METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	BAY AREA TOLL AUTHORITY OVERSIGHT COMMITTEE
2	WEDNESDAY, JULY 9, 2025, 9:35 AM
3	
4	
5	V. CHAIR, NATE MILEY: GOOD MORNING, EVERYONE I'M STANDING IN
6	FOR MARGARET TODAY I'M NATE MILEY. I WOULD LIKE TO MAKE THE
7	FOLLOWING ANNOUNCEMENTS. THIS IS THE MEETING OF THE BAY AREA
8	TOLL AUTHORITY OVERSIGHT COMMITTEE COMMITTEE. USE THE RAISED
9	HAND FEATURE OR DIAL STAR NINE. SPEAKERS WILL BE CALLED UPON
10	AT THE APPROPRIATE TIME. CAN WE HAVE THE ROLL CALL TO CONFIRM
11	A QUORUM?
12	
13	CLERK OF THE BOARD: THANK YOU. CHAIR ABE-KOGA IS ABSENT. VICE
14	CHAIR MILEY?
15	
16	NATHAN MILEY: HERE.
17	
18	CLERK OF THE BOARD: COMMISSIONER FLEMING IS ABSENT.
19	COMMISSIONER MANFREE?
20	
21	AMBER MANFREE: HERE.
22	
23	CLERK OF THE BOARD: MELGAR?
24	
25	MYRNA MELCAR: HERE



1 2 CLERK OF THE BOARD: RAMOS IS HERE BUT CURRENTLY NOT AT THE DAIS. COMMISSIONER PAPAN SCHAFF IS ABSENT. QUORUM IS PRESENT. 3 WE'LL STANDS, ONE NATION UNDER GOD, INDIVISIBLE, WITH LIBERTY 4 5 AND JUSTICE FOR ALL." 6 7 V. CHAIR, NATE MILEY: WOULD THE CLERK PLEASE READ THE THIS AMOUNT IS A PROVIDED AS A RESULT OF CONVENING A MEETING FOR 8 9 WHICH EACH MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT. AND CHAIR BEFORE WE PROCEED I WOULD LIKE TO NOTE FOR THE RECORD 10 THAT COMMISSIONER RAMOS IS NOW PRESENT. 11 12 V. CHAIR, NATE MILEY: THANK YOU. SO, ITEM FOUR, CHAIR'S 13 REPORT. IN MAY 2024, BATA AUTHORIZED STAFF TO PURSUE CHANGES 14 TO THE PILOT PROJECTS ON THE RICHMOND SAN RAFAEL BRIDGE. I 15 WOULD LIKE TO ASK THE DEPUTY DIRECTOR OF MOBILITY IF SHE COULD 16 17 PROVIDE A PROGRESS UPDATE ON THE CHANGES. 18 LISA KLEIN: GOOD MORNING COMMISSIONERS AND THANK YOU CHAIR 19 MILEY I'M LISA KLEIN I'M THE DEPUTY EXECUTIVE DIRECTOR FOR 20 MOBILITY WHEN BATA AUTHORIZED STAFF TO PURSUIT CHANGES FOR THE 21 22 PILOTS BACK IN MAY 2024 BATA DIRECTED STAFF TO PURSUE A COUPLE 23 OF CHANGES. ONE WAS TO MAKE THE PART-TIME PATH ON THE LOWER 24 DECK -- THE PART-TIME LANE ON THE LOWER DECK PERMANENT. THIS

IS THE PART-TIME USE LANE ON THE LOWER DECK PERMANENT AND TO



- 1 EXTEND THE PILOT ON THE UPPER DECK WITH MODIFICATIONS AND THAT
- 2 PILOT PROVIDES A BIKE AND PEDESTRIAN PATH. THE MODIFICATIONS
- 3 THAT WERE APPROVED WERE, BY BATA, WAS TO RESTORE EMERGENCY
- 4 SHOULDER AS A BREAKDOWN LANE DURING THE WEEKDAY PRESERVE THE
- 5 PATH, THE BIKE AND PEDESTRIAN PATH DURING THE WEEKENDS. BATA
- 6 AND CALTRANS INITIALLY SUBMITTED A PERMIT REQUEST TO BCDC BACK
- 7 IN THE SUMMER OF 2024, SEEKING APPROVAL FOR THOSE CHANGES AND
- 8 THERE HAS BEEN QUITE A BIT OF ACTIVITY AND DISCUSSION WITH
- 9 BCDC, AS MANY OF YOU KNOW, SINCE THEN, AND ULTIMATELY
- 10 IDENTIFYING OPPORTUNITIES FOR BATA AND CALTRANS TO STRENGTHEN
- 11 THE APPLICATION. AND AS A RESULT, WITHOUT GETTING INTO A LOT
- 12 OF DETAIL, WE HAVE SUBMITTED AN APPLICATION THIS MONTH TO BCDC
- 13 AND IT FOLLOWING BATA'S DIRECTION AND IT ALSO INCLUDES SOME
- 14 REFINEMENTS THAT INCORPORATE BATA AND MTC'S APPROVED ACTIONS
- 15 TO STUDY A 3 HOV LANE ON THE UPPER DECK TO ADVANCE THE
- 16 RICHMOND SAN RAFAEL FORWARD INITIATIVES AND TO SUPPORT PUBLIC
- 17 ACCESS MORE GENERALLY. SO VERY SHORTLY, WE EXPECT BCDC TO
- 18 CONFIRM THE DATE OF THE HEARING ON THIS PERMIT AND WE EXPECT
- 19 IT TO BE AUGUST 7TH, BUT THAT WILL BE CONFIRMED AT THE END OF
- 20 THE -- LIKELY, BY THE END OF THE WEEK. I DO WANT TO MENTION
- 21 THAT THERE ARE A COUPLE OF CONTRACTS ON YOUR CONSENT CALENDAR
- 22 TODAY THAT BATA WOULD GO AHEAD AND IMPLEMENT THAT THOSE
- 23 MODIFICATIONS SHOULD THEY BE CONTINGENT ON THE APPROVAL BY
- 24 BCDC ON AUGUST 7TH AND THAT'S REFLECTED IN THIS STAFF REPORT
- 25 ON THE CONSENT ITEMS. AND THAT CONCLUDES MY REPORT.



