABILITY ASPECTS OF EXPRESS LANES.  
10 BUT WE'RE ALSO CHALLENGED, AGAIN, BY THE KNOWLEDGE OF  
11 ADDITIONAL LANE MILES, AND MORE AVAILABILITY FOR SINGLE  
12 OCCUPANCY VEHICLES TO BUY THEIR WAY IN, HAS A CHALLENGE  
13 AGAINST OUR GOALS OF REDUCING VEHICLE MILES TRAVELED. SO THERE  
14 ARE PLUSES AND MINUSES THAT SHOW UP IN THE PLAN RELATIVE TO  
15 EXPRESS LANES. I THINK IT'S ALSO IMPORTANT TO RECOGNIZE,  
16 AGAIN, THE INFORMATION WE PRESENTED TODAY WAS REALLY TRYING TO  
17 TALK ABOUT HOW WE TRY TO LEVERAGE FUNDS IN LOTS OF PLACES.  
18 AND, SO, DAVID MANN TALKED ABOUT THE FACT THAT BY US NOT  
19 SUPPORTING PROJECT FOUR, THE U.S. 101, WHICH ACTUALLY IS PART  
20 OF THE 101 CORRIDOR THAT INCLUDES THE INVESTMENT IN SAN MATEO,  
21 IT ALLOWED IT TO BE THE ONLY PROJECT IN THE REGION COMPETING  
22 FOR THE SB1 FUNDS WHILE RM3 PROJECT MONEY COULD GO TO KEEP A  
23 PROJECT MOVING. WE ALSO TALK ABOUT IN THE INFORMATION THAT  
24 WENT FORWARD, OUR GOAL IS TRY TO MAKE THESE AS CHEAP AS  
25 POSSIBLE TO MOVE FORWARD. SO SOME COMBINATION OF FINANCING IS

1    SUCCESS USED IN A LOT OF THESE PROJECTS. WE WANT TO TRY TO  
2    MINIMIZE THE COST TO ANYBODY THAT IS TRYING TO DELIVER THEM.  
3    AND OUR GOAL IS TO CREATE, SORT OF, AN APPROACH THAT ALLOWS  
4    YOU TO CONSIDER WHAT'S THE BEST WAY TO USE VERY LIMITED FUNDS  
5    TO REACH YOUR GOALS. SO, WE CAN CONTINUE TO DO SO AND WE'RE  
6    DOING THAT. TODAY'S INFORMATION IS TRYING TO BRING FORWARD HOW  
7    THE COMMISSION MADE DECISIONS FOR THE LAST, YOU KNOW, 10-PLUS  
8    YEARS, IN THE VERY SPECIFIC PROJECTS WE'RE TALKING ABOUT THAT  
9    WAS THE INTENT OF THIS ITEM.

10

11    **CHAIR, VICTORIA FLEMING:** VICE CHAIR MELGAR?

12

13    **V. CHAIR, MYRNA MELGAR:** THANK YOU. SO, MY QUESTION WAS MORE  
14    ABOUT VISION. SO, IN YOUR PRESENTATION, DIRECTOR FREMIER, YOU  
15    TALKED ABOUT HOW YOU WISHED THAT THERE HAS BEEN MORE REGIONAL  
16    APPROACH IN THE CREATION AND ALSO THE PLANNING GOING FORWARD.  
17    WHICH I THINK, YOU KNOW, MOST OF US SHARE. AND, YOU KNOW, TO  
18    YOUR LAST POINT ABOUT HOW YOU ARE TRYING TO MAKE THEM, YOU  
19    KNOW, AS INEXPENSIVE AS POSSIBLE, I'M WONDERING, YOU KNOW, IF  
20    DECISIONS HAD BEEN MADE IN THE PAST BY DIFFERENT COMMISSIONS  
21    THAT HAVE CREATED WHEN -- WHAT WE HAVE NOW, WHAT IS GOING TO  
22    PROMPT, LIKE, A DIFFERENT DECISION PATHWAY. SO, I'M WONDERING,  
23    YOU KNOW, EVERYONE WHO HAS CREATED LANES, AS YOU STATED IN  
24    YOUR PRESENTATION, HAS DIFFERENT PRIORITIES, DIFFERENT USES,  
25    YOU KNOW, FOR THE FUNDING, DIFFERENT, YOU KNOW, GOALS, SO, IN

