

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



MAY 13, 2026

1 **BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE**

2 **WEDNESDAY, MAY 13, 2026, 9:35 AM**

3

4

5 **CHAIR, MARGARET ABE-KOGA:** GOOD MORNING, EVERYONE, FROM SANTA
6 CLARA COUNTY. [LAUGHTER] WE'LL GO AHEAD AND GET STARTED WITH
7 OUR BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE MEETING. I'M
8 MARGARET ABE-KOGA, CHAIR OF THE COMMITTEE. I DON'T SEE THE
9 ROOM. SO I'M NOT SURE IF MY VICE CHAIR NATE MILEY IS THERE
10 [LAUGHTER] BUT HOPEFULLY HE IS. AND I WOULD CALL THIS MEETING
11 TO ORDER. THIS MEETING IS WEBCAST ON THE MTC WEBSITE. REMOTE
12 PARTICIPANTS WISHING TO SPEAK SHOULD USE THE RAISED HAND
13 FEATURE OR DIAL STAR NINE AND YOU WILL BE CALLED UPON AT THE
14 APPROPRIATE TIME TO SPEAK. TELECONFERENCE ATTENDEES WILL BE
15 CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER.
16 ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS DUE TO MY
17 BEING REMOTE [LAUGHTER] -- AND OTHERS. SO, WITH THAT, CLERK
18 WOULD YOU MIND CALLING THE ROLL CALL AND CONFIRMING A QUORUM,
19 PLEASE.

20

21 **CLERK OF THE BOARD:** CHAIR ABE-KOGA?

22

23 **CHAIR, MARGARET ABE-KOGA:** HERE VICE CHAIR MILEY IS ABSENT.
24 NON-VOTING AMBUEHL?

25



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1 **DAVID AMBUEHL:** HERE.

2

3 **CLERK OF THE BOARD:** FLEMING? LEE IS ABSENT. COMMISSIONER
4 MANFREE? MELGAR IS ABSENT. PAPAN?

5

6 **GINA PAPAN:** HERE .

7

8 **CLERK OF THE BOARD:** RAMOS? NON-VOTING SCHAFF IS ABSENT. WE DO
9 HAVE QUORUM.

10

11 **CHAIR, MARGARET ABE-KOGA:** GREAT. THANK YOU. IF YOU COULD
12 PLEASE JOIN ME IN THE PLEDGE, STAND IF YOU'RE ABLE. [PLEDGE
13 OF ALLEGIANCE] "I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED
14 STATES OF AMERICA, AND TO THE REPUBLIC FOR WHICH IT STANDS,
15 ONE NATION UNDER GOD, INDIVISIBLE, WITH LIBERTY AND JUSTICE
16 FOR ALL."

17

18 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. WE'LL GO TO AGENDA ITEM
19 THREE, WILL THE CLERK READ THE COMPENSATION ANNOUNCEMENT,
20 PLEASE?

21

22 **CLERK OF THE BOARD:** AS AUTHORIZED BY STATE LAW, I AM MAKING
23 THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE
24 TODAY WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP
25 TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A



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1 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
2 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT. AND I WOULD LIKE TO
3 MAKE NOTE FOR THE RECORD THAT COMMISSIONER MELGAR AS JOINED
4 US.

5

6 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. WE'LL GO TO AGENDA ITEM
7 FOUR WHICH IS THE CHAIR'S REPORT. I HAVE NOTHING TO REPORT.
8 WE'LL GO TO ITEM FIVE WHICH IS THE CONSENT CALENDAR, INCLUDING
9 ITEMS FIVE A THROUGH FIVE D ARE THERE COMMISSIONERS THAT WOULD
10 LIKE TO PULL AN ITEM FROM THE CONSENT CALENDAR OR SPEAK TO AN
11 ITEM AND IF YOU COULD HELP ME, CARSIE, WITH HANDS THAT WOULD
12 BE GREAT.

13

14 **CLERK OF THE BOARD:** I SEE NO COMMISSIONERS AT THE DAIS WHO
15 WOULD LIKE TO PROVIDE ANY COMMENTS.

16

17 **CHAIR, MARGARET ABE-KOGA:** OKAY. ARE THERE ANY MEMBERS OF THE
18 PUBLIC WISHING TO SPEAK.

19

20 **CLERK OF THE BOARD:** WE HAVE ONE MEMBER OF THE PUBLIC HOW MUCH
21 TIME WOULD YOU LIKE TO PROVIDE.

22

23 **CHAIR, MARGARET ABE-KOGA:** TWO MINUTES PLEASE.

24

25 **CLERK OF THE BOARD:** ALETA DUPREE PLEASE UNMUTE YOURSELF. YOUR



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1 TIME WILL BEGIN NOW.

2

3 **SPEAKER:** THANK YOU, GOOD MORNING, CHAIR MARGARET ABE-KOGA AND
4 MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER WITH TEAM
5 FOLDS HOPE YOU CAN HEAR ME ALL RIGHT. I'M GOING TO TALK ABOUT
6 THE CONSENT CALENDAR HERE. FIRST OF ALL, OUR FINANCES AND
7 BUDGETING LOOKS GOOD. WE HAVE A GOOD SURPLUS. I DO NOTICE THAT
8 OUR VIOLATION REVENUE IS UP, SUBSTANTIALLY. I'M ALLOWING FOR
9 THAT PERHAPS THERE IS TIME LAG OF BACKLOGGED TRANSMISSIONS OF
10 REV NEW. BUT, REALLY, EVERYBODY NEEDS TO CONSIDER THE
11 IMPORTANCE OF TIMING AND PAY THE FARE. BECAUSE IT'S AN ISSUE
12 OF TIMING AND SO WE WANT TO GET OUTREACH OF THAT BUT AT LEAST
13 THIS MONEY IS GOING TO HELP US DO THE THINGS WE NEED TO DO.
14 BUT BIG THING ON OUR AGENDA HERE IS THE CREDIT CARD PROCESSING
15 CONTRACT. WHICH IS VERY IMPORTANT. AND THE REPORT IMPRESSIONS
16 ABOUT 87% OF OUR TOLL REVENUE IS COLLECTED FROM CARDS, WHICH
17 IS GOOD. I WOULD BE INTERESTED TO SEE HOW THE OTHER 13% COMES
18 IN, PERHAPS SOME OF IT'S BANK DRAFT MAYBE IT'S THE NETWORK OF
19 RETAILERS. I DON'T KNOW THAT WE REALLY TAKE IN A LOT, IN OUR
20 BUILDING, I DON'T REALLY SEE PEOPLE LINED UP FOR THAT. BUT,
21 YES, WE HAVE TO MAKE SURE THAT WE HAVE THAT CONTRACT
22 CONTINUALLY IN PLACE. BECAUSE THE CREDIT CARD PROCESSING
23 WORKS. I HAVE BEEN USING PUBLIC TRANSPORTATION SINCE 1970.
24 I REMEMBER THE DAYS WHEN THE NEW YORK CITY SUBWAY MOVED \$35
25 MILLION A WEEK USING TRAINS. SO, LET'S MAKE SURE WE KEEP THESE



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1 CONTRACTS IN ORDER. THANK YOU.

2

3 **CLERK OF THE BOARD:** THERE IS NO FURTHER PUBLIC COMMENT ONLINE
4 NO WRITTEN CORRESPONDENCE RECEIVED AND NO ONE IN THE BOARDROOM
5 WISHING TO SPEAK.

6

7 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. I'LL BRING IT BACK TO THE
8 COMMITTEE. MAY I GET A MOTION AND A SECOND, PLEASE?

9

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

11

12 **GINA PAPAN:** PAPAN, SECOND.