1 2 V. CHAIR, NATE MILEY: THANK YOU. NOW WE'LL GO TO ITEM FIVE, ARE THE CONSENT CALENDAR. I THINK THE CLERK HAS --3 4 5 CLERK OF THE BOARD: YES, VICE CHAIR, IF I MAY, I WOULD LIKE TO ADDRESS THE DISCREPANCY FOR CONSENT ITEM FIFE H IT'S THE 6 7 FISCAL YEAR '24/'25 BATA STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING MAY 31ST, 2025, THE 8 9 MATERIALS REFLECT THAT IT IS BATA BUT THE TITLE WAS INCORRECT. 10 V. CHAIR, NATE MILEY: THANK YOU. THE CONSENT CALENDAR INCLUDES 11 12 ITEM FIFE A THROUGH FIVE H, IS THERE ANY COMMISSIONER THAT WOULD LIKE TO PULL AN ITEM FROM THE CONSENT E A THROUGH FIVE 13 H, IS THERE ANY COMMISSIONER THAT WOULD LIKE TO PULL AN ITEM 14 FROM THE CONSENT VE A THROUGH FIVE H, IS THERE ANY 15 COMMISSIONER THAT WOULD LIKE TO PULL AN ITEM FROM THE CONSENT 16 17 CALENDAR? ALL RIGHT. DO WE I HAVE MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR? MOVED AND SECONDED BY RAMOS. IS THERE 18 19 ANY PUBLIC COMMENT? 20 CLERK OF THE BOARD: THERE IS NO PUBLIC COMMENT IN THE ZOOM 21 22 SPACE NO WRITTEN CORRESPONDENCE RECEIVED AND NO ONE IN THE 23 BOARDROOM WISHING TO SPEAK. 24

V. CHAIR, NATE MILEY: OKAY. ALL IN FAVOR, SAY AYE. [AYES] ANY



- 1 OPPOSED? ABSTENTIONS? OKAY. SO, THE MOTION PASSES UNANIMOUSLY
- 2 WITH ALL MEMBERS PRESENT. AND NO OPPOSITION OR RECUSALS OR
- 3 ABSTENTIONS. ALL RIGHT. SO, WE'LL NOW GO TO ITEM 6A, BATA TOLL
- 4 BRIDGE ASSET MANAGEMENT PLAN UPDATE. STAFF WILL PROVIDE AN
- 5 UPDATE ON THE JOINT BATA AND CALTRANS TOLL BRIDGE ASSET
- 6 MANAGEMENT PLAN AND SEEK FEEDBACK PRIOR TO INTEGRATING THE
- 7 ANALYSIS RESULTING INTO THE ANALYSIS RESULTS INTO THE NEXT
- 8 CYCLE OF BATA TEN-YEAR TOLL BRIDGE CAPITAL IMPROVEMENT PLAN I
- 9 BELIEVE ROSALYNN WILL PRESENT THIS INFORMATION ITEM.

- 11 SPEAKER: HI. I'M ROSALYNN CHONGCHAIKIT I'M A PRINCIPAL AT BATA
- 12 TODAY'S ITEM IS UPDATE ON THE TOLL BRIDGE ASSET MANAGEMENT
- 13 PLAN AS MENTIONED WHICH IS RAMMING UP IT'S EDITION THIS YEAR I
- 14 HAVE WORKED AT BATA OVER A DOZEN YOURS NOW AND THIS IS THE
- 15 FIRST TIME THAT WE HAVE CONDUCTED A LIFECYCLE COST DMALS FOR
- 16 THE TOLL BRIDGES I WANT TO CLARIFY IT'S NOT DUE TO ANY
- 17 IMMEDIATE ISSUES RATHER ABOUT LONG-TERM PLANNING AND
- 18 PRESERVATION AND SAFETY IN A MORE STRATEGIC WAY THAN EVER
- 19 BEFORE. SO WHEN WE TALK ABOUT TOLL BRIDGES WE MENTIONED OF
- 20 COURSE THAT WE MANAGE THEM WITH OUR PARTNERS AT CALTRANS OUR
- 21 LONG HISTORY INCLUDES BUILDING NEW ROADWAY IMPROVEMENTS
- 22 DECADES OF SEISMIC RETROFITS AND NOW WRAPPING UP THIS FIRST
- 23 PLAN FOR THE LONG SPAN BRIDGES AND FOR TODAY'S PRESENTATION
- 24 I'LL WALK YOU THROUGH HOW TO READ THE MATERIALS IN THE
- 25 APPENDIX OF THIS ITEM IN YOUR MATERIALS THAT CONTAINS THE