1 ORDER TO GIVE UP THAT CONTROL, THEY WOULD HAVE TO GET  
2 SOMETHING IN RETURN. AND WHAT IS IT THAT WE'RE PRESENTING AS A  
3 VISION IN RETURN? I MEAN, SO, INEXPENSIVE, YOU KNOW, ONE  
4 THING, BUT -- BUT, LIKE I'M -- YOU KNOW, I'M GRASPING TO SEE  
5 HOW ARE WE GOING TO INCENTIVIZE DIFFERENT -- IS IT THE  
6 OPERATIONS? IS IT BETTER TECHNOLOGY? IS IT, YOU KNOW, IF IT'S  
7 ABOUT VEHICLE -- INDIVIDUAL VEHICLE MILES TRAVELED, DO WE  
8 CONNECT THAT TO SOME OTHER SYSTEM? LIKE, WHAT IS IT? SO, IN  
9 TERMS OF YOUR VISION, AS STAFF, THAT WE CAN FOLLOW AS A  
10 COMMISSION, LIKE, I'M -- I'M FAILING TO GRASP. BECAUSE THERE  
11 ARE GAPS IN THE NETWORK, AS YOU HAVE NOTED. AND WE'RE TRYING  
12 TO -- HOPING THAT, YOU KNOW, BOTH THROUGH THE STATE AND  
13 THROUGH OUR INDIVIDUAL DECISIONS FOR LEVERAGING OTHER FUNDS  
14 AND MAKING IT HAPPEN, YOU KNOW, THOSE GAPS WILL BE FILLED, WE  
15 WILL GET TO A WORLD THAT'S MORE EFFICIENT AND HOPEFULLY, ALSO,  
16 IN -- GENERATES SOME FUNDING FOR VTA, FOR OTHER FOLKS, YOU  
17 KNOW, BUT I DON'T KNOW HOW THAT'S GOING TO HAPPEN, YOU KNOW,  
18 IF WE DON'T COME UP WITH A SET OF SOLUTIONS THAT WE CAN SELL.  
19

20 **ANDREW FREMIER:** LOOK, I APPRECIATE THAT. IT'S A VERY GOOD  
21 QUESTION. IT'S COMPLICATED AND WORTH STRATEGIC DISCUSSION.  
22 AGAIN, THIS IS AN OPINION THAT STAFF HAS BROUGHT FORWARD TO  
23 THE COMMISSION AND IT HASN'T SOLD YOU KNOW IT'S INTERESTING  
24 THE IDEA OF BRINGING FORWARD TO BATA WAS REALLY RECOGNITION OF  
25 HOW BATA NETWORK WORKS BETTER WHEN ALL THE BRIDGES ARE USED

1 COMBINED REVENUE NETWORK BOND AGAINST AND TO 35 THEY ALSO,  
2 SORT OF, COVER EACH OTHER OVER TIMES IN HISTORY REALLY QUICKLY  
3 YOU KNOW THE BRIDGES IN THE EARLY 1900'S WERE PRIVATE THEN  
4 THEY WERE TAKEN OVER BY THE STATE OF CALIFORNIA THE STATE OF  
5 CALIFORNIA SET UP A SYSTEM THROUGH LEGISLATION THAT SEPARATED  
6 THE NORTHERN BRIDGES IN THE SOUTHERN BRIDGES, YOU DIDN'T GET  
7 THE BUYING CAPACITY OF USING THEM AND IT WAS LIMITED RICHMOND  
8 BAY BRIDGE RICHMOND CARQUINEZ BENICIA REVENUE HAD ONLY TO BE  
9 USED ON THOSE BRIDGES SAN FRANCISCO SOUTH HAD ONLY BE USED ON  
10 THOSE BRIDGES FAST FORWARD AGAIN BATA SHOWS UP AND IT'S  
11 CREATED IN '96 IT HAD RESPONSIBILITY FOR JUST REGIONAL MEASURE  
12 ONE TOLLS WHICH IS THE REHAB MONEY AT THE VERY SPECIFIC LIST  
13 OF PROJECTS THEN SEISMIC CONCERN WERE RUN AND MANAGED BY THE  
14 STATE THAT WORKED WELL ALTHOUGH WAS SEPARATE REVENUE FORCES  
15 UNTIL BAY BRIDGE HAD A CHALLENGE THAT ACTUALLY SHUTDOWN THE  
16 COMPLETION OF THE PROJECT FOR OVER TWO YEARS AND ESCALATED A  
17 LOT OF COSTS. THE SOLUTION THAT PUT THE CHALLENGE IN FRONT OF  
18 BATA WAS TO GIVE BATA THE FULL RESPONSIBILITY FOR REVENUE  
19 STREAM NOW REVENUE STREAM HAD THE BUYING CAPACITY TO GET THE  
20 BAY BRIDGE FINISHED AND TO ALSO THROUGH OTHER ACTIONS THAT  
21 COMMISSION MADE THROUGH RAISING BRIDGE TOLLS TO COMPLETE THE  
22 DUMBARTON ANTIOCH RETROFITS WHICH WERE NOT IN THE ORIGINAL  
23 PLAN. SO, THE POINT IS, WE HAVE SEEN HOW BENEFIT OF THAT  
24 REVENUE CONSOLIDATION ALLOWS FOR DIFFERENT DECISIONS BY  
25 MEMBERS OF THIS BOARD THAT ARE REPRESENTING ALL NINE BAY AREA

