METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

BATA RECOVERY AD HOC WORKING GROUP

THURSDAY, JANUARY 21, 2021, 2:00 PM

AMY R. WORTH, CHAIR: GOOD AFTERNOON THIS IS AMY WORTH, CHAIR OF THE BATA RECOVERY AD HOC WORKING GROUP. MAY I TURN TO OUR COMMITTEE CLERK FOR THE READING OF OUR COVID NOTICE?

CLERK OF THE BOARD: ACTUALLY, WE HAVE THE RECORD ANNOUNCEMENT. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR, PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING VIA ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS

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VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO, AND SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM ON THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

AMY R. WORTH, CHAIR: THANKS KIMBERLY, AND NOW MAY I CONTINUE TO HAVE YOU KEEP THE PODIUM AND PROVIDE A ROLL CALL, HAVE A ROLL CALL, PLEASE.

CLERK OF THE BOARD: OF COURSE. COMMISSIONER CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: DUTRA-VERNACI? IS HERE.

CAROL DUTRA-VERNACI: HERE. I DON'T KNOW HOW I GOT MUTED, BUT I'M STILL HERE.

CLERK OF THE BOARD: THANK YOU. EL-TAWANSY?

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DINA EL-TAWANSY: HERE.

CLERK OF THE BOARD: JOSEFOWITZ?

COM. NICK JOSEFOWITZ: HERE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH, CHAIR: HERE.

CLERK OF THE BOARD: GREAT. QUORUM IS PRESENT.

AMY R. WORTH, CHAIR: GREAT. KIMBERLY, THANK YOU SO MUCH. AGENDA ITEM, WE HAVE OUR QUORUM AND NOW MOVING TO AGENDA ITEM TWO, PERSONAL REMARKS. I WOULD LIKE TO BEGIN THE MEETING BY OFFICIALLY WELCOMING OUR DISTRICT FOUR DIRECTOR DINA EL-TAWANSY, SHE REPLACES TONY TAVARES AS THE DISTRICT FOUR SERVING AND SHE IS SERVING BOTH ON MTC AND BATA AND ON OUR COMMITTEE, WHICH WE'RE PARTICULARLY FORTUNATE SHE HAS A LONG HISTORY WITH CALTRANS. BEFORE SHE CAME HERE SHE WAS IN DISTRICT FOUR AND WENT DOWN SOUTH FOR A WHILE AND THEN CAME BACK. SO SHE IS GOING TO HELP US KNOW HOW TO COMPETE FOR THE SOUTHERN CALIFORNIA MONEY. RIGHT DINA. WOULD YOU LIKE TO SAY A

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FEW WORDS BEFORE WE PROCEED FORWARD. IT'S SUCH A TREAT TO BE ABLE TO WORK WITH YOU. AND WELCOME.

DINA EL-TAWANSY: THANK YOU VERY MUCH CHAIR WORTH. VERY HAPPY TO BE HERE. JUST ONE CORRECTION; I AM THE INTERIM ACTING DIRECTOR. AND I THINK WE'LL HAVE THE NAMED NEW DIRECTOR WITHIN A MONTH OR SO. BUT I AM HAPPY TO SERVE ON THE COMMISSION AND LOOKING FORWARD TO WORKING WITH ALL OF YOU. TONY STARTED A LOT OF GOOD WORK AND AS WE'RE SITTING HERE TOGETHER TRYING TO PUT OUR HEADS TOGETHER TO BETTER PRIORITIZE AND OUR PRIORITY SPENDING AND FUNDING FOR THE TOLL BRIDGES I AM EXCITED TO BE WORKING FOR THE TEAM. THANK YOU.

AMY R. WORTH, CHAIR: THANK YOU DINA, THE WORD TEAM WAS RIGHT IT'S A GREAT PARTNERSHIP THAT WE HAVE WITH CALTRANS AND I'M SO GLAD TO BE ABLE TO WORK TOGETHER WITH YOU. SO THANK YOU SO MUCH. AND THEN WITH THIS MEETING WE'RE GOING TO START TO PIVOT FROM THE BACKGROUND THAT WE HAVE HAD BOTH IN TERMS OF FINANCE AND OPERATIONS, AND MAINTENANCE. AND THEN BRING SOME ACTIONABLE RECOMMENDATIONS FROM THIS WORKING GROUP THAT WE COULD FORWARD TO BATA AS A WHOLE. SO, IT'S LIKE A CRASH COURSE. WE'RE GOING TO GIVE YOU ALL THE INFORMATION AND NOW WE HAVE TO ACT ON IT. I FEEL A LITTLE BIT LIKE A SURGEON WE'RE GOING TO TEACH YOU HOW TO DO IT, NOW HERE IS THE PATIENT, GO TO WORK. WE HAVE GREAT BACKGROUND THOUGHT PROCESS BY STAFF TO