13

14 **CHAIR, MARGARET ABE-KOGA:** MOTION BY FLEMING SECOND BY PAPAN.
15 ROLL CALL VOTE, PLEASE.

16

17 **CLERK OF THE BOARD:** CHAIR ABE-KOGA?

18

19 **CHAIR, MARGARET ABE-KOGA:** AYE.

20

21 **CLERK OF THE BOARD:** VICE CHAIR MILEY IS ABSENT. COMMISSIONER
22 LEE IS ABSENT. COMMISSIONER FLEMING? COMMISSIONER MANFREE?
23 COMMISSIONER MELGAR? COMMISSIONER PAPAN?

24

25 **GINA PAPAN:** YES.



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1

2 **CLERK OF THE BOARD:** RAMOS?

3

4 **CHAIR, BELIA RAMOS:** YES.

5

6 **CLERK OF THE BOARD:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS
7 PRESENT.

8

9 **CHAIR, MARGARET ABE-KOGA:** THANK YOU SO MUCH. WE MOVE ON TO
10 AGENDA ITEM 6A AND EXECUTIVE DIRECTOR FRIEMER, WOULD YOU LIKE
11 TO MAKE SOME INTRODUCTORY COMMENTS BEFORE WE HAND IT OVER TO
12 DAVID MAN FOR THE PRESENTATION?

13

14 **ANDREW FRIEMER:** THANK YOU CHAIR ABE-KOGA AND MEMBERS OF THE
15 COMMISSION ANDREW FRIEMER, EXECUTIVE DIRECTOR. THIS IS A
16 PRETTY SIGNIFICANT ITEM HERE, BUT I WANTED TO REMIND YOU ALL
17 THAT BATA AND CALTRANS JOINTLY MANAGE THE TOLL BRIDGES AND
18 THAT PARTNERSHIP IS ESSENTIAL AS IT COMBINES CALTRANS
19 ENGINEERING AND OPERATIONS EXPERTISE WITH BATA'S FUNDING AND
20 ALSO TECHNICAL SUPPORT TO REALLY ENSURE THAT THIS CRITICAL
21 INFRASTRUCTURE CONTINUES TO CONNECT AND SUPPORT THE WHOLE BAY
22 AREA. WHILE THE SEVEN STATE OWNED TOLL BRIDGES ARE SAFE AND IN
23 GOOD CONDITION, WE ARE USING THE RECENT NTSB RECOMMENDATIONS
24 THAT FOLLOW THE TRAGIC FRANCIS SCOTT KEY BRIDGE COLLAPSE IN
25 2024, AS AN OPPORTUNITY TO TAKE A CLOSER LOOK AT POTENTIAL



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1 RISKS. PARTICULARLY FROM VESSEL STRIKES AND ENHANCING OUR
2 ASSET MANAGEMENT APPROACH TO THE BRIDGES. WHAT YOU WILL HEAR
3 TODAY REFLECTS A YEAR OF COORDINATED WORK TO EVALUATE ONE OF
4 THE SEVERAL RISKS FACING THE TOLL BRIDGES THAT SPAN ONE OF THE
5 NATION'S MOST COMPLEX WATERWAYS, ARE THE SAN FRANCISCO BAY.
6 DUE TO ITS COMPLEXITY AND HIGH VOLUMES OF SHIPS, THE SAN
7 FRANCISCO ALREADY BENEFITS FROM STRONG INTER-AGENCY
8 COORDINATION AND WELL ESTABLISHED MARINE SAFETY PRACTICES THAT
9 HAVE HELPED PROTECT BOTH PEOPLE AND INFRASTRUCTURE, INCLUDING
10 OUR BRIDGES, RECOGNIZING THE NEED FOR A HOLISTIC APPROACH TO
11 RISK MANAGEMENT, WE HAVE STRENGTHENED OUR PARTNERSHIPS WITH
12 THE MARITIME OPERATORS THROUGH THE HARBOR SAFETY COMMITTEE OF
13 THE SAN FRANCISCO BAY REGION. AS PART OF THAT EFFORT BATA
14 HELPED FUND CONVENED AGENCIES FOR THE 2025 PORT WATERWAYS
15 SAFETY ASSESSMENT, OR PWSA WORKSHOP THAT WORKSHOP TOOK CLOSER
16 LOOK AT VARIOUS RISKS ACROSS THE BAY AND DEVELOPED BALANCED
17 RECOMMENDATIONS OF NEXT STEPS FOR INFRASTRUCTURE OWNERS AND
18 AGENCIES MARITIME OPERATORS. WE KNOW WE'RE NOT ALONE IN FACING
19 THESE CHALLENGES OUR STAFF HAVE BEEN ACTIVELY CONNECTING WITH
20 PARTNERS ACROSS THE COUNTRY SHARING INFORMATION AND LEARNING
21 FROM BEST PRACTICES EVERYWHERE AND ALL OF THIS IS HELPING US
22 BUILD A STRONGER FOUNDATION AS CALTRANS BATA CONTINUE OUR
23 PARTNERSHIP TO MANAGE THE TOLL BRIDGES AND I'LL TURN IT OVER
24 TO DAVID MAN TO GIVE THE PRESENTATION ON THE INFORMATION
25 PROVIDED.