- 1 LIFECYCLE COST ANALYSIS FOR ALL OF OUR TOLL BRIDGES, AS THAT
- 2 IS A CRITICAL PIECE OF CONCLUDING OUR ASSET MANAGEMENT PLAN.
- 3 AS A REMINDER, CALTRANS IS RESPONSIBLE TO OWN, OPERATE, AND
- 4 MAINTAIN THE BRIDGES AND THAT INCLUDES INSPECTIONS. BATA IS
- 5 RESPONSIBLE TO ADMINISTER TOLL REVENUE WITH AN OBLIGATION TO
- 6 FUND TOLL BRIDGES OPERATIONS IN STATE OF GOOD REPAIR OUR ROLE
- 7 SPANS ELECTRONIC TOLL COLLECTION AND OF COURSE BUDGET AND
- 8 FINANCING ACTIONS. NEXT SLIDE, PLEASE. SO, ALL OF OUR
- 9 BRIDGESOR THIS SLIDE. WE HAVE A VARIETY, UNIQUE BRIDGES,
- 10 VARIOUS AGES, ALL TYPES ALL AROUND THE BAY SHOWN HERE WITH
- 11 OLDEST IN THE TOP LEFT AND WE GO DOWN TO THE BOTTOM RIGHT I
- 12 GUESS IT'S THE OLDEST AND NEWEST IN THE TOP LEFT [LAUGHTER]
- 13 WEST BAND AND EAST BAND OUR WEST BAND IS 90 YEARS OLD. NEXT
- 14 SLIDE. LOOKING AT OUR MORE RECENT EFFORTS AFTER THE START OF
- 15 THE PANDEMIC JUNE 2020 BATA FORMED THE RECOVERY AD-HOC WORKING
- 16 GROUP TO ADDRESS COVID'S IMPACT ON TOLL TRAFFIC AND REVENUE
- 17 THE PLAN EMPHASIZED ASSET MANAGEMENT AND KEY DELIVERABLE BATA
- 18 APPROVED THIS PLAN IN JUNE 2021 SETTING DEADLINE FOR 2025 FOR
- 19 THE TOLL BRIDGE ASSET MANAGEMENT PLAN SO WE'RE ON SCHEDULE.
- 20 NEXT SLIDE PLEASE. SO, I WANT TO BE CLEAR ALL OF OUR TOLL
- 21 BRIDGES ARE SAFE, INSPECTIONS, FEDERAL REPORTING REHAB AND
- 22 MAINTENANCE WORK CONTINUES AS PLANNED AND ARE ADOPTED IN OUR
- 23 BUDGET IT'S ONGOING PROCESS THAT HAS BEEN IN PLACE WITH
- 24 CALTRANS FOR BRIDGE PRESERVATION AND I HAVE SUMMARIZED STEPS
- 25 THAT WE TAKE ON THIS SLIDE FIRST INSPECTIONS ARE ALWAYS



- 1 HAPPENING YOU MIGHT SEE THEM OUT THERE ON THE BRIDGES,
- 2 MOVINGARD TO CAPTURE ALL DETAILS ABOUT THE BRIDGES, AND
- 3 CONFIRM IT'S SAFE IN OPERATIONS. CT COMPLETES THOSE INSPECTION
- 4 REPORTS REGULARLY SENDING MAJOR REPORTS TO THE FEDS BIANNUALLY
- 5 AND MORE FREQUENTLY INSPECTION INFORMATION TO FEED INTO OUR
- 6 WORKPLAN AND MAINTENANCE AND CAPITAL PROJECTS THAT CALTRANS
- 7 TRANSMITS FOR FUNDING ANNUALLY AND THEN OF COURSE KEEP IN
- 8 TOUCH MONTHLY AT STAFF LEVEL ON THE TOLL BRIDGE STATUTES NEEDS
- 9 AND NEWS SO WE CAN RESPOND WITH URGENCY IF WARRANTED WE'RE
- 10 GOING TO BE ABLE TO FINE TUNE MANAGEMENT OF THE TOLL BRIDGES
- 11 WITH CALTRANSES WITH BRIDGE SPECIFIC ANALYSIS, AND IT'S GREAT
- 12 TO HAVE A DEDICATED TOLL BRIDGE ASSET MANAGEMENT INVESTIGATION
- 13 TEAM AT CALTRANS WORKING WITH US IN THE BAY AREA WITH THIS
- 14 EXPERTISE AND FOCUS. NEXT SLIDE PLEASE. TO UNDERSTAND THE
- 15 RESULTS FOR EACH BRIDGE IN YOUR PACKET YOU'RE GOING TO NEED TO
- 16 UNDERSTAND BRIDGE RATING DEFINITIONS THAT ARE USED IN
- 17 INSPECTION REPORTS SO I JUST NEED YOU TO PUT YOUR BRIDGE
- 18 INSPECTOR HATS ON TODAY. THE LIFECYCLE COST ANALYSIS USES
- 19 POOR, FAIR, AND GOOD RATINGS THIS IS STANDARD REPORTING
- 20 LANGUAGE FROM THE FEDS THEY'RE NOT SAFETY RATINGS THESE
- 21 RATINGS HELP PRIORITIZE THE REPAIR WORK AND MAY BE A LITTLE
- 22 COUNTER INTUITIVE SO IT'S HELPFUL TO MAYBE CONSIDER A GOOD
- 23 BRIDGE LIKE A BRAND-NEW CAR THEN START USING IT TO NATURALLY
- 24 TRANSITION TO THE FAIR CATEGORY WHICH MEANS REQUIRES REGULAR
- 25 MAINTENANCE THIS IS RESPONSIBLE EXPECTED PART OF OWNING