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1 GET US TO THIS PROCESS, AND I WANT TO THANK YOU FOR YOUR
2 UNDERSTANDING YOU HAVE LONG UNDERSTOOD THE ISSUES BUT YOU HAVE
3 DONE A GREAT JOB IN BOILING THEM DOWN AND CRYSTALLIZING THEM
4 FOR US, THE COMMISSIONERS WHO ARE WORKING TOGETHER ON THIS TO
5 SUPPORT YOUR GOOD WORK. SO I WANT TO AGAIN, EMPHASIZE THE
6 PARTNERSHIP OF CALTRANS AND BATA. THIS IS HISTORIC. AND WE ARE
7 UNIQUE IN THAT WE HAVE THESE WONDERFUL STATE BRIDGES AND
8 UNDERSTAND THAT THIS IS A HUGE LOCAL, STATE, REGIONAL
9 PARTNERSHIP, THAT IS REALLY IMPORTANT. AND WE WORK TOGETHER TO
10 KEEP THE BRIDGES IN A STATE OF VERY GOOD REPAIR. SO, THIS
11 MEETING -- THIS MONTH'S MEETING IS GOING TO FOCUS ON THAT
12 PARTNERSHIP, AND IMPROVEMENTS THAT WE CAN COLLECTIVELY MAKE IN
13 TERMS OF HOW WE DO BUSINESS, HOW WE FUND THESE PROJECTS, HOW
14 WE CONTRACT, HOW WE MAKE THEM HAPPEN. AND WE'RE GOING TO BE
15 HAVING TO SPEND SOME TIME ON THE HARD QUESTION ON HOW TO FILL
16 THE REVENUE GAPS THAT KEEP THESE PROJECTS MOVING. ON THE ONE
17 HAND THIS IS AN EXCELLENT TIME TO BE DOING A LOT OF THESE
18 INITIATIVES ON THE OTHER HAND IT'S A CHALLENGING TIME BECAUSE
19 WE NEED TO BE LOOKING AT REVENUE SOURCES. AND STAFF IS STILL
20 WORKING ON THAT, AND WILL BE PREPARED TO GO INTO MORE DETAIL
21 IN OUR NEXT MEETING IN EARLY MARCH. AND, YOU KNOW, JUST AN
22 EXAMPLE OF THAT, IT'S REALLY A MOVING ISSUE, AND WITH THE
23 CHANGE IN THE FEDERAL ADMINISTRATION, YOU KNOW, I'M HOPEFUL
24 THAT WE'RE GOING SEE SOME INFRASTRUCTURE FUNDING COMING OUT OF
25 CONGRESS THAT MIGHT BE A VERY GOOD -- WOULD BE -- USING THE

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WORD MIGHT -- WOULD BE A SOURCE FOR THE KIND OF INITIATIVES WE'RE TALKING ABOUT SO, ANYWAY, THAT'S JUST AN ASIDE, JUST AN EXAMPLE. BUT FOR TODAY, IT'S WORTHWHILE AND IMPORTANT TO FOCUS ON THE OPPORTUNITIES TO STRENGTHEN THE PARTNERSHIP IN THE BAY AREA TOLL BRIDGE JOINT ENDEAVOR. SO, AGAIN, I JUST REALLY WANT TO THANK YOU ALL FOR BEING HERE. AND LET'S, YOU KNOW, DINA, DO YOU WANT TO -- YOU GAVE YOUR REMARKS IN THE BEGINNING, BUT DO YOU HAVE ANY ADDITIONAL THOUGHTS ON THE PARTNERSHIP? AND IF NOT, WE CAN PROCEED FORWARD WITH THE AGENDA, TOO. BUT I KIND OF WANTED TO OFFER YOU THAT CHANCE TOO.

DINA EL-TAWANSY: I REALLY APPRECIATE THAT. I THINK WE HAVE A LOT OF GOOD OPPORTUNITIES TO CAPITALIZE ON, AND I KNOW THAT LOOKING AT SOME OF THE ITEMS ON THE AGENDA, AND THE PRESENTATIONS, I THINK WE'RE THINKING AND WE'RE HEADING IN THE RIGHT DIRECTION ON A LOT OF THESE ITEMS, AND I BELIEVE THAT THROUGHOUT COLLABORATIVE PARTNERSHIP, HERE, WE WILL PROBABLY COME TO BETTER DECISIONS. I DON'T WANT TO TAKE MUCH MORE TIME, LET'S JUST JUMP IN AND I AM SURE THERE IS GOING TO BE DISCUSSION.

AMY R. WORTH: THANKS A LOT. NEXT ITEM IS APPROVAL OF THE NOVEMBER 20TH, 2020 MEETING MINUTES. ARE THERE ANY CHANGES TO THE MINUTES?