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1

2 **DAVID MAN:** ALL RIGHT GOOD MORNING COMMISSIONERS THANK YOU

3 EXECUTIVE DIRECTOR FOR THE INTRODUCTION I'M DAVID MAN DIRECTOR

4 OF CAPITAL DELIVERY ASSET MANAGEMENT ROADSIDE TOLLING

5 INFORMATION ITEM FOR YOU ALL TO PROVIDE UPDATE ON PROGRESS WE

6 HAVE MADE ON BETTER UNDERSTANDING BETWEEN THE RISK OF SOME OF

7 OUR TOLL BRIDGES FROM VESSEL STRIKES THIS WORK IS AN EXAMPLE

8 OF STRONG PARTNERSHIP BETWEEN BAY AREA TOLL AUTHORITY AND

9 CALTRANS. ON THE SEVEN STATE OWNED TOLL BRIDGES. NEXT SLIDE.

10 TWO YEARS AGO MARCH 2024 THE DALI STRUCK THE FRANCIS SCOTT KEY

11 BRIDGE IN BALTIMORE MARYLAND CAUSING COLLAPSE LIVES WERE LOST

12 GOODS MOVEMENTS WERE STALLED, BRIDGES OVER WATERWAYS WERE PUT

13 IN THE SPOTLIGHT AS WITH MAJOR ACCIDENTS NTSB NATIONAL

14 TRANSPORTATION SAFETY BOARD LAUNCHED INVESTIGATION THAT LED TO

15 SOME RECOMMENDATIONS TO THE PUBLIC AND PRIVATE SECTORS

16 INCLUDING BRIDGE OWNERS LIKE CALTRANS WHICH IS THE FOCUS OF

17 TODAY'S DISCUSSION I WANT TO HIGHLIGHT THE WORD ALLISION, VERY

18 SIMILAR WORD TO COLLISION THAT'S A TECHNICAL TERM THAT WE HAVE

19 LEARNED OVER THE LAST FEW YEARS DEFINITION WHICH TALKS ABOUT

20 IMPACT OF VESSEL WITH FIXTURE STATIONARY OBJECTS SUCH AS DOCK

21 OR BRIDGE POTENTIAL ANOTHER ANCHORED VESSEL. NEXT SLIDE. IS

22 SOME RECOMMENDATION OF THE NTSB KEY OUTCOME WHEN RELEASED THE

23 INITIAL REPORT LAST YEAR FOUND SOME OF THE BRIDGE OWNERS WERE

24 NOT AWARE OF THE RISK OF COLLAPSE DUE DO VESSEL ALLISION. NTSB

25 IDENTIFIED 68 BRIDGES OWNED BY 30 DIFFERENT OWNERS ACROSS THE



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1 U.S. THAT SHOULD BE FURTHER EVALUATED. CRITERIA BY NTSB WITH
2 FEDERAL HIGHWAY ADMINISTRATION IS THESE BRIDGES WERE DESIGNED
3 BEFORE 1991 WHEN VESSEL COLLISION DESIGN GUIDANCE WAS RELEASED
4 BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION
5 OFFICIALS OR ASHTO. SECOND. THE BRIDGE HAD NOT COMPLETED
6 BRIDGE STRIKE. COMPLETED BRIDGE STRIKE RISK VALUATIONS USING
7 CURRENT GUIDELINES FROM ASHTO, THAT OLD BRIDGE OWNERS MAY NOT
8 HAVE FULL AWARENESS OF RISK. LASTLY, THIRD, BRIDGES MIGHT HAVE
9 OCEAN GOING VESSELS TRACKING ON [INDISCERNIBLE] NTSB
10 RECOMMENDED THE BRIDGE OWNERS COMPLETE RISK VALUATION EXERCISE
11 AND IF NECESSARY DEVELOP RISK REDUCTION PLANS. NEXT SLIDE. SO
12 ZOOMING HERE TO CALIFORNIA, SEVEN BRIDGES WERE IDENTIFIED. AS
13 YOU CAN SEE ON THE MAP, THE PICTURES ON THE SLIDE THERE, FIVE
14 OF THE SEVEN ARE STATE OWNED TOLL BRIDGES WHICH THIS AUTHORITY
15 HAS RESPONSIBILITY. RICHMOND-SAN RAFAEL CARQUINEZ BRIDGE
16 BENICIA BRIDGE, MARTINEZ BRIDGE SAN MATEO HAYWARD BRIDGE AND
17 ANTIOCH I WANT TO NOTE THAT CARQUINEZ AND BENICIA MARTINEZ
18 BRIDGES HAVE NEWER SPANS WESTBOUND FOR CARQUINEZ BRIDGE WAS
19 OPENED IN 2003 AND BENICIA NORTHBOUND OPENED IN 2007 THOSE
20 WERE NOT INCLUDED IN THE ANALYSIS INITIAL ANALYSIS I WANT TO
21 HIGHLIGHT THE GOLDEN GATE BRIDGE AND CORONADO BRIDGE IN SAN
22 DIEGO WERE ALWAYS IDENTIFIED FOR FURTHER RISK ANALYSIS AS YOU
23 KNOW THE FOOTNOTE HERE NTSB DID ACKNOWLEDGE ONGOING WORK AT
24 THE BAY BRIDGE WEST BAND AND AS RESULT OF FENDER PROJECT I'LL
25 TALK ABOUT IN SUBSEQUENT SLIDES AFTER RECEIVING



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1 RECOMMENDATIONS TO NTSB CALTRANS ALONG WITH THE BAY AREA TOLL
2 AUTHORITY GOT TO WORK TO START ANALYSIS. NEXT SLIDE.
3 SUMMARIZING AT HIGH-LEVEL THE RECOMMENDATIONS AND ACTIONS AND
4 ALSO PROGRESS MADE BY CALTRANS AND BATA, AS YOU CAN SEE THERE
5 WITH THE CHECK BOX CALTRANS WITH SUPPORT FROM US RECENTLY
6 COMPLETED THE INITIAL ANALYSIS OF IDENTIFIED BRIDGES. SECONDLY
7 CALTRANS IS WORKING WITH MARITIME STAKEHOLDERS SUCH AS THE
8 COAST GUARD AND OTHER MARINE OPERATORS TO FURTHER BUILD UPON
9 THE RISK REDUCTION PLAN. AND LASTLY, BEYOND THIS INITIAL
10 RECOMMENDATION THAT BATA AND CALTRANS RECEIVED, THE NTSB AS
11 PART OF THEIR FINAL REPORT LATE LAST YEAR ISSUED ADDITIONAL
12 FINDING AND RECOMMENDATION FOR BRIDGE OWNERS THAT'S COVERED IN
13 THE LAST BULLET THERE, NTSB RECOMMENDED BRIMMING OWNERS
14 EVALUATE THE NEED FOR MOTORIST WARNING SYSTEM TO PROTECT THE
15 TRAVELING PUBLIC FROM ENTERING A PROJECT AT RISK FROM AN
16 IMMINENT VESSEL STRIKE. IT CAME OUT OF THE RECOMMENDATIONS
17 THAT IMMEDIATE ACTIONS TAKEN BY PUBLIC AGENCIES IN BALTIMORE
18 THAT NIGHT TO STOP TRAFFIC FROM ENTERING THE BRIDGE WHEN IT
19 WAS FOUND THAT THE DAHLIA WAS NOTICED TO BE OFF COURSE DID
20 SAVE LIVES CALTRANS HAS MADE PROGRESS EVALUATING NEEDS FOR
21 EMERGENCY MOTORIST WARNING SYSTEMS AND HAVE STARTED
22 DEVELOPMENT OF PROJECTS AT AFFECTED BRIDGES AND WILL PROVIDE
23 FURTHER UPDATES IN THE FUTURE. NEXT SLIDE. TO RESULTS CONTEXT
24 AND SUMMARIZE HOW WE ACTUALLY MEASURE RISK OF THE BRIDGE
25 COLLAPSE AT HIGH-LEVEL IT COMES DOWN TO DETAILED ANALYSIS



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1 ESTIMATES THAT LIKELIHOOD THAT A VESSEL WOULD STRIKE THE
2 BRIDGE AND CAUSE IT TO COLLAPSE IN ANY GIVEN YEAR SUMMARIZING
3 HIGH-LEVEL CALCULATIONS BASED ON THREE MAIN FACTORS ON THE
4 LEFT IS VESSEL TRAFFIC ON THE WATERWAY, INCLUDING THE SPEED,
5 THE SIZE, TYPE, AND NUMBER OF SHIPS. SECONDLY, THE WATERWAY
6 ENVIRONMENT IS ALSO CONSIDERED, SUCH AS THE CHANNEL GEOMETRY,
7 THE LOCATION OF BRIDGE PIERS AND ALSO DEPTH OF THE WATER
8 ADJACENT TO THE BRIDGES UNDER THE BRIDGE LASTLY THE BRIDGE
9 CONSIDERED PROJECT GEOMETRY SPAN LINKS STRUCTURAL CAPACITY AND
10 EXISTING PROTECTION SYSTEMS LIKE FENDERS ARE ALSO INCORPORATED
11 INTO THE RISK CALCULATION. NEXT SLIDE. AS I MENTIONED CALTRANS
12 HAS FUNDS INITIAL ANALYSIS FOR FIVE BRIDGES IDENTIFIED, AND SO
13 BY THE NUMBERS WHAT DOES THAT LOOK LIKE? WHAT'S THE
14 RECOMMENDED RISK THRESHOLD UNDER TODAY'S GUIDANCE? TO
15 SUMMARIZE THAT FOR CRITICAL AREA TOLL BRIDGES NEWLY DESIGNED
16 BRIDGE THRESHOLD FOR BRIDGE COLLAPSE DUE TO STRIKE SHOULDN'T
17 BE MORE THAN .01% PER YEAR OR ONE IN 10,000 CHANCE FOR
18 SHOULDN'T OCCUR MORE THAN ONCE EVERY 10,000 YEARS AS NOTED
19 TOLL BRIDGES DO PREDATE SOME OF THE RECENT DESIGN GUIDANCE
20 ALSO MARITIME ENVIRONMENT AND SHIP TRAFFIC HAS EVOLVED OVER
21 THREE YEARS WHILE THE FIVE BRIDGES RICHMOND SAN RAFAEL
22 CARQUINEZ BENICIA MARTINEZ BRIDGE WERE CALCULATED TO BE NOT
23 WITHIN THE NEWER RISK THRESHOLD AS SHOWN ON THE TABLE THE RISK
24 WE BELIEVE IS STILL RELATIVELY SMALL PROBABILITY OF SUCH EVENT
25 IS VERY LOW I WANT TO REITERATE THE RESULTS MUCH OUR ANALYSIS