1 COUNTIES TO MOVE THOSE IDEAS FORWARD. THAT WAS THE PROPOSAL IN  
2 THE JERICHO AB 744. I WOULD SAY THE SECOND PART WHICH WE TRIED  
3 TO PUT FORWARD IN THE INFORMATION HOW WELL THAT REGION HAS  
4 DONE IN A VOLUNTARY MANNER SO FROM CUSTOMER SEAMLESSNESS  
5 PERSPECTIVE THEY DON'T ACTUALLY KNOW WHAT'S HAPPENING AS  
6 THEY'RE DRIVING THROUGH THE DIFFERENT EXPRESS LANES THEY HAVE  
7 THE SAME TOUCH AND FEEL EXPERIENCE UNTIL YOU GET DOWN TO THE  
8 VIOLATION SETTLEMENT THEN GOES RIGHT BACK DOWN TO THE COUNTIES  
9 BUT THE POINT THERE IS PRETTY GOOD VOLUNTEERISM IF THE  
10 DECISION CAN'T BE OVERCOME TO UNIFY I THINK THERE IS VOLUNTARY  
11 OPPORTUNITIES IN TERMS OF FINANCING MECHANISMS THROUGH MOU'S  
12 OR OTHERWISE THAT PROBABLY WOULD NOT BE AS EFFICIENT BUT MIGHT  
13 DO SOMETHING IN ORDER TO BUILD-OUT THE SYSTEM FASTER INCLUDING  
14 EXTENDING UP INTO SAN FRANCISCO WHICH WE HAVE ALSO TRIED TO  
15 SUPPORT AS MUCH AS POSSIBLE YOU KNOW 11 OF THE ORIGINAL  
16 CONCERNS FROM, SORT OF, SOUTHERN PART OF THE REGION WAS LIKELY  
17 GENERATE A LOT MORE REVENUE THERE WAS NOT MUCH INTEREST IN  
18 SUPPORTING EXPANSION INTO SOME OF THE NORTHERN COUNTIES WHERE  
19 TRAFFIC VOLUME IS LESS THE IRONING IT'S THE REST OF SYSTEM  
20 THAT'S BEEN BUILT AND THE SOUTHERN PART IS STILL A CHALLENGE  
21 FOR US I GUESS I'M URGING WE SPEND TIME AS A COMMISSION TRYING  
22 TO SEE WHAT'S BEST WE CAN USE THESE VALUABLE RESOURCES THAT  
23 ARE LIMITED AND STRETCH THEM AS FAR AS WE CAN GO AND THAT  
24 COMES WITH EFFICIENCY AND PROJECT DELIVERY EFFICIENCY AND  
25 OPERATIONS WHICH IS ANOTHER INTERESTING ELEMENT BAIFA ACTUALLY

1 OPERATES THE SAN MATEO LANES AS FAR AS I KNOW COMMISSIONER  
2 PAPAN MAY HAVE A DIFFERENT OPINION WE'RE DOING A GOOD JOB THEY  
3 HAVE GOT US UNDER CONTRACT AND THEY HAVE KEPT IT MOVING  
4 ALAMEDA WE DO QUITE A BIT OF THEIR OPERATIONS AS WELL SO WE  
5 HAVE TRIED AS A REGION TO BE AS GOOD AS POSSIBLE WE CAN AT  
6 SHARING RESOURCES THE FACT WE OPERATE THOSE SYSTEMS ALLOWS US  
7 TO USE OUR MAINTENANCE DOLLARS A LOT MORE EFFICIENTLY AND JUST  
8 THINK THAT THERE IS OPPORTUNITIES TO EXPLORE AND BE CREATIVE  
9 IN A SPACE WHERE WE ALL ARE GOING AFTER THE SAME REVENUE.

10

11 **CHAIR, VICTORIA FLEMING:** CHAIR NOACK THEN BACK FOR COMMENTS  
12 FROM THE COMMISSION BEFORE WE GO TO THE PUBLIC COMMENT. THIS  
13 IS AN INFORMATIONAL ITEM.

14

15 **SUE NOACK:** I WANT TO ANSWER MARGARET'S QUESTIONS SHE HAD  
16 BECAUSE CCTA KEEPS TRACK OF THESE NUMBERS SO CONTRA COSTA  
17 CONTRIBUTED TOLLS 19.7%, SANTA CLARA 2.7, RM3 DOLLARS, 15.6%  
18 TO SANTA CLARA AND 15.6% TO SANTA CLARA AND 16.4 TO CONTRA  
19 COSTA AND THEREFORE YOU GET CONTRA COSTA ANGST OVER THIS AT  
20 TIMES ANYWAY THE OTHER POINT I WANTED TO ELABORATE ON 60  
21 MILLION FROM 680 IS MEANT TO LEVERAGE THE \$100 MILLION MEGA  
22 GRANT THAT WE RECEIVED TO FINISH OUT THESE EXPRESS LANES THAT  
23 IT BRINGS TO FULLY FUNDED. THANK YOU.

24

25 **CHAIR, VICTORIA FLEMING:** ABE-KOGA? WANT TO MAKE COMMENTS?

1

2   **MARGARET ABE-KOGA:** THANK YOU. I WAS HOPING WE COULD GO TO  
3   PUBLIC COMMENT BECAUSE I THINK WE HAVE A VTA GM ON BOARD.

4

5   **CHAIR, VICTORIA FLEMING:** WE'LL GO TO PUBLIC COMMENT DO WE HAVE  
6   ANYBODY IN-PERSON OR ZOOM WHO WOULD LIKE TO COMMENT.