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DAMON CONNOLLY: I'LL MOVE FOR APPROVAL.

CAROL DUTRA-VERNACI: I'LL SECOND THAT. DUTRA-VERNACI.

AMY R. WORTH, CHAIR: CAROL SECONDS THAT. KIMBERLY, DO WE HAVE COMMENTS ON THIS ITEM?

CLERK OF THE BOARD: WE HAVE RECEIVED NO WRITTEN PUBLIC COMMENTS, AND I SEE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

AMY R. WORTH, CHAIR: THANK YOU SO MUCH. OKAY THEN WOULD YOU BE SO KIND AS TO TAKE A ROLL.

CLERK OF THE BOARD: [ROLL CALL VOTE]

AMY R. WORTH, CHAIR: THANKS A MILLION. ITEM THREE, LET'S MOVE TO A RECAP OF KEY FINDINGS AND LISA KLEIN IS GOING TO TAKE THAT ITEM FOR US. LISA, THANK YOU.

LISA KLEIN: I SURE WILL. CAN WE ASK STAFF TO BRING UP THE PRESENTATION, PLEASE IN PERFECT. GO AHEAD AND MOVE TO THE NEXT SLIDE. ALL RIGHT. THIS IS A VISUAL REPRESENTATION OF WHAT CHAIR WORTH JUST KIND OF EXPLAINED ABOUT WHERE WE ARE IN THE PROCESS OF THIS -- OF OUR AD-HOC GROUP. WE'RE HERE TODAY, AT

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1 THE RIGHT SIDE OF THE TIMELINE, NOT QUITE ALL AT THE END, BUT
2 IN JANUARY WAS OUR FIRST SET OF RECOMMENDATIONS. AS CHAIR
3 WORTH MENTIONED, THE FIRST FOUR MEETINGS STRETCHING BACK TO
4 AUGUST WAS A DEEP DIVE INTO FOUR SUBJECT AREAS BECAUSE IT HAS
5 BEEN A WHILE WHAT I'LL START WITH TODAY IS A RECAP OF TAKE
6 AWAY POINTS OF THOSE FOUR MEETINGS AND GO TO THE
7 RECOMMENDATIONS. WE'RE FOCUSED TODAY ON THE PARTNERSHIP IN THE
8 PROCESS FOR RECOMMENDATIONS, HOW WE CAN DO BUSINESS BETTER,
9 AND THEN IN MARCH AT OUR NEXT MEETING, WE'LL BE ABLE TO GET
10 INTO MORE DETAIL ON THE SPECIFIC PROJECTS THAT WE WANT TO KEEP
11 MOVING, IDENTIFY THE OPTIONS, POTENTIAL FUNDING SOURCES THAT
12 WE COULD PURSUE, AND SO FORTH. NEXT SLIDE, PLEASE. THIS IS
13 SORT OF THE ROADMAP FOR THE AGENDA TODAY, I'LL JUST HANDLE IT
14 BRIEFLY BECAUSE THEN I'M GOING TO GO THROUGH EACH ITEM IN MORE
15 DETAIL. JUST, OVERALL, BRIDGE TRAFFIC AND TOLLS ARE ACTUALLY
16 PRETTY MUCH THE SAME NOW AS THEY WERE BACK IN AUGUST WHEN WE
17 KICKED OFF OUR AD-HOC MEETING, THERE HAS NOT BEEN A BIG
18 MOVEMENT IN THOSE TRENDS. WE HAVE ADVANCED SOME WORK ON TOLL
19 COLLECTION, IN ACCORDANCE WITH OUR PANDEMIC PLAN, RIGHT?
20 EVERYONE HERE KNOWS THAT WE DID TRANSITION TO ALL ELECTRONIC
21 TOLLING INVOICES ON JANUARY 1ST, IT WAS A VERY IMPORTANT
22 MILESTONE AND WE HAD WORK ON OPEN ROAD TOLLING AND WE'RE
23 REALLY DOING THAT IN A STAGED MANNER RIGHT NOW. AS WE REPORTED
24 IN DECEMBER -- NOVEMBER, ACTUALLY, AT THE END OF NOVEMBER, THE
25 REHAB PROGRAM IS, YOU KNOW, SORT OF IN A SORT OF A STATIC