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1 DONE BY CALTRANS DOES NOT MEAN BRIDGES ARE UNSAFE WE DO
2 RECOGNIZE THAT THIS IS ONE OF SEVERAL RISKS ASSOCIATED WITH
3 THE TOLL PROJECTS THAT WE NEED TO MANAGE THROUGH MONITORING
4 AND WHEN APPROPRIATE TAKING ACTION. AND I WANT TO BRING BACK
5 SIX MONTHS WHEN ADOPTED FIRST TOLL BRIDGE ASSET MANAGEMENT
6 PLAN THIS PROVIDE FRAMEWORK TO MANAGE DIFFERENT TYPES OF RISKS
7 LIKE VESSEL STRIKES THAT GUIDE OUR INVESTMENT IN THE BRIDGES
8 TO KEEP THEM IN A STATE OF GOOD REPAIR FOR DECADES TO COME AS
9 A RESULT UPCOMING WORK AND ANALYSIS WILL BE UPDATED TOTAL
10 ADJUSTMENT PLAN ACCORDINGLY NEW STRATEGIES DEVELOPED TO REDUCE
11 RISK. WE HAVE BEEN ACTIVELY ENGAGING INDUSTRY REPRESENTATIVES
12 AND OTHER DEPARTMENT OF TRANSPORTATIONS AND BRIDGE OWNERS TO
13 UNDERSTAND HOW THEY'RE ANALYZING RISK AND MANAGING RISK SO WE
14 CAN LEARN TOGETHER AND DEVELOP THE BEST SOLUTIONS FOR THE
15 PUBLIC. MOVING FORWARD RECOGNIZING NEED TO BETTER UNDERSTAND
16 MARITIME DOMAIN AND RELATIONSHIP THE PROJECTS THAT HAVE FUNDED
17 COMPREHENSIVE PORT WATERWAY SAFETY ASSESSMENT REPOSITORY THAT
18 WAS HELD IN 2025 THE WORK GAVE AN EARLY START WITH RISK
19 ASSESSMENT PROCESS AND STASHED FRAMEWORK FOR FURTHER
20 DEVELOPMENT OF RISK REDUCTION STRATEGIES I WANT TO THANK THE
21 HARBOR STATE OF COMMITTEE OF SAN FRANCISCO FOR ORGANIZING
22 ASSESSMENT LEADING ASSESSMENT AND BRINGING TOGETHER LAND AND
23 WATER-BASED STAKEHOLDERS TO THE COORDINATION. SECONDLY AS YOU
24 CAN SEE HERE IN THE GREEN THERE UNDER THE COMPLETED WORK
25 CALTRANS HAS CONTINUED TO WORK ON EVALUATING THE WARNING



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1 SYSTEMS AND HAS INITIATED PROJECT PLANNING AND THIRDLY IN
2 TERMS OF COMPLETED WORK CALTRANS COMPLETED, AS MENTIONED
3 EARLIER, THE RISK ASSESSMENT. THINKING AHEAD WHAT ARE WE GOING
4 TO DO MOVING FORWARD? YOU CAN SEE ON THE SCREEN THERE ARE
5 RECOMMENDED NEAR-TERM AND LONG-TERM ACTIONS THAT WE PLAN TO
6 TAKE, ONE, AS MENTIONED, WE HAVE BEEN CONTINUING WORK WITH
7 STAKEHOLDERS AROUND THE NATION TO UNDERSTAND INDUSTRY BEST
8 PRACTICE AND WILL CONTINUE TO DO SO AS THE SPACE IS EVOLVING
9 VERY QUICKLY. SECOND, CALTRANS AND BATA WILL CONTINUE TO
10 PARTNER WITH THE MARINE DO MANY OPERATORS INCLUDING UNITED
11 STATES COAST GUARD, BAR PILOTS CALIFORNIA HIGHWAY PATROL AND
12 OTHERS ON EMERGENCY RESPONSE PLANNING. THIRD CALTRANS WILL
13 CONTINUE TO WORK ON UPGRADE NAVIGATIONAL AID SUCH AS RADARS,
14 LIGHTS, BEACONS, SENSORS ON TOLL PROJECTS AND FOURTH IN NEAR-
15 TERM CONTINUE TO DEVELOP AND IMPLEMENT THE COMPREHENSIVE RISK
16 REDUCTION PLAN FOR THE IDENTIFIED TOLL BRIDGES. COUNTIES
17 LONGER TERM AND IF NECESSARY WHERE APPROPRIATE WE WILL
18 CONTINUE TO ENHANCE BRIDGE PIER PROTECTION SYSTEMS AT BRIDGES
19 THAT WE BELIEVE ARE FEASIBILITY AND PRACTICAL THAT DO NEED
20 ADDITIONAL PROTECTION FROM VESSEL STRIKES. NEXT SLIDE. I WANT
21 TO HIGHLIGHT THAT VESSEL RISK REDUCTION IS AN ONGOING PROCESS
22 A CONTINUOUS LEARNING EFFORT AS THINGS CHANGE BUT I DO WANT TO
23 HIGHLIGHT THAT SOME OF THE CONTEXT IN THIS ENVIRONMENT, GIVEN
24 THE FACT THIS IS REALLY A LAND AND SEA INFRASTRUCTURE
25 INTERFACE, AND ALSO THERE ARE SOME TRADEOFFS. WHAT YOU SEE ON



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1 THERE ARE COMPLEXITIES AND FACTORS THAT WE MUST CONSIDER IN
2 OUR NEAR AND LONG-TERM ACTIONS MOVING FORWARD. NUMBER ONE, THE
3 WATERWAY, THE SAN FRANCISCO BAY IS A VERY IMPORTANT RESOURCE.
4 WE NEED TO RECOGNIZE ITS POTENTIAL IMPACTS TO THE ENVIRONMENT.
5 SECONDLY, THERE IS ALSO SHIPS THAT CONTINUE TO GET BIGGER AND
6 YOU CAN SEE ON THE RIGHT THERE JUST FOR REFERENCE WE WANT TO
7 SHOW, HIGHLIGHT, HOW THE SHIPS HAVE GROWN OVER THE LAST FEW
8 DECADES AND JUST FOR EXAMPLE, OVER THE LAST 20 YEARS SHIPS
9 HAVE ACTUALLY DOUBLED IN SIZE. THESE ARE CARGO SHIPS, OF
10 COURSE. AND I ALSO DO WANT TO HIGHLIGHT THAT THE PORT OF
11 OAKLAND, FOR EXAMPLE, HAS SHIPS ARRIVING THAT ARE LARGER THAN
12 THE ONES THEY HAVE, THAT WERE ENTERING THE PORT -- EXCUSE ME --
13 - THE ONE THAT STRUCK THE BRIDGE IN BALTIMORE. AND SO WE DO
14 NEED TO HIGHLIGHT THAT SHIPS DO NEED TO GET TO THE PORTS TO
15 MOVE THEIR CARGO AND GOODS AND WE CANNOT SIMPLY REROUTE THEM
16 AWAY FROM THE BRIDGES. ALSO IT'S POSSIBLE TO UPGRADE EXISTING
17 BRIDGE DEFENSES SUCH AS FENDERS FOR TODAY. IS IT POSSIBLE TO
18 UPDATE THE BRIDGE DEFENSES TO FULLY PROTECT SOME OF THE LARGER
19 SHIPS THAT YOU MAY SEE ON THE SCREEN, OR ENTERING YOUR HARBORS
20 TODAY? MAYBE. BUT THERE ARE AS MENTIONED ENVIRONMENTAL IMPACTS
21 TO THE BAY AND NAVIGATION THAT MUST BE FULLY EVALUATED AND WE
22 NEED TO LOOK AT BRIDGE STRUCTURE ITSELF WHETHER IT CAN HANDLE
23 ADDITIONAL PROTECTION THAT WE MAY BE PLANNING. LASTLY I WANT
24 TO HIGHLIGHT THE ASSET MANAGEMENT ASPECT IT CAN CONTINUALLY
25 DRIVE OUR INVESTMENT STRATEGY HERE AT THE BAY AREA TOLL