- 1 MAINTAINING BRIDGES SO FAIR CONDITION IS TYPICAL FOR THE
- 2 INDUSTRY AND IS ACCEPTABLE FOR BRIDGES IN NORMAL OPERATING
- 3 STATE REQUIRING UPKEEP SETTING THE FHWA FOR THE INSPECTIONS OF
- 4 HIGHWAY BRIDGES IN THE NATION RATING GOOD MORNINGED BY THREE
- 5 MAJOR COMPONENTS BRIDGE DECK SUBSTRUCTURE SUPER STRUCTURE YOU
- 6 SEE IN THE BEAUTIFUL DIAGRAM ON THE RIGHT THE LOWEST RATING OF
- 7 THE THREE DETERMINES THE OVERALL RATING OF THE BRIDGE SO IF
- 8 YOU HAVE A NEW DECK AND YOU'RE GOING TO GET POOR IF ANY OF
- 9 THOSE TWO CATEGORIES SUBSTRUCTURE OR SUPER STRUCTURE ARE POOR.
- 10 NEXT SLIDE PLEASE. OKAY. SO, WE KNOW THAT LIFECYCLE COST
- 11 ANALYSIS MAY NOT BE A NEW CONCEPT FOR EVERYONE, YOU KNOW, VERY
- 12 FAMILIAR, PROBABLY FOR THE CITIES AND COUNTIES WITH PAVEMENT
- 13 MANAGEMENT, THAT EARLY PRESERVATION AND MAINTENANCE IS KEY FOR
- 14 THOSE AT HOME, MAYBE THEY CAN COMPARE IT TO THE ROOF OF YOUR
- 15 OWN HOME, YOU KNOW, YOU FIX T OR YOU GET LEAKS, AND THEN THOSE
- 16 LEAKS GROW AND DAMAGE THINGS INSIDE THE HOUSE, SAME THING.
- 17 PERSONALLY, I LIKE TO USE THE ANALOGY HUMAN HEALTH, YOU KNOW,
- 18 REGULAR EXERCISE AND GOOD DIET ARE BETTER THAN SURGERY. SO,
- 19 BATA AND CALTRANS ARE COMMITTED TO THIS PREVENTATIVE
- 20 MAINTENANCE STRATEGY THAT HELPS KEEP THE BRIDGES IN FAIR
- 21 CONDITION MUCH LONGER THAN YOU SEE IN THE GREEN AND IS MOST
- 22 COST EFFECTIVE. RIGHT NOW MOST OF OUR TOLL BRIDGES ARE IN THIS
- 23 GREEN ZONE WITH A FEW, LIKE OUR WEST BAND BAY BRIDGE AND
- 24 RICHMOND SAN RAFAEL BRIDGE APPROACHING THIS DEEPER CURVE BLUE
- 25 ZONE WHERE THERE ARE DETERIORATION ACCELERATES. NEXT SLIDE