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1 POSITION RIGHT NOW, I GUESS. WE HAVE SOME LONG-STANDING NEEDS,
2 AND SOME EMERGING NEEDS, THAT WILL NEED TO BE RECONCILED IN
3 THE FISCAL YEAR '22 BUDGET. AND IN TERMS OF WHERE WE'RE HEADED
4 TODAY WE'RE LOOKING AT WAYS TO EXPAND AND STRENGTHEN THE ASSET
5 MANAGEMENT INITIATIVES THAT ARE UNDERWAY. WE'RE GOING TO TALK
6 ABOUT OPPORTUNITIES TO IDENTIFY EFFICIENCIES AND DELIVERY IN
7 COORDINATION JOINTLY WITH CALTRANS AND BATA AND AT THE NEXT
8 MEETING WE'LL BE TALKING ABOUT THE QUESTION OF ADDITIONAL
9 FUNDING IN ORDER TO MINIMIZE DELAYS IN DELIVERING THE PROGRAM.
10 NEXT SLIDE PLEASE. THIS SLIDE SHOWS THE TRAFFIC LEVELS
11 COMPARED TO JANUARY 2020, THE LEFT SIDE OF THE GRAPH THERE ARE
12 THE TRAFFIC LEVELS IN JANUARY 2020 WHICH WAS COURSE WAS
13 PRECOVID. AND THAT'S WHAT 100 PERCENT REPRESENTS, AND THEN AS
14 YOU MOVE TOWARD THE RIGHT, ON THE SLIDE, IT SHOWS THE
15 PERCENTAGE CHANGE IN TRAFFIC VOLUMES OVER THE PAST YEAR,
16 RIGHT? SO, YOU KNOW, CLEARLY YOU CAN SEE THE BIG DROP IN
17 TRAFFIC VOLUMES ON THE TOLL BRIDGES IN MARCH AND APRIL OF
18 2020, AND YOU CAN SEE THAT SORT OF SLOW RECOVERY TO ABOUT THE
19 JUNE TIMELINE, AND SINCE JUNE, YOU WILL SEE THE LINES ARE
20 PRETTY FLAT OVERALL, THE PATTERNS WE SAW, THIS SUMMER, HAVE
21 PERSISTED THROUGHOUT END OF THE YEAR, AND UNTIL NOW. THERE ARE
22 KIND OF TWO CLUSTERS HERE, AT THE TOP OF THE GRAPH, IN THE
23 SORT OF PURPLE, PINK, RED, AND YELLOW LINES, THAT'S THE
24 NORTHERN BRIDGES, ANTIOCH, BENICIA, CARQUINEZ, RICHMOND, AND
25 THE RED LINE IS SAN FRANCISCO BAY BRIDGE. THOSE BRIDGES HAVE

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RECOVERED TO ABOUT 80 TO 90 PERCENT OF THE TRAFFIC OF THE PRECOVID LEVELS. ON THE SAN MATEO AND DUMBARTON BRIDGES, WHICH ARE TURQUOISE AND ORANGE KIND OF IN THE MIDDLE OF THE GRAPH, YOU KNOW, THE RECOVERY IS AT A MUCH LOWER LEVEL. THERE IS KIND OF STILL AT ABOUT 50 TO 60 PERCENT OF THE PRECOVID LEVELS. THE GREEN LINE, THE DARK GREEN LINE AT THE BOTTOM OF THE MIDDLE IS HOV LANE OF THE SAN FRANCISCO BRIDGE AND AS YOU CAN SEE IT'S FOLLOWING THE PATTERN OF THE SOUTHERN BRIDGE NOT THE TRAFFIC LANE ON THE BAY BRIDGE AND AT THE VERY BOTTOM IS BART WHICH WE KNOW LIKE MOST TRANSIT IS REALLY NOT HAD A RECOVERY THROUGH THIS PANDEMIC, AND THEIR USAGE LEVELS REMAIN VERY, VERY LOW. NEXT SLIDE PLEASE. THIS SLIDE REALLY FOCUSES ON THE BAY BRIDGE. IT'S A CLOSER LOOK AT WHAT'S HAPPENING AT THE BAY BRIDGE. THE LEFT SIDE HERE SHOWS THE WESTBOUND TRAFFIC VOLUMES THROUGHOUT THE WHOLE DAY, AND THE RED LINE THERE IS DECEMBER 2020, WHICH IS ABOUT 80 PERCENT OF WHERE WE WERE PREPANDEMIC. LOOKING AT THE BLUE LINE. SO THIS'S CONSISTENT WITH THE LAST GRAPH. YOU CAN ACTUALLY SEE, DURING OF THE A.M. PEAK PERIOD, WE'RE ACTUALLY RECOVERED. THE RED LINE, CURRENTLY, IS THE SAME AS IT WAS, DECEMBER 2020 IS PRETTY MUCH THE SAME AS IT WAS IN DECEMBER 2019, JUST IN THE PEAK HOUR, BUT IN THE REST OF THE DAY, YOU KNOW, OUR CURRENT TRAFFIC LEVELS ARE JUST A LITTLE LOWER THAN THEY WERE PREPANDEMIC. BUT THAT PATTERN IS, REALLY, QUITE -- IT'S REPRESENTED QUITE DIFFERENTLY WHEN IT COMES TO HOV TRAFFIC, AGAIN. SO THE RIGHT OF THE SLIDE, THE RIGHT