7

8   **BOARD CLERK:** WE DO HAVE TWO FIRST CAROLYN GONOT. PLEASE UNMUTE  
9   YOURSELF. YOUR TIME BEGINS NOW.

10

11   **CAROLYN M. GONOT:** CAN YOU HEAR ME? HOW MUCH TIME DO I HAVE?  
12   OKAY. I APPRECIATE THE TIME THANK YOU COMMISSIONER FOR HEARING  
13   THIS ITEM TODAY, YOU KNOW VTA HAS EFFICIENTLY RUN EXPRESS  
14   LANES FOR MANY YEARS WE HAVE PUT HUNDREDS OF MILLIONS OF  
15   DOLLARS INTO OUR SYSTEM TO BUILD THEM OUT AND WE ARE  
16   TRANSPARENT IN HOW THEY RUN REPORTING OUT EACH YEAR TO OUR  
17   BOARD, VTA HAS HAD ITS EXPRESS LANES ENVIRONMENTALLY CLEARED  
18   SINCE 2015 AND HAVE BEEN WORKING DILIGENTLY TO DEVELOP FUNDING  
19   PLANS TO DELIVER ALL OF OUR PROJECTS IN STAGES. WE DELIVERED  
20   PHASES 2, 3, AND 4 WITHOUT RM3 MONEY. THOUGH WE'VE BEEN  
21   REQUESTED IT, THEN BEEN DENIED IN THE PAST AS WE HAVE ALSO  
22   REQUESTED IT FOR PHASE FIVE. WE'RE BRINGING BACK TO THIS  
23   COMMISSION TO REITERATE OUR REQUEST FROM 2022 TO SEE IF WE CAN  
24   COLLABORATIVELY DEVELOP A FUNDING PLAN TO ENSURE THE SUCCESS  
25   OF THESE LANES IN SANTA CLARA COUNTY. WE NEED MTC TO WORK WITH

1 VTA TO DEVELOP A PLAN THAT INCLUDES REGIONAL SUPPORT, THE RM3  
2 REGION ENABLING LEGISLATION AND MTC POLICIES REQUIRE THESE  
3 PROJECTS TO MEET BENEFIT-COST AND PROJECT READINESS CRITERIA,  
4 AND VTA HAS MET THOSE IN OUR EXPRESS LANES. WE DO APPRECIATE  
5 VTA MEETING THIS WEEK WITH MTC -- WITH US IN TERMS OF  
6 DISCUSSING NEEDS FOR PHASE FIVE AND PHASE SIX. THOSE ELEMENTS  
7 OF 101 WOULD GENERATE A LOT OF DOLLARS FOR US. AS VTA AS  
8 TRANSIT OPERATOR AS A COUNTY TRANSPORTATION AGENCY SALES TAX  
9 AUTHORITY, WE ARE LOOKING AT SYNERGIES THAT US AS A COUNTY  
10 TRANSPORTATION AGENCY HAS, AND BEING ABLE TO LOOK THROUGH  
11 REVENUE SOURCES TO HELP SUPPORT OUR TRANSIT OPERATIONS. THIS  
12 YEAR IS THE FIRST YEAR WE'RE ACTUALLY USING EXPRESS LANE  
13 REVENUE TO SUPPORT TRANSIT OPERATIONS. WE WANT TO CONTINUE TO  
14 DO THAT SO THAT WE CAN DIVERSIFY OUR FUNDING SOURCES, SO WE'RE  
15 NOT JUST RELIANT ON SALES TAX REVENUES IN THE FUTURE. SO THAT  
16 WE ARE ABLE TO LOOK AT THAT AND OTHER SOURCES SUCH AS FROM  
17 SOME OF OUR HOUSING DEVELOPMENT, AS WELL. SO, I WANT TO BE  
18 ABLE TO CONTINUE TO MOVE OUR PROJECTS FORWARD. WE HAVE  
19 REGIONAL PROJECTS THAT ARE READY FOR CONSTRUCTION IN 2026.  
20 WE'RE SLIGHTLY AHEAD OF THE CONTRA COSTA PROJECT. AND MY  
21 LETTER IN NOVEMBER REQUESTED SOME MONEY, 45- TO 60 MILLION  
22 TOWARD THESE PROJECTS. BUT WE DO RECOMMEND THAT WE CONTINUE TO  
23 WORK WITH MTC AND DEVELOP A PROJECT THAT CAN BE ELIGIBLE FOR  
24 FUNDING FROM REGIONAL MEASURE GRANTS THAT CAN BE FOUND IN THE  
25 NEAR TERM. THANK YOU VERY MUCH.

1

2     **BOARD CLERK:** THANK YOU, CALLER. NEXT WE HAVE ROLAND LEBRUN.