- 1 PLEASE. OKAY. SO, IN THE APPENDIX YOU WILL FIND THE LIFECYCLE
- 2 COST ANALYSIS SCENARIO FOR ALL THE BRIDGES HERE I HAVE PULLED
- 3 THE WEST BAND BAY BRIDGE AS A SAMPLE TO WALK THROUGH, SO,
- 4 LET'S BREAK IT DOWN. ON THE LEFT AXIS, IT SHOWS THE PERCENT OF
- 5 TIME EACH OF THE THREE BRIDGE RATINGS, THE POOR WHICH IS RED,
- 6 FAIR WHICH IS BLUE, AND THE GOOD WHICH IS GREEN IS ACHIEVED
- 7 OVER THE NEXT 50 YEARS. REMEMBER A POOR RATING IS STILL SAFE
- 8 AND ALL OUR BRIDGES ARE SAFE. THIS CHART IS NOT TELLING YOU
- 9 ABOUT THE BRIDGE'S CURRENT RATING IT'S MODELING THE NEXT 50
- 10 YEARS. SO, NOW, LET'S MOVE TO THE FAR RIGHT, THE VERTICAL AXIS
- 11 ON THE RIGHT IS THE AGENCY'S COST TO DO MAINTENANCE AND REHAB
- 12 WORK. AND IT'S SCALED IN THIS CHART IN THE BILLIONS. WHICH IS
- 13 INDICATED BY THE BLACK DOTTED LINE. THEN ON THE BOTTOM WE HAVE
- 14 THE THREE SCENARIOS. EACH REPRESENTING DIFFERENT LEVELS OF
- 15 MAINTENANCE FROM DOING MINIMAL ON THE LEFT, TO INCREASING THE
- 16 MORE FREQUENT AND INTENSIVE WORK AS YOU MOVE TO THE RIGHT. SO,
- 17 THE WEST BAND BAY BRIDGE IS CURRENTLY FAIR. WE THEN HAVE
- 18 MODELED THE NEXT 50 YEARS WITH THE THREE DIFFERENT
- 19 PRESERVATION STRATEGIES, SCENARIO ONE, ON THE LEFT S CALLED
- 20 SPOT REPAIR, YOU CAN SPEND OVER \$8 BILLION, THE HIGHEST AGENCY
- 21 COST, WAITING IN THE LAST MINUTE TO DO REPAIRS OVER THE NEXT
- 22 50 YEARS. THE ACTING REACTIVELY, AND IT WAS LIKELY TO FALL
- 23 INTO POOR CONDITION FOR ABOUT 90% OF THE TIME. SO THAT'S ABOUT
- 24 45 YEARS. AND THAT'S NOT GREAT. SCENARIO TWO, IN THE MIDDLE,
- 25 IS THE REDUCED BACKLOG, IT'S A MORE PROACTIVE APPROACH AND



- 1 AVOIDS POOR CONDITION OVER THE NEXT 50 YEARS, AND IT'S THE
- 2 LEAST EXPENSIVE OPTION AT 3 BILLION. SCENARIO THREE, WHICH IS
- 3 ACCELERATE REHAB AT THE RIGHT, HAS THE SECOND HIGHEST
- 4 AGENCIES'S COST IT ALSO AVOIDS POOR CONDITION AND RESULTS IN
- 5 THE BEST CONDITION COMPARATIVELY OVER THE NEXT 50 YEARS AT AN
- 6 ADDITIONAL COST. I JUST WANT TO PAUSE BECAUSE I SHARED SOME
- 7 BIG NUMBERS ON THIS BRIDGE, AND I WANT TO SAY IT MAKES SENSE
- 8 WITH ITS AGE, THE NUMBER OF FIVE TRAFFIC LANES, AND ITS A
- 9 SUSPENSION BRIDGE DESIGN, THIS IS NOT A TYPICAL BRIDGE, OUR
- 10 PRESERVATION SCENARIOS ARE AIMING FOR EFFICIENCY AND SAFETY
- 11 NOT FANCY UPGRADES AND HONESTLY IF WE HAD TO REPLACE THE
- 12 BRIDGE NOW WITH ANOTHER CABLE BRIDGE COST WOULD GREATLY EXCEED
- 13 DOUBLE WHAT YOU SEE ON HERE. SO, WITH THAT, ARE I WILL SAY OUR
- 14 INTENT IS NOT TO FOCUS ON THE EXACT COST NUMBERS WITH YOU,
- 15 IT'S THE OVERALL STRATEGY, YOU KNOW, THE OPTIMAL BALANCE
- 16 THAT'S THE REAL TAKEAWAY HERE. OUR LIFECYCLE WORK IS INTENDED
- 17 TO BOOK-END THE RANGE THAT YOU COULD BE LOOKING AT FOR
- 18 INVESTMENTS AND SCENARIO TWO REALLY HELPS AVOID WASTING
- 19 RESOURCES WITH OVER OR UNDER INVESTMENT. NEXT SLIDE PLEASE.
- 20 SO, IN SUMMARY, WE TOLD YOU LAST YEAR THAT THIS ASSET
- 21 MANAGEMENT WORK UNDERWAY WILL INFORM THE CAPITAL IMPROVEMENT
- 22 PLAN AND REQUIREMENTS BEYOND THE 10-YEAR CAPITAL IMPROVEMENT
- 23 PLAN HORIZON. LIFECYCLE COST ANALYSIS IS FOCUSSED ON THE NEXT
- 24 50 YEARS SUPPORTING MANAGEMENT DECISIONS FOR THE TOLL BRIDGES
- 25 ON A LONG-TERM PLANNING HORIZON. UNSURPRISINGLY RESULTS