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1 GRAPHIC THERE LOOKS AT THE SHARE OF TRAFFIC IN THE HOV LANE
2 DURING OF THE A.M. PEAK PERIOD ON A WEEK BY WEEK BASIS. YOU
3 KNOW, THE -- AT THE LEFT OF THAT GRAPH, ON THE LEFT, SHOWINGS
4 THE -- YOU CAN SEE THE PREPANDEMIC LEVELS, FEBRUARY OF 2020,
5 AND YOU CAN SEE THAT THE HOV VOLUMES WERE -- I DON'T KNOW,
6 MAYBE ABOUT A QUARTER TO A THIRD OF THE TRAFFIC VOLUME. YOU
7 CAN SEE THE DROP OFF IN MARCH AND APRIL, AND WHERE YOU SEE
8 THAT THE HOV VOLUMES HAVE RECOVERED -- I'M SORRY -- THE
9 GENERAL LANE VOLUMES HAVE RECOVERED, THE REMAINING QUITE
10 LOWER. THE PRESUMED PATTERN THE SWITCH FROM CARPOOL AND
11 TRANSIT TO DRIVE ALONE IS AN IMPORTANT AREA WHERE CALTRANS AND
12 BATA NEED TO CONTINUE TO RECOVER IN RESPONSE TO THE PANDEMIC.
13 NEXT SLIDE PLEASE. ON THE TOLL COLLECTION SIDE, YOU KNOW, WITH
14 THE PANDEMIC, ONE OF BATA'S MAJOR EFFORTS HAS BEEN TO ADAPT
15 OUR PLANS FOR THE UPGRADE AND CHANGES IN TOLL COLLECTION IN
16 THIS PANDEMIC ENVIRONMENT. AND SO WE ACCELERATED THE
17 IMPLEMENTATION OF ALL ELECTRONIC TOLLING, STARTED INVOICING,
18 AS OF JANUARY 1ST, AND THERE IS SOME BACK END WORK THAT
19 CONTINUES, BUT WE ARE IN A POSITION NOW TO SEND INVOICES TO
20 THOSE TRAVELERS GOING OVER THE BRIDGE WHO DON'T HAVE A TOLL
21 TAG. AND WE HAVE BEEN ABLE, AS I MENTIONED EARLIER TO GET WORK
22 UNDERWAY ON OPEN ROAD TOLLING BUT IT'S REALLY BEEN A STAGED
23 MATTER IN CUT BACK OF FUNDING FOR NEW PROJECTS THIS YEAR, AND
24 IN THE NEXT SEVERAL YEARS WILL BE ONE OF THE REALLY CHALLENGES
25 IS HOW TO KEEP THAT OPEN ROAD TOLLING UPGRADE HOW WE KEEP IT

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1 GOING AND HOW WE KEEP THAT ON TRACK. NEXT SLIDE PLEASE. IN
2 NOVEMBER, WE SPENT QUITE A BIT OF TIME ON TALKING ABOUT WHAT
3 IT TAKES TO KEEP THE TOLL BRIDGES IN THE STATE OF GOOD REPAIR.
4 WE HAVE CALLED THESE BRIDGE INTEGRITY PROJECTS. YOU SEE THAT
5 TERMINOLOGY IN THE TITLE, AND THIS IS THE BIGGEST PART OF THE
6 BATA REHAB PROGRAM. THE BOTTOM LINE IS THAT BATA HAS ONE OF
7 THE LARGEST BRIDGE INVENTORY WHEN IT COMES TO KIND OF LONG-
8 STANDING BRIDGES WHERE THE BIGGEST INVENTORY IN THE COUNTRY
9 MANY OF OUR BRIDGES ARE AGEING AND THEY SIT OVER WATER WHICH
10 IS A PRETTY HARSH ENVIRONMENT AND AS A RESULT IT TAKES A
11 PRETTY GOOD AMOUNT OF RESOURCES TO KEEP THESE BRIDGES IN A
12 STATE OF GOOD REPAIR. THE UNCONSTRAINED NEED OVER TEN YEARS IS
13 ESTIMATED AT OVER TWO BILLED. AS EXPLAINED BACK IN NOVEMBER WE
14 HAVE THE TOLL INCREASE PLANNED IN THE FINANCIAL MODELS. RIGHT
15 NOW IT'S PLANNED FOR 2027, AND IT WOULD, YOU KNOW, KIND OF
16 PERMIT THIS LEVEL OF FUNDING FOR THE BRIDGES, BUT 2027 IS
17 ACTUALLY A FEW YEARS OFF. AND SO ONE OF OUR QUESTIONS IS, WHAT
18 DO WE DO TO MEET THESE NEEDS TODAY? NEXT SLIDE PLEASE. ONE OF
19 THE THINGS THAT CALTRANS IS DOING IS LOOKING AT THAT 2 BILLION
20 NEED AND STARTING TO PRIORITIZE IT, LOOKING CLOSELY AT THE,
21 YOU KNOW, IDENTIFYING A TOP 20 LIST. THESE ARE THE PROJECTS
22 THAT ARE MOST IMPORTANT TO PREVENT DETERIORATION. A BIG
23 PORTION OF THIS IS STEEL -- IS PAINTING THE STEEL TO PROTECT
24 AGAINST CORROSION OF THE BRIDGES, AND THE ESTIMATED COST OF
25 THAT TOP 20 ITSELF IS JUST SHY OF A BILLION DOLLARS, AT 900