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1 AUTHORITY WITH CALTRANS WE NEED TO LOOK AT RISKS ASSOCIATED
2 WITH TOLL BRIDGE SYSTEMATICALLY UNDERSTAND THEIR IMPLICATIONS.
3 NEXT SLIDE. I WANT TO HIGHLIGHT WHAT'S GOING ON TODAY AS
4 MENTIONED WE HAVE COMPLEX MARINE ENVIRONMENT MULTI-DOMAIN
5 OPERATORS IN MACE TODAY AND VERY EXTENSIVE AND COMPREHENSIVE
6 RISK REDUCTION THAT PROTECTS MARINER SHIPS AND ENVIRONMENT AND
7 ALSO INFRASTRUCTURE SUCH AS BRIDGES PREVENTION HAPPENS ON A
8 DAILY BASIS THERE IS SITUATIONAL AWARENESS AND COORDINATING
9 OPERATIONS OF VESSELS TRAFFIC WHICH REDUCES PROBABILITY OF AN
10 ISSUE INCLUDING ALLISION. ON THE LEFT I WANT TO HIGHLIGHT
11 QUICKLY OPERATIONALLY THE BAY WE HAVE SAN FRANCISCO BAR PILOTS
12 AND U.S. COAST GUARD TO OVERSEE LARGE SHIPS MOVING IN AND OUT
13 OF THE BAY ALSO TUG ESCORTS ARE PROVIDED FOR CERTAIN TYPES OF
14 TANKERS MANDATED BY STATE LAW ON BRIDGES AND ALSO CALTRANS HAS
15 NAVIGATIONAL AIDS TO FURTHER MITIGATE ISSUES AND LASTLY IF
16 THERE WERE AN INCIDENT IN THE BAY WE DO HAVE ROBUST FEDERAL
17 STATE AND LOCAL AGENCY PARTNERSHIP TO COORDINATE AND PLAN FOR
18 INCIDENT RESPONSE THEN ON TOP OF THAT HELPING EVERYONE
19 COMMUNICATE ON THE WATER THE BAY IS 1 OF 12 REGIONS WITH
20 VESSEL TRAFFIC SYSTEM OPERATED BY U.S. COAST GUARD THIS
21 MARITIME VERSION OF AIR TRAFFIC CONTROL PROVIDES GREAT
22 SITUATIONAL AWARENESS FOR EVERYBODY IN THE BAY LASTLY AS
23 MANDATED BY STATE LAW ALSO HAVE HARBOR SAFETY PLAN WHICH HAS
24 BEEN DEVELOPED PREVIOUSLY MENTIONED, HELPS BRING PIECES
25 PICTURE. I NOTED EARLIER THE BAY BRIDGE HAD SOME ONGOING



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1 PROJECT THIS IS CALTRANS LED PROJECT THAT EXPECTED TO COST
2 ABOUT \$130 MILLION IT'S ACTUALLY COMPLETED THE DESIGN AND
3 PERMITTING SO THIS PROGRAMMING IS GOING TO REPLACE EXISTING
4 WOODEN FENDER WOODEN PLASTIC FENDERS WITH NEWER RUBBER FEND
5 ARE MATERIAL THAT WILL IMPROVE ENERGY ABSORPTION. AS YOU CAN
6 SEE THE FENDERS SIT IN THE SALTY SAN FRANCISCO BAY
7 CONSTRUCTION IS EXPECTED TO BEGIN LATE 2026 AND LAST
8 APPROXIMATELY ONE YEAR. NEXT SLIDE. IN CLOSING THIS IS AN
9 INFORMATIONAL ITEM WE INTEND TO KEEP THIS COMMITTEE UPDATED ON
10 THE PROGRESS WE MAKE IN ONGOING PARTNERSHIP WITH THE MARITIME
11 OPERATORS IN THIS REGION. THANK YOU FOR YOUR TIME. HAPPY TO
12 TAKE QUESTIONS

13

14 **CHAIR, MARGARET ABE-KOGA:** THANK YOU MR. MAN. LET'S GO TO
15 PUBLIC COMMENT. ARE THERE ANY MEMBERS OF THE PUBLIC WISHING TO
16 SPEAK?

17

18 **CLERK OF THE BOARD:** WE DO HAVE ONE MEMBER. HOW MUCH TIME WOULD
19 YOU LIKE TO PROVIDE?

20

21 **CHAIR, MARGARET ABE-KOGA:** TWO MINUTES.

22

23 **CLERK OF THE BOARD:** ALETA DUPREE PLEASE UNMUTE YOURSELF. YOUR
24 TIME BEGINS NOW.

25



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1 **SPEAKER:** THANKS AGAIN CHAIR MARGARET ABE-KOGA, MEMBERS. ALETA
2 DUPREE FOR THE RECORD SHE AND HER WITH TEAM FOLDS VERY GOOD
3 PRESENTATION I READ THROUGH THIS LAST NIGHT I LEARNED A NEW
4 WORD, THANK YOU FOR MAKING IT CLEAR SPECIFIC TERMINOLOGY IN
5 THIS AND THIS IS ABOUT CREATING AWARENESS. IT'S EASY TO TAKE
6 THINGS FOR GRANTED WHEN WE GO OVER THESE BRIDGES. AND I GO
7 OVER THEM WHEN I GENERALLY WHEN I USE THE AC TRANSIT BUS. BUT
8 I DO REMEMBER READING TWO YEARS AGO ABOUT THE ALLISION THAT
9 HAPPENED IN BALTIMORE AND CONSEQUENCES THEREOF IT'S GOING TO
10 TAKE A LONG TIME TO COME BACK FROM THAT AND YOU COUNTY BRING
11 BACK THE PEOPLE WHO PASSED. I THINK WE HAVE BEEN PROACTIVE IN
12 THIS WORK FOR A LONG TIME AND I THINK WE SHOULD CONTINUE TO BE
13 AND I'M GUESSING NEXT YEAR WHEN I RIDE THE FERRY ACROSS THE
14 BAY, I'LL SEE THE WORK THAT WILL BE DONE ON THE NEW BRIDGE
15 PROTECTION SYSTEM. SO HOPEFULLY WE'LL HAVE SOME PICTURES OF
16 THAT WITH THE CRANES AND VESSELS THAT WE'LL BE REPLACING, THE
17 FENDERS AND I THINK IN A PREVIOUS PRESENTATION IT WAS REFERRED
18 TO AS BRIDGE SKIRTS, MAYBE, BRIDGE FOLDS. BUT, YEAH, THIS IS A
19 MAJOR REASON WHY PEOPLE HAVE TO PAY THEIR FARE. IN ORDER TO
20 KEEP THESE PROJECTS SAFE. AND THE RISK IS LOW. YES. BUT ONCE
21 IS TOO MUCH. THE ENERGY FROM A 100,000 TON SHIP IS A LOT.
22 LET'S KEEP THIS AWARENESS UP AND GET INTO CONSTRUCTION. THANK
23 YOU.