3     PLEASE UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

4

5     **SPEAKER:** THANK YOU. I HAVE TWO BULLET POINTS. IT'S  
6     CONSOLIDATION AND THE OTHER ONE IS PRIORITIZATION. I REALLY  
7     APPRECIATE ANDY'S OPENING REMARKS ARE ABOUT THE INEFFICIENCY  
8     THAT ARE INTRODUCED BY ALL THESE FRAGMENTATION. AND  
9     CONSOLIDATION SHOULD BE A PRIORITY. AND ANDY ACTUALLY USED THE  
10    EXAMPLE OF THAT RIGHT HERE, WHICH IS WHAT WE DID WITH THE  
11    BRIDGES AND THE SUCCESS AND THOSE RM3 REVENUE THIS NOW  
12    EVERYBODY IS FIGHTING OVER. THAT TELLS US WHERE WE NEED TO GO  
13    WITH BAIFA. MTC NEEDS TO TAKE OVER THE ENTIRE NETWORK,  
14    INTEGRATE IT, AND MAKE IT SEAMLESS, JUST LIKE WHAT YOU'RE  
15    TRYING TO DO WITH PUBLIC TRANSPORTATION. NOW, WHICH  
16    PRIORITIZATION, THAT SHOULD BE DATA-DRIVEN. NOT ALL THESE  
17    CRITERIA'S WE KEEP HEARING ABOUT WHICH SHOULD HAVE NOTHING TO  
18    DO WITH ACTUALLY PROVIDING SOME KIND OF CONGESTION RELIEF.  
19    WHERE I LIVE IN SANTA CLARA COUNTY, THAT ISSUE IS NOT  
20    HAPPENING ACTUALLY WE'RE CREATING MORE CONGESTION, NOT LESS.  
21    SO, IN CLOSING, I BELIEVE THAT MTC NEEDS TO STEP IN AND  
22    ESTABLISH SOME KIND OF FUNDING FORMULA, WHICH IS BASED ON  
23    CONGESTION RELIEF FORECAST FOR EACH INDIVIDUAL PROJECT, RATHER  
24    THAN OTHER CRITERIA LIKE PROJECT READINESS. BECAUSE, FRANKLY,  
25    THAT IS NOT HAPPENING IN SANTA CLARA COUNTY, WHERE I LIVE IN

1 THE SOUTH BAY, ACTUALLY SOUTH SAN JOSE, AND IT'S REALLY,  
2 REALLY HURTING US. THANK YOU.

3

4 **BOARD CLERK:** THERE IS NO FURTHER PUBLIC COMMENT IN THE ZOOM  
5 SPACE, NO WRITTEN CORRESPONDENCE RECEIVED, AND NO ONE IN THE  
6 BOARDROOM WISHING TO SPEAK.

7

8 **CHAIR, VICTORIA FLEMING:** THANK YOU. DO WE HAVE ANY  
9 COMMISSIONERS WISHING TO MAKE COMMENTS BEFORE WE MOVE ON TO  
10 ITEM FOUR? COMMISSIONER PAPAN, FOLLOWED BY COMMISSIONER ABE-  
11 KOGA.

12

13 **GINA PAPAN:** YES, PLEASE. I HOPE IN WHATEVER PLANNING WE HAVE  
14 MOVING FORWARD HERE, WE HAVE A FANTASTIC GAP STUDY WHICH SHOWS  
15 THE SOUTHERN PART OF THE REGION DOES BRING IN AN ENORMOUS  
16 AMOUNT OF TRAFFIC. WE DON'T HAVE THE PUBLIC TRANSPORTATION TO  
17 ADDRESS THAT. IT'S NOT WITHIN OUR NINE BAY AREA UPON COUNTIES.  
18 IT'S BEYOND THAT, BUT IT DOES IMPACT OUR COUNTIES. SO, I HOPE  
19 WE'LL, IN LOOKING AT A GREATER SUCCESS, WE TAKE A LOOK AT THAT  
20 GAP STUDY AGAIN, BECAUSE IS DOES IMPACT OUR OVERALL PLAN. I DO  
21 HAVE ONE QUESTION HERE. I HEARD RECENTLY -- AND I APOLOGIZE  
22 FOR NOT KNOWING THIS, BUT -- DOES ONE OF THE MANAGED LANES  
23 START AT 5:00 A.M.?

24

25 **DAVID MANN:** THEY WERE FAIRLY REGIONALLY CONSISTENT. ALL THE

1 MANAGED LANES IN THE BAY --

2

3 **GINA PAPAN:** I THOUGHT SO.

4

5 **DAVID MANN:** -- AREA TYPICALLY START AT 5:00 A.M.

6

7 **GINA PAPAN:** OH, THEY ALL DO?

8

9 **DAVID MANN:** 5:00 A.M. TO 8:00 P.M.

10

11 **GINA PAPAN:** WOW. OKAY.

12

13 **DAVID MANN:** AND SOME OF OUR HOV HOURS, AS WELL, IN THE REGION.

14

15 **GINA PAPAN:** OKAY. THAT'S REALLY TOUGH ON PEOPLE COMING FROM  
16 THE OUTSIDE REGION HERE. THAT'S A SURPRISE TO ME. EDUCATION.  
17 THANK YOU VERY MUCH.