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1 MILLION. NEXT SLIDE. IN THE MEANTIME, YOU KNOW, BATA IS CASH
2 STRAPPED. THAT'S A PROBLEM FOR THE REHAB PROGRAM IN THESE
3 BRIDGE INTEGRITY PROJECTS BECAUSE THEY'RE FUNDED, AS WE TALKED
4 ABOUT O A PAY-GO BASIS ESSENTIALLY ON FUNDING COLLECTED AND
5 THAT DOESN'T HAVE SURPLUS COMING IN ON A MONTH BY MONTH YEAR
6 BY YEAR BASIS. SO GO TO THE NEXT SLIDE. WHAT WE HAVE DONE IS
7 TRIMMED NEARLY 200 MILLION FROM THE BATA REHAB BUDGET. MOST OF
8 THAT TRIMMING IS IN THE NEXT FIVE YEARS, IT'S A 10-YEAR
9 PROGRAM, ESSENTIALLY, BUT THE CRUTCH IS THE NEXT FIVE YEARS.
10 AND SO FOR THE NEXT FEW YEARS BATA IS REALLY FOCUSED ON
11 FUNDING OUR ONGOING OPERATIONS AND MAINTENANCE OF THE BRIDGES,
12 COMPLETING PROJECTS THAT ARE ALREADY IN CONSTRUCTION. A FEW
13 PROJECTS THAT WERE CONSTRUCTION READY THAT WE HAVE BEEN ABLE
14 TO GET OUT THE DOOR, AND THEN, YOU KNOW, WHAT WE CALL THESE
15 DIRECTORS ORDERS, AND THESE ARE UNPLANNED THINGS THAT COME UP,
16 THAT REALLY HAVE TO BE FIXED, IMMEDIATELY. AND THE RESULT IS
17 THAT WE ARE RESCOPING AND POSTPONING PROJECTS THAT HAD BEEN IN
18 THAT 10-YEAR PLAN, AND KIND OF PUSHING THEM OUT OF THAT 10-
19 YEAR PLAN. NEXT SLIDE. I THINK THAT TAKE AWAY, YOU KNOW,
20 REALLY POINTS TO THE IMPORTANT ASSET MANAGEMENT PROGRAM, WHICH
21 IS A JOINT EFFORT BETWEEN CALTRANS AND BATA. IN A CASH BACK
22 ENVIRONMENT YOU REALLY NEED TO KNOW WHAT THE MOST CRITICAL
23 INVESTMENTS ARE AND UNDERSTAND THE IMPLICATIONS OF DEFERRING
24 THAT WORK. AND SO ONE OF THE IMPORTANT RECOMMENDATIONS FOR
25 TODAY, UNDERSCORES A COMMITMENT TO THE ASSET MANAGEMENT