- 1 SUPPORT PROACTIVE SCENARIOS RATHER THAN REACTIVE ONES. OTHER
- 2 TREND WE SAW FROM OUR ANALYSIS INCLUDE NEW STRUCTURES THAT ARE
- 3 LESS THAN 50 YEARS OLD, AND CONCRETE BRIDGES, GENERALLY HAVE
- 4 LOWER COST THAN OLDER STRUCTURES AND STEEL BRIDGES. ON THE
- 5 STEEL BRIDGES, MUCH OF THE MAINTENANCE WORK AND ASSOCIATED
- 6 COST IS FOR THOSE PROTECTIVE COATINGS TO PROTECT THE STEEL
- 7 WITH PAINT. THE RICHMOND SAN RAFAEL BRIDGE AND THE SAN
- 8 FRANCISCO OAKLAND BAY BRIDGE WEST BAND TOGETHER ACCOUNT FOR
- 9 MORE THAN HALF OF THE PRESENT VALUE OF AGENCY COSTS, AGAIN
- 10 LARGELY DUE TO THEIR AGE, MATERIAL, WHICH IS STEEL, AND SIZE,
- 11 BECAUSE RICHMOND SAN RAFAEL IS OVER FIVE MILES LONG AND SAN
- 12 FRANCISCO OAKLAND BAY BRIDGE DOES HAVE FIVE LANES, SO, THEY'RE
- 13 BIG. WE'RE ENTERING CRITICAL YEARS FOR THOSE BRIDGES AND WE'RE
- 14 SEEING THAT WITH THE HIGHER RATE OF INVESTMENT ON THE CHART ON
- 15 THE RIGHT, OVER SOME DECADES THE GOAL IS TO REACH OUR TARGET
- 16 BRIDGE CONDITION FAIR OR BETTER AT THE LOWEST LONG-TERM COST,
- 17 AND THE APPROVED TOLL INCREASE STARTING IN 2026 DOES HELP FUND
- 18 THE MOST CRITICAL BRIDGE PRESERVATION WORK SETTING US UP TO
- 19 START MOVING FORWARD LIKE WE NEED TO. NEXT SLIDE, PLEASE.
- 20 FINAL SLIDE, PLEASE? THANK YOU. SO, THANK YOU VERY MUCH FOR
- 21 YOUR PATIENCE. I SHOWED YOU A LOT OF GRAPHS, CHARTS AND
- 22 STATISTICS. WE ARE WRAPPING UP THE TOLL BRIDGE ASSET
- 23 MANAGEMENT PLAN WITH THIS INFORMATION TO SET THE STAGE FOR
- 24 INVESTMENT STRATEGIES MOVING FORWARD. WE'RE GOING TO COME BACK
- 25 A COUPLE MORE TIMES IN NOVEMBER 2025, AND 2026 AS WE



- 1 INCORPORATE THIS WORK INTO OUR TOLL BRIDGE PROGRAM AND CAPITAL
- 2 IMPROVEMENT PLAN SO EXPECT MORE SIGNIFICANT UPDATES GIVEN ALL
- 3 THIS ASSET MANAGEMENT INFORMATION. SO LASTLY I WANTED TO BRING
- 4 THE BRIDGE TO YOU, SO TO SPEAK. SO, LET ME INTRODUCE OUR LEAD
- 5 HERE OUR TOLL BRIDGE ASSET MANAGEMENT ENGINEER AND HE HAS SOME
- 6 SAMPLES TO SHOW YOU AS I TALK OVER A PROJECT I BROUGHT TO LIFE
- 7 VERY VIVIDLY, I'M SURE, IN JANUARY. THIS NEXT YEAR CALTRANS IS
- 8 COMPLETING PHASE ONE INVESTIGATION CABLE WORK ON THE MAIN
- 9 CABLE OF THE WEST BAND THEY'RE GETTING TEST RESULTS ON HOW
- 10 STRONG THE MAIN CABLE AND SUSPENDERS ARE DOING AFTER 90 YEARS
- 11 IN PRAYING AND TO DEVELOP THE PLAN ON HOW WE'RE GOING TO
- 12 CONTINUE THAT DURABILITY AS MENTIONED INSPECTORS AND
- 13 CONTRACTORS HAVE BEEN AT MULTIPLE LOCATIONS BETWEEN SAN
- 14 FRANCISCO AND YERBA BUENA ISLAND AND THIS IS THE FIRST TIME
- 15 THAT THE INSIDE OF THE CABLES HAVE BEEN SYSTEMATICALLY
- 16 INSPECTED LIKE THIS SINCE THE BRIDGE OPENED IN 1936 WHICH OF
- 17 THE BAY BRIDGE SUSPENSION CABLES IS MADE UP OF MORE THAN
- 18 14,000 OF THOSE AND I WANTED TO GIVE YOU TWO VERSIONS THERE IS
- 19 ONE SAMPLE WHICH IS LITERALLY TAKEN OUT AND THAT'S THE NEW ONE
- 20 THAT'S GOING TO REPLACE IT WHEN WE TAKE OUT A PIECE TO INSPECT
- 21 IT OR TEST IT SO I HAVE ONE HERE, CLEAN BY THE WAY [LAUGHTER]
- 22 SO YOU KNOW I HAVE TALKED A LOT ABOUT SAFETY, I HAPPEN TO GET
- 23 AHOLD OF A PIECE WITH A TURN BUCKLE ON IT I CAN EXPLAIN BETTER
- 24 WHAT'S GOING ON HERE, BECAUSE OF THE TURN BUCKLES IT RESTORES
- 25 THE FUNCTIONALITY OF THE STRAND TO ITS ORIGINAL PURPOSE