18

19 **MARGARET ABE-KOGA:** THANK YOU, CHAIR. AND, AGAIN, I APPRECIATE  
20 THE OPPORTUNITY TO GO THROUGH THIS PROGRAM. YOU KNOW, I'M A  
21 BIG BELIEVER IN EXPRESS LANES, AND I HAVE MY CONVERT, TO BE  
22 FRANK, AND THEN I STARTED IN TRANSPORTATION, MAYBE 20 YEARS  
23 AGO I WASN'T, AND I HAVE BEEN -- I HAVE SEEN THE BENEFITS OF  
24 IT, AND SO, MY INTEREST IS TO TRY TO COMPLETE OUR PLAN. I  
25 NOTICED SAN FRANCISCO PIECE DOESN'T LOOK LIKE IT'S IN THE PLAN

1 SO HOW DO WE GET INTO THE PLAN SIMILAR TO TRYING TO GET A RAIL  
2 RING AROUND THE BAY I THINK EXPRESS LANES ARE SOMETHING WE  
3 SHOULD BE LOOKING AT DOING I DO THINK IT'S FINANCING TOOL AND  
4 YOU KNOW I GO BACK TO WHEN WE PROVIDE REVENUE SO THAT WE CAN  
5 INCREASE TRANSIT FOR EVERYONE AND I KNOW WE HAVE MAINTENANCE  
6 COSTS AND WHAT NOT BUT I STILL BELIEVE IN THAT WE NEED TO  
7 ACTUALLY START SHOWING THE PUBLIC BENEFITS OF EXPRESS LANE  
8 FUNDING SO THAT'S THE PREMISE I COME FROM. THE CHALLENGE I SAW  
9 WITH THIS THE PLAN AND PROJECTS THAT WERE BEING APPROVED FOR  
10 THE RM3 FUNDING AS YOU KNOW, VTA SEEMS TO HAVE BEEN LEFT OUT  
11 OF THAT AND I GUESS FOR ME, I HAVE LEARNED QUITE A BIT BUT MY  
12 QUESTION WAS JUST A SIMPLE QUESTION WE HAD OTHER FINANCING  
13 WITH BAIFA FUNDS IF THAT'S ALREADY BEING USED FOR CONTRA COSTA  
14 NOW IT SOUND LIKE IF YOU HAVE THE 60 MILLION YOU'RE FULLY  
15 FUNDED WITH THE STATE FUNDING THEN THAT 20 MILLION IS NOW  
16 AVAILABLE? CAN WE JUST TRANCE PLANT OR SUPPLANT OR WHATEVER,  
17 JUST SUBSTITUTE THE FUNDING SO WE CAN HELP GET VTA'S PROJECT  
18 FORWARD TO FUTURE PROJECTS FRANKLY THAT'S REALLY WHAT I'M  
19 LOOKING AT THE CHALLENGE WITH VTA FUNDING PROJECTS THAT'S WHAT  
20 WE ARE HAVING TO GO OUT FOR PRIVATE FINANCING AND THE INTEREST  
21 IS REALLY EXPENSIVE YOU KNOW AS WE'RE TRYING TO GAIN PUBLIC  
22 TRUST IN OUR TRANSPORTATION AND TRANSIT PROGRAMS WE HAVE TO  
23 SHOW THAT WE'RE USING OUR FUNDING STRETCHING OUR DOLLARS TO  
24 THE FURTHEST WE CAN AND WHEN WE'RE PAYING INTEREST RATES THAT  
25 ARE REALLY HIGH THAT'S A REAL QUESTION FOR ME AND FOR THE

1 PUBLIC SO THAT'S REALLY WHERE THIS IS COMING FROM EVEN IF IT  
2 WERE TO BE A REVOLVING LOAN PROGRAM WHERE VTA COULD TAKE A  
3 LOAN OUT AND PAY IT BACK BECAUSE THERE IS REVENUE GENERATION  
4 IN THIS YOU KNOW I THINK IT'S SOMETHING THIS WE SHOULD BE  
5 TALKING ABOUT AS OTHER PROJECTS COME ONLINE TOO WE COULD HAVE  
6 AVAILABILITY OF FUNDS THERE SO THAT'S REALLY WHAT I'M ASKING  
7 FOR IT'S SPECIFIC TO VTA BUT WE HAVE NOW SEEN THAT WE HAVE  
8 MANY OTHER PROJECT INTEREST I WOULD LIKE TO SEE HOW WE KEEP  
9 THIS Viable FOR AS LONG AS WE CAN THAT'S WHAT I'M ASKING FOR  
10 YES THE COMMISSION HAS A RETURN MAYBE EVEN TWICE DURING MY  
11 SHORT TIME THIS IS MY 5TH, SIXTH YEAR, SO I THINK IT'S WORTH A  
12 PRESSURE SET OF EYES THERE ARE A LOT OF ASSUMPTIONS MADE BACK  
13 THEN LIKE I MENTIONED IT WAS ANDY MENTIONED IT'S A VERY  
14 DIFFERENT WORLD NOW I WOULD LIKE FOR US TO REVISIT THIS  
15 PROGRAM AND COME UP WITH A PLAN THAT'S SOLID THAT PROVIDES  
16 GOOD REASONS TO JOIN BAIFA BECAUSE I THINK THAT'S ALSO A  
17 STICKING POINT WHAT'S THE BENEFIT OF JOINING IF WE'RE -- AND  
18 I'LL SAY THAT VTA HAS BEEN RUNNING OUR OWN PROGRAM AND YOU  
19 KNOW WE GET ASKED TO JOIN, BUT THE QUESTION IS, WELL, WHAT DO  
20 WE GET FOR THAT, AND THAT HASN'T BEEN REALLY CLEARLY DEFINED  
21 FOR US. SO, THAT WOULD BE MY REQUEST IS THAT WE DO CONTINUE TO  
22 WORK ON THIS AND COME UP WITH A SOLID PLAN FOR THE FUTURE.  
23 THANK YOU.  
24  
25 **CHAIR, VICTORIA FLEMING:** THANK YOU FOR THE ROBUST