24

25 **CLERK OF THE BOARD:** THERE IS NO FURTHER PUBLIC COMMENT -- OH,



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1 WE HAVE ONE HAND THAT'S JUST RAISED. MIKE JACOB, IF YOU COULD
2 PLEASE UNMUTE YOU YOURSELF. YOUR TIME BEGINS NOW.

3

4 **SPEAKER:** GOOD MORNING COMMISSIONERS. MIKE JACOB WITH PACIFIC
5 MERCHANT SHIPPING ASSOCIATION WE REPRESENT OCEAN CARRIERS
6 MARITIME TERMINAL OPERATORS ON THE U.S. WEST COAST JUST A
7 COUPLE OF QUICK COMMENTS, ONE IS THANK YOU TO THE STAFF FOR
8 MOVING FORWARD WITH THIS AND ADDRESSING THIS ISSUE. OBVIOUSLY
9 SAFETY IS THE TOP PRIORITY OF ALL OF OUR MEMBERS AS VESSEL
10 OPERATORS, AND WE WANT TO MAKE SURE THAT AS PART OF THE
11 PROCESS, MOVING FORWARD, IN ALL OF THESE MARITIME DOMAIN
12 QUESTIONS, THAT WE'RE AT THE TABLE AND A PARTNER. WE WERE
13 SUPPORTIVE OF THE PORTS AND WATERWAY SAFETY ASSESSMENT,
14 OBVIOUSLY, THANK THE HARBOR SAFETY COMMITTEE FOR THE WORK THEY
15 HAVE DONE IN THAT REGARD AS WELL. SO, WE'LL REACH OUT TO STAFF
16 AT THE COMMISSION BAY AREA TOLL AUTHORITY TO MAKE SURE WE'RE
17 PART OF THOSE CONVERSATIONS MOVING FORWARD, DIRECTLY. AND ALSO
18 JUST WANT TO ACKNOWLEDGE THE WORK THAT CALTRANS HAS DONE TO
19 DATE ON HARDENING. OBVIOUSLY IT'S IMPOSSIBLE TO ELIMINATE ALL
20 RISK, BUT WE DO BELIEVE THAT TAKING AFFIRMATIVE STEPS TO
21 HARDEN THE INFRASTRUCTURE IN THE DOMAIN IS A CRITICAL STEP
22 FORWARD AND CALTRANS HAS ALREADY STARTED TO DO THAT, WITH
23 RESPECT TO THE BAY BRIDGE AND WE APPLAUD THAT. LOOKING FORWARD
24 TO WORKING FOR SOME ADDITIONAL FOCUS ON SOME OF THESE RISKS.
25 FOR EXAMPLE, WITH RESPECT TO THE RISKS THAT WERE LAID OUT, AND



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1 THE SHIPS SIZES ON SLIDE NINE. NONE OF THOSE SHIPS ARE GOING
2 TO BE AFFECTED, AFFECTING TRANSIT WITH MOST OF THE BRIDGES IN
3 THE BAY JUST BECAUSE OF THE SIZE CONSTRAINTS FOR THOSE TYPE OF
4 SHIPS OUTSIDE OF ANY OTHER HARBOR EXCEPT FOR OAKLAND. MOVING
5 FORWARD LIKE TO MAKE SURE WE'RE AT THE TABLE AND CONTINUING
6 THESE CONVERSATIONS AND THANK YOU FOR TAKING OUR COMMENTS
7 TODAY.

8

9 **CLERK OF THE BOARD:** OKAY. NO FURTHER PUBLIC COMMENT IN THE
10 ZOOM SPACE, NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO
11 WRITTEN CORRESPONDENCE WAS RECEIVED.

12

13 **CHAIR, MARGARET ABE-KOGA:** ALL RIGHT. THANK YOU. SO WE'LL CLOSE
14 PUBLIC COMMENT. ARE THERE ANY OTHER COMMISSIONERS? I THINK I
15 SEE COMMISSIONER PAPAN?

16

17 **GINA PAPAN:** YEAH, YOU HAVE ABOUT THREE COMMISSIONERS.

18

19 **CHAIR, MARGARET ABE-KOGA:** YES, THANK YOU.

20

21 **GINA PAPAN:** THROUGH THE CHAIR. I'M CURIOUS ABOUT THIS MOTORIST
22 WARNING SYSTEM IT'S NOT PART OF OUR DMV TEST HOW WOULD WE KNOW
23 ON THE BRIDGE? WHAT HAPPENS? I MEAN WE HAVE ALL SEEN WHAT
24 HAPPENED ON THE BAY BRIDGE WHEN AN EARTHQUAKE HIT. WHAT IS
25 THIS LIKE? AND HOW DO MOTORISTS KNOW?



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1

2 **DAVID MAN:** THANK YOU FOR THE QUESTION AS MENTIONED CALTRANS
3 WORK HAS BEEN WORKING WITH BATA AND CHP AND STAKEHOLDERS TO
4 START IDENTIFYING WHAT THE SYSTEM COULD LOOK LIKE THE GUIDANCE
5 HAS BEEN INVOLVING AND ACTUALLY ONE OF THE RECOMMENDATIONS
6 FROM NTSB AND FHWA AND ASHTO CONTINUE TO UPDATE THAT
7 RECOGNIZING THE CHANGES NO TECHNOLOGY TO BETTER DETECT ISSUES
8 OF POTENTIALLY ERRANT VESSELS AND ALSO ALERTING MOTORISTS SOME
9 EXAMPLES OF MOTORIST WARNING SYSTEM THAT HAVE BEEN DEPLOYED
10 AROUND THE NATION HAVE INCLUDED POTENTIALLY GATE ARMS ON THE
11 BRIDGE APPROACHES POTENTIALLY PUTTING UP A RED LIGHT,
12 POTENTIALLY SIRENS OR AUDIBLE NOISES THOSE ARE JUST EXAMPLES
13 IT DOESN'T MEAN THAT THEY COULD BE NECESSARILY DEPLOYED HERE
14 FOR TOLL BRIDGES IT'S OBVIOUSLY DEPENDENT ON APPROACH TO THOSE
15 BRIDGES BUT THOSE ARE POTENTIAL OPTIONS THAT IF THERE WERE
16 POTENTIAL THREAT OR IMMINENT TO THE PUBLIC THAT'S ONE WAY THAT
17 WE COULD PREVENT FOLKS FROM FURTHER ENTERING THE BRIDGE AND
18 ALLOWING EMERGENCY RESPONDERS TO GET ON A BIT MORE QUICKLY.