- BASICALLY AFTER THE CONTRACTOR UNWRAPS IT AND MAKE IT LOOK 1 2 LIKE THE PICTURE THERE, THE RED IS NOT CORROSIVE WE CAN SEE WHAT'S HAPPENING, SECTION OF WIRE THEY USE TOOLS TO PUT THIS 3 BACK TOGETHER WITH THIS METAL SPLICING TURN BUCKLE CONNECT THE 4 5 NEW WIRE WITH EXISTING WIRE THEN TIGHTEN IT DOWN IT'S GOING TO BE AS STRONG IN THIS LOCATION, NO LOSS OF STRENGTH ALSO 6 7 REMEMBER THERE IS 14,000 OTHER ONES RIGHT NEXT TO IT, THE CABLE IS WIDER THAN ME WE'RE DOING THIS AT TEN LOCATIONS WITH 8 9 NEW SAMPLES SO WE CAN GET A GOOD FEEL FOR HOW OUR BRIDGE IS DOING AND WHAT TO DO NEXT. THANK YOU VERY MUCH FOR YOUR TIME. 10 11 12 V. CHAIR, NATE MILEY: THANK YOU FOR THAT VERY INFORMATIVE 13 REPORT. COMMISSIONERS WOULD ANYBODY LIKE TO COMMENT ON THIS ITEM? OKAY. SO, THE ONE QUESTION I HAVE IS THE OLD CABLE THAT 14 WE SAW, THERE WAS A NUMBER OF THOSE, AND THEN THE NEW ONES 15 THERE IS JUST TWO, IS IT --16 17 ROSALYNN CHONGCHAKIT: THOSE ARE JUST A SAMPLE I TOOK IT'S A 1-18 19 TO-1 REPLACEMENT.
- 21 V. CHAIR, NATE MILEY: 1-TO-1 REPLACEMENT?
- 23 STEPHANIE MOULTON-PETERS: CHAIR MILEY?
- 25 V. CHAIR, NATE MILEY: YES.

20

22



1 2 STEPHANIE MOULTON-PETERS: MAY I MAKE A COMMENT? 3 4 V. CHAIR, NATE MILEY: YES. 5 STEPHANIE MOULTON-PETERS: ROSALYNN I WANT TO THANK YOU FOR 6 7 YOUR REPORT AND THOROUGHNESS AND HOW YOU HAVE LAID IT OUT SERVING ON THE GOLDEN GATE BRIDGE DISTRICT MY IMPRESSION IS 8 9 THAT WE PAINT STARTING THE BRIDGE AT ONE END THEN WHEN DONE START PAINTING ON THE OTHER END IT'S JUST MAINTENANCE BUT 10 STAYING AHEAD OF IT WE GET DONE IT'S A LOT OF WORK. 11 12 13 V. CHAIR, NATE MILEY: SEVEN QUARTERS? 14 ROSALYNN CHONGCHAKIT: TEN BRIDGES AND A TUNNEL YES. 15 16 17 V. CHAIR, NATE MILEY: NO SLEEPING CHONG. 18 19 ROSALYNN CHONGCHAKIT: AUTO CALTRANS NO SLEEPING. 20 V. CHAIR, NATE MILEY: ANY PUBLIC COMMENT. 21 22 23 CLERK OF THE BOARD: ALETA DUPREE YOUR TIME BEGINS NOW. 24 SPEAKER: THANK YOU GOOD MORNING CHAIR. ALETA DUPREE FOR THE 25



RECORD SHE AND HER WITH TEAM FOLDS HOPEFULLY WE DON'T LOSE THE 1 2 SIGNAL I'M RIDING A BUS IN THE HILLS OF PORTLAND OREGON VERY GOOD PRESENTATION TODAY THANK YOU I ALWAYS ENJOY THESE HELPFUL 3 PRESENTATIONS AND THIS TRANSPARENCY IS HELPING TO SHOW ME THAT 4 5 WE ARE KEEPING OUR BRIDGES SAFE. THE DETAIL THAT WE'RE GOING INTO -- ABOUT THESE DISTINCTIONS OF BRIDGE RATINGS AND BRIDGE 6 7 CONDITIONS AND I APPRECIATE THE EXPLANATION, BECAUSE WHEN WE HAVE OUR RATINGS, WE ARE, INDEED, MAKING THE DISTINCTION THAT 8 9 DESPITE THE FACT THAT SOME OF OUR INDIVIDUAL RATES ARE LOWER, THE BRIDGES ARE STILL FUNDAMENTALLY SAFE. SO, WE WANT TO 10 INSURE IN THIS WORK THAT WE CONTINUE TO FUND THESE STATED OF 11 12 GOOD REPAIR PROJECTS TO KEEP OUR BRIDGES SAFE. THANK YOU. 13 CLERK OF THE BOARD: THERE IS NO FURTHER PUBLIC COMMENT ONLINE, 14 NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO WRITTEN 15 CORRESPONDENCE RECEIVED. 16 17 V. CHAIR, NATE MILEY: THANK YOU. SO THIS WAS AN INFORMATIONAL 18 19 ITEM. SO WE'LL NOW MOVE TO ITEM SEVEN, PUBLIC COMMENT OTHER AND BUSINESS. I WILL NOW ASK THE CLERK TO LIST ITEMS RECEIVED 20 UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM AT 21 22 INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO THE RECORD. I WOULD ALSO ASK THAT IF THERE ARE ANY MEMBERS OF THE PUBLIC 23 24 PARTICIPATING BY TELECONFERENCE WITH GENERAL COMMENTS NOT