1 CONVERSATION. THANK YOU TO STAFF. OH, WE HAVE ONE MORE HERE  
2 FROM CHAIR NOACK.

3

4 **SUE NOACK:** I THINK THE IDEA OF GETTING A REGIONAL EXPRESS LANE  
5 NETWORK IS AN EXCELLENT ONE, AND I THINK, YOU KNOW, STAFF IS  
6 LOOKING AT WAYS TO BE CREATIVE ABOUT FINANCING IN ORDER TO  
7 ADDRESS WHATEVER WE CAN IN ORDER TO FILL THAT OUT. I THINK  
8 ANDY'S POINTS ON A BAIFA NETWORK BEING SIMILAR TO A BATA  
9 NETWORK, ALLOWING US FOR BETTER NEGOTIATION, BETTER PRICING,  
10 BETTER MANAGEMENT, MIGHT BE ONE OF THOSE FACTORS THAT VTA  
11 CONSIDERS AN EXPRESS LANE AND JOINING BAIFA. USING BAIFA FUNDS  
12 THEN TO FUND NON-BAIFA ALLIANCE SEEMS A LITTLE ODD AS WELL, I  
13 HAVE TO SAY. BUT I THINK IT'S IMPORTANT THAT WE STILL TRY TO  
14 LOOK AT THIS ON A REGIONAL BASIS AND FIGURE OUT A WAY TO DO  
15 IT. BUT I WILL JUST -- I WILL, YOU KNOW, FINISH MY COMMENTS  
16 WITH, CONTRA COSTA'S CONCERN IS WE HAVE GOTTEN LESS THAN OUR  
17 FAIR SHARE IN RM3 WHEN WE HAVE PAID IN SECOND HIGHEST, VERSUS  
18 ALAMEDA ON THE TOLLS. AND HAVING HAD THIS FOOTNOTED AS  
19 PRIORITIZE 680, I THINK THE 60 MILLION IS REALLY IMPORTANT.  
20 AND THAT WAS THE BASIS FOR US GETTING 100 MILLION FROM THE  
21 FEDERAL GOVERNMENT. AND WE CERTAINLY DON'T WANT TO LOSE \$100  
22 MILLION FROM THIS FEDERAL GOVERNMENT IN ANY HIGHWAY DOLLARS.  
23 SO, I THINK IT'S IMPORTANT TO BE ABLE TO MAKE SURE WE MAINTAIN  
24 THOSE AND USE THEM EFFECTIVELY.

25

1   **CHAIR, VICTORIA FLEMING:** ALL RIGHT. WITH THAT, I THINK WE'LL  
2   MOVE ON. THANK YOU VERY MUCH, DAVID. AND WE'LL MOVE ON TO ITEM  
3   4A WHICH IS ANOTHER INFORMATIONAL ITEM. IT'S THE CALIFORNIA  
4   TRANSPORTATION COMMISSION AND STATE FUNDING PROGRAMS UPDATE.  
5   WE'LL HAVE AN UPDATE FROM MR. KENNETH KAO ON THE PROGRAMS  
6   UNDER THE CTC'S PURVIEW.

7

8   **THERESA ROMMELL:** THIS IS THERESA ROMMEL, I'M GOING TO SUB IN  
9   AGAIN FOR KENNY KAO WHO IS IN WASHINGTON AT A CONFERENCE. THE  
10   MEMO IS IN YOUR PACKET, I THINK THE ONE ITEM OF NOTE FROM THE  
11   DECEMBER CTC MEETING IS THAT CTC ADOPTED ALLOCATION PLAN FOR  
12   THE STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM, AS WE  
13   KNOW IS CALLED THE SHOP, PURPOSE OF THIS ALLOCATION WAS REALLY  
14   RECOGNIZE THE LOWER THAN EXPECTED ALLOCATION CAPACITY FOR THE  
15   SHOP DUE TO COST INCREASES AND OTHER REASONS. WE WILL BE  
16   REVIEWING THAT ALLOCATION PLAN AND WE'LL BE MAKING COMMENTS ON  
17   IT, AS APPROPRIATE. BUT THAT WAS THE NUMBER ONE ITEM THAT WAS  
18   COVERED IN DECEMBER. SO, I'LL LEAVE IT AT THAT.