19

20 **GINA PAPAN:** I THINK WE OBVIOUSLY GIVEN OUR GEOGRAPHIC DANGERS
21 HERE YOU CAN STOP PEOPLE FROM COMING ON THE BRIDGE BUT THERE
22 IS HUNDREDS ALREADY ON THE BRIDGE SO WHATEVER AVENUE WE TAKE
23 HERE HAS TO INVOLVE THE PUBLIC, THE SAFETY OF THE MOTORISTS
24 THAT ARE CURRENTLY ON WHATEVER BRIDGE THAT IS AND IT CAN'T
25 JUST BE A SOUND BECAUSE PEOPLE JUST GO, WHAT? THEY LOOK



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1 AROUND, GO, WHAT IS THIS? SO AS WE PROGRESS DOWN THIS AVENUE
2 HERE I THINK WE NEED TO THINK OUTSIDE THE BOX TO PROTECT THE
3 MOTORIST. BECAUSE, AGAIN, WE HAVE A PRIME EXAMPLE OF WHAT
4 HAPPENED WHEN PART OF THE BRIDGE COLLAPSED AND CARS JUST WENT
5 DOWN. SO, I DON'T HAVE THE ANSWER. BUT WE NEED TO THINK
6 FURTHER. WE CAN'T JUST SAY A MOTORIST -- YOU KNOW MOTORIST
7 WARNING SYSTEM, THAT MEANS NOTHING. SO, IF WE WOULD, PLEASE,
8 THOSE ABOUT TO GET ON THE BRIDGE, BUT THOSE CURRENTLY ON THE
9 BRIDGE NEED TO HAVE SOME SAFETY MEASURES. AND THEN, I KNOW
10 THIS IS GOING TO COME BACK AND YOU'RE AT THE EARLY STAGES
11 HERE, THE FENDERS, AS APPROPRIATE, SINCE I HAVE ONE OF THE TWO
12 BRIDGES THAT WAS LISTED THERE, KEEPING US UP TO DATE ON WHAT
13 IF ANY ARE GOING TO HAPPEN OUTSIDE THE BAY BRIDGE THERE, DOWN
14 THE PENINSULA THERE. AND I THINK THE LAST CALLER, THE BIG
15 SHIPS ARE NOT GOING TO BE GOING DOWN THAT WAY, I WILL ASSUME,
16 FOR THE BETTERMENT OF MANY HERE. BUT WHATEVER HAPPENS, LET'S
17 TRY TO BE INCLUSIVE. THANK YOU.

18

19 **CHAIR, MARGARET ABE-KOGA:** CARSIE, WOULD YOU MIND HELPING ME
20 WITH THE OTHER HANDS?

21

22 **CLERK OF THE BOARD:** I SEE VICE CHAIR MOULTON-PETERS HAS HER
23 MICROPHONE.

24

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



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1

2 **V. CHAIR, STEPHANIE MOULTON-PETERS:** I DO. I JUST WANTED TO
3 RAISE THAT WE HAVE BEEN READING A LOT ABOUT WHALE STRIKES IN
4 THE BAY RECENTLY. AND I WONDERED, DAVID, HOW NAVIGATION AROUND
5 THE WHALES, WILL THAT ALSO BE CONSIDERED AS PART OF THE
6 ADVISORY COMMITTEE? I WOULD THINK THEY WOULD WANT TO LOOK AT
7 THAT AS WELL. JUST A CURRENT AFFAIRS ISSUE.

8

9 **DAVID MAN:** THANKS FOR THAT QUESTION, I THINK IT WOULD BE
10 DIFFICULT FOR ME TO COMMENT HOW THE WHALES COULD POTENTIALLY
11 AFFECT BRIDGE RISK BUT AS A PARTICIPANT OF THE PAZA WORKSHOP
12 IN 2025 WE DID HAVE MARINE MAMMAL I THINK SANCTUARY
13 PARTICIPATING THEY ARE A CONSIDERATION AS PART OF THE OVERALL
14 BAY RISK PROFILE AND MITIGATION STRATEGIES. SO THROUGH THE
15 HARBOR SAFETY COMMITTEE THERE ARE REPRESENTATIVES THAT DO LOOK
16 AT THOSE PARTICULAR ISSUES.

17

18 **V. CHAIR, STEPHANIE MOULTON-PETERS:** GREAT THIS'S WHAT I WAS
19 LOOKING FOR. THANK YOU.

20

21 **CHAIR, MARGARET ABE-KOGA:** COMMISSIONER MELGAR?

22

23 **MYRNA MELGAR:** THANK YOU I HAD A COUPLE QUESTIONS I DIDN'T HEAR
24 IN YOUR PRESENTATION FIRST WHAT MAKES THE ANTIOCH AND SAN
25 MATEO BRIDGE DIFFERENT THAN THE OTHER THREE BRIDGES IN TERMS



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1 OF RISK AND THE SECOND THING I THINK THE BAY AREA IS KIND OF
2 UNIQUE IN OUR PHYSICAL -- THAT SHIPS BE GOING SOMEWHERE AND
3 THEN THEY'RE IT'S LIKE A FINITE SPACE IT'S NOT LIKE CARS THAT
4 ARE GOING EVERYWHERE THEY'RE GOING TO SPECIFIC PLACES THAT'S
5 PORTS AND I'M WONDERING IF THE SYSTEM THAT WE'RE TRYING TO
6 BUILD ENTAILS COMMUNICATION BETWEEN OUR TOLLINGS, OUR BRIDGE
7 SYSTEM AND PORTS BECAUSE THEY KNOW WHAT'S COMING THEY KNOW
8 WHAT NEEDS -- WHAT SIZE THEY ARE WHAT NEEDS TO BE ACCOMMODATED
9 SO IT SEEMS TO ME IT WOULD BE LIKE AN EASY THING TO CREATE
10 THAN IN PLACE JUST LIKE A THOROUGHFARE THEY'RE GOING ANYWHERE.

11

12 **DAVID MAN:** THANKS FOR THAT QUESTION THE PORTS COMMUNICATION I
13 THINK THAT'S PART OF THE EARLIER DISCUSSION ABOUT MOTORIST
14 WARNING SYSTEM WE'RE IN EARLY STAGES PART OF THAT EFFORT DOES
15 INVOLVE INTER-AGENCY COMMUNICATION PROCESS AND UNDERSTANDING
16 HOW TO COMMUNICATE POTENTIAL ISSUES AND WHAT'S UPCOMING AND
17 THAT'S SOMETHING THAT CALTRANS IS CONTINUING WORK WITH CHP AND
18 DEVELOPS A SYSTEM -- NOT SYSTEM, RESPONSE PLANS IN TERMS OF
19 ADDRESSING POTENTIAL RISK AND HOW TO RESPOND HAD TO THAT.

20

21 **MYRNA MELGAR:** NOT PORTS CHP AND CALTRANS IS NOT PORTS.

22

23 **ANDREW FREMIER:** COMMISSIONER THROUGH THE CHAIR MAY I HELP A
24 LITTLE BIT ON YERBA BUENA ISLAND COAST GUARD FACILITY THAT
25 RUNS THE VESSEL TRAFFIC SAFETY COMMUNICATION CENTER IT HAS ALL



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1 THE INFORMATION THAT YOU'RE ASKING ABOUT IT COMMUNICATES
2 DIRECTLY WITH SHIPS COMING IN AND OUT AND AROUND THE BAY WITH
3 PORTS WITH FOLKS THAT ARE PART OF THE HARBOR SAFETY WORK
4 THAT'S SO SOPHISTICATED FACILITY THAT WE'RE PUTTING A LOT OF
5 MONEY INTO IF YOU REMEMBER COMMISSIONER AMBUEHL WHEN WE WERE
6 DOING THE RETROFIT OF WORK WE WERE FAMILIAR WITH THAT SPACE
7 IT'S OPERATIONAL AND AVAILABLE.

8

9 **MYRNA MELGAR:** WHAT ABOUT THE OTHER WHAT MAKES SAN MATEO AND
10 ANTIOCH DIFFERENT?

11

12 **DAVID MAN:** BASED ON THE INITIAL ANALYSIS THAT WAS COMPLETED BY
13 CALTRANS WE BELIEVE THERE IS LESS VESSEL TRAFFIC AT ANTIOCH
14 AND SAN MATEO AND ALSO SIZE OF SHIPS THAT ARE TRANSITING THOSE
15 PARTICULAR BRIDGES BE AND QUANTITY OBVIOUSLY IS LESS SO THAT
16 PRODUCES LEVEL OF RISK WHY THEY'RE BELOW RISK OFFICIALLY
17 FLAGGED FOR FURTHER RISK REDUCTION BUT AGAIN THE BAY IS ONE
18 SYSTEM WE WANT TO LOOK AT THINGS COMPREHENSIVELY AND APPLY
19 STRATEGIES NECESSARILY ACROSS ALL BRIDGES.