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1 PROGRAM, WITH A FOCUS ON SOME OF THESE AREAS THAT ARE
2 HIGHLIGHTED IN RED. THAT'S REALLY BETTER UNDERSTANDING THE
3 HIGHEST COST PROJECT, AND HOW WE CAN DELIVER THEM. COST
4 EFFECTIVELY. IT -- LOOKING GENERALLY AT WAYS THAT WE CAN
5 PARTNER TOGETHER TO DELIVER PROJECTS EFFICIENTLY AND IT'S A
6 PRIORITY TO IMPLEMENT BEST PRACTICES AND STANDARDS AND ONE OF
7 THE ONES WE'LL BE LOOKING AT IS THE ISO5500 STANDARD. NEXT
8 SLIDE. ALMOST DONE HERE WITH OUR RECAP. THE LAST COUPLE OF
9 SLIDES KIND OF DEAL WITH THESE NEARER TERM OPERATIONAL
10 STRATEGIES. THERE'S A REALLY STRONG TIE IN HERE TO THE BLUE
11 RIBBON TRANSIT RECOVERY TASK FORCE WHEN IT COMES TO THE SUITE
12 OF NEAR-TERM PROJECTS, THEY'RE LOW COST, HIGH EFFICIENCY
13 OPERATIONAL STRATEGIES THAT ARE FOCUSED ON THE BRIDGE
14 APPROACHES. WE COMMONLY AND FONDLY CALL THEM OUR FORWARD
15 INITIATIVES AND THEY REALLY SHOW OUT-OF-THE-BOX THINKING ON
16 DELIVERING HIGHWAY STRATEGIES THAT ADDRESS DEMAND MANAGEMENT,
17 IMPROVE TRANSIT ACCESS, ENCOURAGE CARPOOLING TO REDUCE DELAYS
18 AND IMPROVE TRAVEL TIME RELIABILITY. AND THESE ARE THE FOUR --
19 I'M SORRY -- THE THREE FORWARDS THAT WE HAVE BEEN -- THAT
20 WE'RE WORKING ON NOW, WITH CALTRANS. AND THE LAST SLIDE, IF
21 YOU COULD ADVANCE, IS JUST REALLY TO SAY, THESE PROGRAMS,
22 WORKING WITH CALTRANS TO VET THEM, WHAT WE HAVE NOW, I THINK,
23 IS REALLY A GREAT SENSE OF URGENCY TO GET A COMMITMENT, WORK
24 WITH CALTRANS TO DELIVER THESE STRATEGIES WITHIN THE NEXT
25 COUPLE OF YEARS SO WE'RE PREPARED AS TRAFFIC RECOVERIES AND

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INCENTIVE COMMUTERS TO GET BACK TO TRANSIT. AND THAT CONCLUDES MY RECAP. COMMISSIONER WORTH, YOU'RE ON MUTE.

AMY R. WORTH, CHAIR: I GET MORE TIME TO THINK ABOUT WHAT I WAS GOING SAY. LISA, THAT WAS REALLY EXCELLENT AND CLEAR. FIRST OF ALL, I WANT TO ASK OUR COMMITTEE IF YOU HAVE ANY QUESTIONS.

CAROL DUTRA-VERNACI: I HAVE A QUESTION. DUTRA-VERNACI. SO THE QUESTION IS, AS WE'RE TALKING ABOUT THE COST AND PROGRAMS ASSOCIATED WITH ALL OF, THIS I CANNOT RECALL IF, IN OUR CONVERSATION, WE TALKED ABOUT POTENTIAL SECURITY THREATS WITH CYBER-ATTACKS. I WAS AT A SESSION THIS MORNING AND IT MADE ME THINK ABOUT MTC AND WITH US, ESPECIALLY GOING TO THIS TOLLING SYSTEM WHERE THERE IS GOING TO BE A LOT OF INFORMATION IN COMPUTERS SOMEWHERE, WHERE WE ARE WITH UPGRADING OUR SYSTEMS? OR DOES STAFF THINK WE'RE ALREADY WHERE WE NEED TO BE WITH REGARD TO PROTECTION FROM CYBER-ATTACKS?

ANDREW FREMIER: COMMISSIONER DUTRA-VERNACI LET ME GET A SHOT AT THAT, THIS IS ANDREW FREMIER DEPUTY EXECUTIVE DIRECTOR, THE POINT THAT YOU MAKE IS REAL BOTH ON THE INFRASTRUCTURE AS WELL AS THE INTELLIGENCE ASSOCIATED WITH THE TOLL COLLECTION. WE DON'T DO A LOT OF PUBLIC DISCUSSION AROUND THE HARDENING AS IT'S CALLED, OF THE BRIDGES BUT WE WORK CLOSELY WITH CALTRANS MAKING SURE THE BRIDGES ARE ABLE TO PAY ATTENTION TO WHAT'S