RELATED TO AN ITEM ON TODAY'S AGENDA, PLEASE USE THE RAISED



HAND HAND FEAR THE OR DIAL STAR NINE, IN-PERSON MEMBERS OF THE 1 2 PUBLIC SHOULD FORM A LINE NEAR THE PODIUM AND WILL BE CALLED UPON TO SPEAK. 3 4 5 CLERK OF THE BOARD: THANK YOU. WRITTEN CORRESPONDENCE WAS RECEIVED BY MARK BAKER SOFT LIGHTS FOUNDATION IT WAS ATTACHED 6 7 TO THE AGENDA AND DISTRIBUTED TO COMMISSIONERS IN HARD COPIES PRESENT IN THE BOARDROOM WE HAVE ONE MEMBER OF THE PUBLIC ON 8 9 ZOOM WHO WOULD LIKE TO SPEAK CONFIRM TWO MINUTES IS THE TIME TO PROVIDE? 10 11 12 V. CHAIR, NATE MILEY: YES. 13 CLERK OF THE BOARD: ALETA DUPREE, YOUR TIME BEGINS NOW. 14 15 SPEAKER: THANKS AGAIN VICE CHAIR MILEY AND MEMBERS. ALETA 16 17 DUPREE FOR THE RECORD SHE AND HER WITH TEAM FOLDS AS I RIDE BUSES IN PORT OREGON, I SPEAK GENERALLY AND I HAVE BEEN 18 19 SPEAKING WITH YOU ALL FOR ABOUT EIGHT YEARS AND WHY IS THIS IMPORTANT TO ME? BECAUSE THE BAY AREA, LIKE MANY COMMUNITIES, 20 HAS ITS GEOGRAPHIC FEAR THE IS /- /- -- FEATURES DIVIDED BY 21 22 WATER ESPECIALLY AND THE IT'S REALLY ONE METHOD, WHEN THE EAST 23 BAY AND SAN FRANCISCO PROPER THAT BRANCH IS ABSOLUTELY 24 SENTIENT BECAUSE WE CANNOT DO EVERYTHING IT'S NOT JUST ABOUT PEOPLE DRIVING ACROSS THE BRIDGE NOT JUST ABOUT BUSES, ABOUT 25



- 1 MOVING GOODS EVERYTHING FROM SMALL ITEMS LETTERS PACKAGES
- 2 REALLY BIG STUFF STUFF THAT MIGHT NEED AN OVERSIZED PERMIT.
- 3 THAT'S THE BIG REASON WHY THIS IS IMPORTANT. AND THE FUNDING
- 4 THAT WE'RE USING IS ABLE TO SETTLE OUT OF EXAMPLES IN THE
- 5 GLOBAL PERSPECTIVE OF MOVING PEOPLE AROUND THE BAY AREA. I
- 6 CONTINUE TO MONITOR THE WORK OF CONGESTION PRICING IN NEW YORK
- 7 CITY, TAKING IN OVER \$200 MILLION WITH THAT. THAT'S MONEY
- 8 THAT'S GOING TO GO AND FIX PUBLIC TRANSPORTATION. MOST NOTABLY
- 9 THE SUBWAY. WE, TOO, HERE, ARE USING THIS MONEY FOR A LOT OF
- 10 THINGS, ESPECIALLY WITH CLIPPER, CLIPPER2, AND ALL THE
- 11 PLANNING WORK AND MUCH OF IT IS WAY ABOVE MY PAY GRADE. BUT
- 12 THAT'S OKAY, BECAUSE YOU GOT ANDY AND THE TEAM WHO DO REALLY
- 13 GOOD WORK AND THEY ALWAYS WELCOME ME INTO THEIR SPACE. THANK
- 14 YOU ONCE AGAIN FOR WELCOMING ME INTO YOUR SPACE AND I HOPE TO
- 15 SEE YOU IN-PERSON SOON. THANK YOU.
- 17 V. CHAIR, NATE MILEY: THANK YOU. THE REQUEST FROM MARK BAKER,
- 18 IS THAT GOING TO BE AGENDAIZED? OR DO WE KNOW?
- 20 SPEAKER: HELLO CRYSTAL, SENIOR COUNSEL, THAT'S ACTIVE
- 21 LITIGATION SO WE SHOULDN'T REALLY DISCUSS IT HERE TODAY OF
- 22 COURSE WE CAN TALK MORE BUT THE OFFICE OF GENERAL COUNSEL IS
- 23 IN REPEAT OF IT AND WILL COMMENT. THANK YOU.

25 V. CHAIR, NATE MILEY: THANK YOU. THE NEXT MEETING OF THE BAY

24

16



- 1 AREA TOLL AUTHORITY OVERSIGHT COMMITTEE IS SCHEDULED TO BE
- 2 HELD AT 9:35 A.M. AT THE BAY AREA METRO CENTER 375 BEALE
- 3 STREET SAN FRANCISCO. ANY CHANGES TO THE SCHEDULE WILL BE DULY
- 4 NOTICED TO THE PUBLIC..