20

21 **CHAIR, MARGARET ABE-KOGA:** ANY OTHER COMMISSIONERS?

22

23 **CLERK OF THE BOARD:** I SEE NO FURTHER -- OH COMMISSIONER
24 AMBUEHL.

25



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1 **DAVID AMBUEHL:** FIRST, I WANT TO THANK DAVID FOR THE
2 PRESENTATION. I THOUGHT IT WAS VERY GOOD. YOU KNOW, WE, NTSB
3 CAME OUT WITH A SPECIFIC REQUEST TO DO A CALCULATION USING
4 METHOD TWO, IT'S A PROBABILISTIC METHOD, AND SIMPLY PUT, MANY
5 OF THE BRIDGES AROUND THE U.S. THAT HAD TO DO THIS, DID NOT
6 PASS THAT THRESHOLD. RIGHT? WE HAD A FEW. OPERATIONAL
7 STRATEGIES WILL GET US THERE. SO I, YOU START WITH THIS METHOD
8 OF DOING CALCULATIONS, THEN YOU COMBINE IT WITH OPERATIONAL
9 STRATEGIES TO REDUCE THE RISK AND THAT IS SOMETHING THAT WE'RE
10 WORKING ON. AND EXECUTIVE DIRECTOR PREMIER POINTED OUT THE
11 TRAFFIC SAFETY VESSEL TRAFFIC SAFETY GROUP, HAVE BEEN DOWN TO
12 THAT FACILITY AND HAVE BEEN REALLY FANTASTIC THEY TRACK
13 EVERYTHING COMING IN AND OUT. THE OTHER THING WILL SAY, CHP
14 WAS MENTIONED, BAR PILOTS ASSOCIATION IS AVAILABLE TOO. BOTH
15 OF THOSE DEPARTMENTS ARE UNDERNEATH THE SECRETARY OF
16 TRANSPORTATION HERE IN CALIFORNIA AND HE HAS A VERY VESTED
17 INTEREST IN THIS, SO THOSE GROUPS WILL BE INVOLVED IN THE WORK
18 WE DO. WE ALSO HAVE AN OPPORTUNITY TO WORK WITH FHWA, AS WELL
19 AS NTSB, BUT ALSO ARMY CORP, POTENTIALLY TO HELP US OUT WITH
20 THIS EFFORT. I HAVE VERY HIGH CONFIDENCE THAT WE'RE GOING TO
21 BE SUCCESSFUL HERE. AND WITH THERE IS STILL A LOT OF WORK TO
22 DO, AS DAVID MENTIONED, WITH MOTORISTS BEING ALERTED AND HOW
23 WE GET THEM ON AND OFF THE BRIDGE SO THAT WILL BE A LOT OF
24 COORDINATION WITH CHP, AS WELL. JUST WANT TO MAKE THOSE
25 COMMENTS. SO, THANK YOU, AGAIN, DAVID.



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1

2 **CHAIR, MARGARET ABE-KOGA:** THANK YOU. ANY OTHERS?

3

4 **CLERK OF THE BOARD:** GLANCING OVER I DO NOT SEE FURTHER HAND UP
5 FOR COMMISSIONER COMMENTS. I WOULD LIKE TO MAKE NOTE FOR THE
6 RECORD THAT COMMISSIONER MILEY HAS JOINED US.

7

8 **CHAIR, MARGARET ABE-KOGA:** THANK YOU MR. MAN FOR THE
9 PRESENTATION THIS IS AN INFORMATION ITEM. I'LL CLOSE THIS ITEM
10 AND MOVE ON, ITEM SEVEN IS PUBLIC COMMENT ON ANY OTHER
11 BUSINESS. ARE THERE ANY MEMBERS OF THE PUBLIC WISHING TO SPEAK
12 ON ANY ITEM NOT ON THE AGENDA?

13

14 **CLERK OF THE BOARD:** WE HAVE ONE MEMBER OF THE PUBLIC IN THE
15 ZOOM SPACE. CAN I PROCEED WITH TWO MINUTES?

16

17 **CHAIR, MARGARET ABE-KOGA:** YES, THANK YOU.

18

19 **CLERK OF THE BOARD:** ALETA DUPREE, PLEASE UNMUTE YOURSELF. YOUR
20 TIME BEGINS NOW.

21

22 **SPEAKER:** THANKS AGAIN, CHAIR MARGARET ABE-KOGA AND MEMBERS.
23 ALETA DUPREE FOR THE RECORD, SHE AND HER WITH TEAM FOLDS. WISH
24 I COULD BE WITH YOU TODAY BUT I DIDN'T FEEL LIKE GETTING ON AN
25 AIRPLANE TODAY. MAYBE NEXT TIME, I'LL COME AND VISIT FOR A FEW



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1 DAYS. THERE IS MORE GOING ON IN THE TOLLING SPACE, SOME WORK
2 IN DELAWARE, NEW JERSEY, PENNSYLVANIA, AND MOVING INTO THE ERA
3 OF ALL-ELECTRONIC TOLLING. AND I CERTAINLY WOULD LIKE TO SEE A
4 CONTINUING PRESENTATION OF THE DASHBOARD AS WE GO INTO THE
5 WORK OF HARD CONSTRUCTION WITH OUR NEW TOLLING INFRASTRUCTURE.
6 IN PART, WITH THE GOAL OF BEING ABLE TO REMOVE THE TOLL
7 PLAZAS, AND TO BE ABLE TO OFFER A MORE SEAMLESS EXPERIENCE FOR
8 THOSE WHO DRIVE-THRU. DIFFERENT AGENCIES MOVE AT DIFFERENT
9 PACES. EVERY PLACE IS DIFFERENT. SO, IT'S CERTAINLY NOT
10 UNIFORM OR LINEAR. BUT HOW DO WE GET PEOPLE INTERESTED IN
11 THESE NEW WAYS. ESPECIALLY WHEN, TO ME, IF YOU OWN A CAR, THAT
12 FASTRAK IS A NO-BRAINER. AND THE WAYS TO SAVE MONEY IS SIMPLE.
13 ONE IS DOING FASTRAK, AND, TWO, IS UNDERSTANDING THE TIMING OF
14 PAYING TOLLS SO AS NOT TO HAVE VIOLATIONS. AND THIS IS JUST
15 THE BASICS OF MANAGING MONEY. BUT WE HAVE TO CONTINUE TO
16 MANAGE THESE BRIDGES AND COLLECT THE TOLLS SO THEY WILL BE
17 SAFE. THANK YOU.

18

19 **CLERK OF THE BOARD:** THANK YOU. I SEE NO FURTHER HANDS RAISED
20 IN THE ZOOM SPACE, NO ONE IN THE BOARDROOM WISHING TO SPEAK,
21 AND NO WRITTEN CORRESPONDENCE RECEIVED.

22

23 **CHAIR, MARGARET ABE-KOGA:** GREAT. THANK YOU. WE'LL CLOSE THAT
24 ITEM, GO ON TO AGENDA ITEM EIGHT WHICH IS ADJOURNMENT AND THE
25 NEXT MEETING OF THE BAY AREA TOLL AUTHORITY OVERSIGHT



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1 COMMITTEE IS SCHEDULED TO BE HELD AT 9:35 A.M. IN THE BAY AREA
2 METRO CENTER 375 BEALE STREET SAN FRANCISCO ON WEDNESDAY JUNE
3 10TH, 2026. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED
4 TO THE PUBLIC AND SO WE ARE ADJOURNED. THANK YOU SO MUCH.
5 [ADJOURNED]