19

20   **CHAIR, VICTORIA FLEMING:** THANK YOU, THERESE. ARE THERE ANY  
21   OTHER COMMISSIONERS WHO HAVE COMMENTS OR QUESTIONS? ALL RIGHT.  
22   SEEING NONE. DO WE HAVE ANY MEMBERS OF THE PUBLIC WHO WOULD  
23   LIKE TO MAKE COMMENT?

24

25   **BOARD CLERK:** NO WRITTEN CORRESPONDENCE RECEIVED. NO ONE IN THE

1 ZOOM SPACE OR THE BOARDROOM WISHING TO SPEAK.

2

3 **CHAIR, VICTORIA FLEMING:** ALL RIGHT. THANK YOU. THAT TAKES US  
4 TO AGENDA ITEM FIVE, PUBLIC COMMENT ON OTHER AGENDA ITEMS.  
5 WE'LL TAKE COMMENT ON AGENDA -- ANYTHING THAT'S NOT ON OUR  
6 AGENDA BUT WITHIN IN OUR PURVIEW. IS THERE ANY MEMBERS OF THE  
7 PUBLIC WHO ARE HERE FOR PUBLIC COMMENT?

8

9 **BOARD CLERK:** WE HAVE ONE MEMBER OF THE PUBLIC. ALETA DUPREE,  
10 IF YOU CAN PLEASE UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

11

12 **ALETA DUPREE:** THANK YOU, CHAIR FLEMING AND MEMBERS. ALETA  
13 DUPREE. FOR THE RECORD, SHE AND HER, WITH TEAM FOLDS. GOOD  
14 MEETING TODAY. I HAVE BEEN LISTENING TO A GOOD WAY TO SPEND MY  
15 TIME. I OFTEN THINK ABOUT PROGRAMS AND ALLOCATIONS WHICH IS  
16 WHAT YOU'RE TITLE IS ALL ABOUT, AND I'M SEEING LOTS OF GOOD  
17 THINGS AND IMPORTANT THINGS THAT WE TALK ABOUT IN HERE. AND  
18 THEY DO AFFECT ME OUT ON THE STREET. SO THIS IS REAL. THIS IS  
19 NOT CONCEPTUAL, AS I SEE IT. I DO CONTINUE TO HIGHLIGHT THE  
20 IMPORTANCE OF OUR OPERATIONAL PROGRAMS, WHICH IS, FOR ME,  
21 FASTRAK AND CLIPPER AND INFRASTRUCTURE AND THE CHALLENGES  
22 THERE ARE. I HAVE NOT BEEN BACK TO THE BAY AREA SINCE I HAVE  
23 SEEN YOU LAST. I HOPE TO RETURN SOON. BUT THIS IS WINTER TIME  
24 AND THERE ARE CHALLENGES. BUT, CERTAINLY, I ASK OF YOU ALL TO  
25 ENGAGE IN HELPING TO GROW AND DEAL WITH THE CHALLENGES THAT WE

1 HAVE IN FASTRAK AND CLIPPER. AND CLIPPER IS HAVING SOME  
2 GROWING PAINS RIGHT NOW. DON'T GET ME WRONG. IT'S A VERY GOOD  
3 PROGRAM, AND WE HAVE A LOT OF VERY GOOD PEOPLE WHO ARE  
4 INVOLVED IN THIS, AND I BELIEVE THAT TEAM, RIGHTFULLY, SHOULD  
5 CONTINUE THAT WORK. BUT WHENEVER YOU HAVE COMPLEX ISSUES, SUCH  
6 AS FASTRAK AND CLIPPER, THERE ARE GOING TO BE CHALLENGES. I  
7 DON'T LIKE TO SAY IT'S NORMAL OR EXPECTED, BUT IT DOES CROP  
8 UP. SO, I ASK OF YOU, AS LEADERS, TO BE ABLE TO TAKE ON THE  
9 CIRCUIT WITH YOU AND HIGHLIGHT SOLVING THE BIG CHALLENGES OF  
10 OUR OPERATIONAL PROGRAMS. AND PART OF THAT IS ENSURING THE  
11 FUNDING. THANK YOU.

12

13 **BOARD CLERK:** THANK YOU CALLER. THERE IS NO FURTHER PUBLIC  
14 COMMENT. NO ONE IN THE ZOOM SPACE, NO WRITTEN CORRESPONDENCE  
15 RECEIVED AND NO ONE IN THE BOARDROOM.

16

17 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH. WE'LL MOVE ON TO  
18 AGENDA ITEM SIX WHICH IS ADJOURNMENT. OUR NEXT MEETING OF THE  
19 PROGRAMMING AND ALLOCATIONS COMMITTEE IS SCHEDULED TO BE HELD  
20 AT 9:45 A.M. IN THE BAY AREA METRO CENTER AT 375 BEALE STREET,  
21 SAN FRANCISCO, ON WEDNESDAY FEBRUARY 11TH, 2026. ANY CHANGES  
22 TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. WE ARE  
23 ADJOURNED. [ADJOURNED]