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1 GOING ON SO THERE IS QUITE A ROBUST CAMERA SYSTEM AND
2 INTELLIGENCE SYSTEM THAT FEEDS INFORMATION TO THE CHP SO THEY
3 CAN KEEP AN EYE ON UNWANTED PUBLIC ACCESS ON THE BRIDGE. LET'S
4 JUST SAY IT THAT WAY. I WILL SAY THAT THAT IS AN EXPENDITURE
5 THAT IS SIGNIFICANT, ESPECIALLY AS IT EXPANDS OVER BRIDGES IN
6 TIME, IT'S ANOTHER OF THESE AREAS WHERE TECHNOLOGY HAS TO BE
7 KEPT FRESH AND UPGRADED AND TO HAVE THE SYSTEM BE FUNCTIONAL,
8 IT'S EXTREMELY EXPENSIVE TO MAINTAIN. SO I THINK IT'S AN ITEM
9 THAT WE HAVE TALKED ABOUT AT LENGTH WHEN WE WERE DOING THE NEW
10 BAY BRIDGE BECAUSE OF THE CONCERNS OF IT SORT OF RIPPLING
11 THROUGH OTHER BRIDGE STRUCTURES IT WILL BE CONTINUE TO BE AN
12 IMPORTANT ITEM TO INVEST N SO I DO THINK IT ADDS TO OUR
13 PROBLEM. RELATIVE TO THE TOLL COLLECTION, THAT ALSO IS
14 COMPLICATED IN MANY WAYS. THERE IS REALLY SORT OF THREE AREAS
15 OF OPERATIONS ASSOCIATED WITH THE ELECTRONIC TOLL COLLECTION.
16 WE HAVE A CONTRACT WITH TRANSCORE THAT MANAGES THE INFORMATION
17 AS THE CAR GOES THROUGH THE LANE, THAT FEEDS TO A NETWORK OF
18 SERVERS THAT ARE IN THE TOLL PLAZAS THAT ARE MANAGED BY BATA
19 STAFF AND OTHER CONTRACTS. THEY'RE THEN, THEN ALL THAT
20 INFORMATION GETS SHIPPED OFF AS WELL AS WELL AS EVERY BIT OF
21 INFORMATION COMING IN FROM THE EXPRESS LANE OPERATORS IN THE
22 GOLDEN GATE BRIDGE THAT ALL GETS FED TO OUR CUSTOMER SERVICE
23 CENTER LED BY THE CONDUIT CONTRACT. WE BELIEVE ALL OF THE
24 TERMS OF THE CONTRACTS ARE UP TO DATE AND MODERN AND WE DO
25 INVENTORY CHECKS TO MAKE SURE CONTRACTORS ARE FOLLOWING

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PROCEDURES BUT WE DO IN TIMES RUN INTO TROUBLE AND HAVE RISKS THAT WE MONITOR AND MAKING SURE OUR BRIDGE INTELLIGENCE ROUTE TO THE TOLL COLLECTION IS MANAGED IN THE SAME WAY THAT MTC DOES CYBER SECURITY AND WE'RE UP TO DATE. THERE ARE ALWAYS CHALLENGES FOR US, THERE ARE OPPORTUNITIES FOR BAD PLAYERS TO DO BAD THINGS. I WOULD SAY YOUR INVEST TODAY IS COVERING IT, IT'S ALWAYS ON OUR MIND TO WATCH IT, BUT IT IS A SIGNIFICANT INVESTMENT THAT WILL CONTINUE TO COME OFF THE TOP OF THE TOLL REVENUE TO KEEP IT SECURE.

CAROL DUTRA-VERNACI: OKAY. I APPRECIATE THAT RESPONSE, ANDY. THANK YOU.

AMY R. WORTH, CHAIR: THANK YOU CAROL. NICK, YOU HAVE SOME QUESTIONS?

COM. NICK JOSEFOWITZ: I HAVE A QUESTION ON THE PROCESS SLIDE YOU THREW UP AT THE BEGINNING. ARE WE GOING TO ISSUE LIKE A WRITTEN RECOMMENDATION THAT WE, LIKE, VOTE ON, AND SORT OF APPROVE A SET OF RECOMMENDATIONS? OR IS THIS GOING TO BE WE'LL HAVE A NICE SLIDE DECK AT THE END WHICH IS PRESENTED IN A KIND OF THOUGHTS.

ANDREW FREMIER: I COULD THROW IT TO THE CHAIR IF SHE WAS LIKE TO MAKE A GO AT IT OR I CAN GIVE AN ANSWER.

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1

2 **AMY R. WORTH, CHAIR:** GO AHEAD ANDY. I THINK WE HAVE TALKED A
3 LOT ABOUT HOW WE WANT TO IMPLEMENT THESE CONCEPTS. GO AHEAD.
4
5 **ANDREW FREMIER:** COMMISSIONER JOSEFOWITZ I WOULD PREFER YOU
6 GIVE AN ACTUAL SET OF RECOMMENDATIONS TO BAT A WE HAVE TO BE
7 MINDFUL OF HOW THE AD-HOC WORKS AND THE PROCEDURES ASSOCIATED
8 WITH IT BEING INFORMATIONAL BUT WE WOULD LIKE TO AT THE NEXT
9 SESSION SET THE TABLE FOR A WRITTEN PRESENTATION OF
10 RECOMMENDED CHANGES THAT GIVE US A SHOT AT ADJUSTED BUDGETS
11 AND THINKING OF THE QUESTION ABOUT HOW TOLL BRIDGE REVENUE CAN
12 BE REINVESTED INTO THE PROGRAM AND SOME IDEAS THAT ARE TIED
13 INTO THE RELATIONSHIP AND EFFICIENCY. BUT THE GENERAL POINT IS
14 WE WOULD LIKE YOU TO MAKE A REAL RECOMMENDATION TO THE
15 COMMISSION, OR TO THE AUTHORITY.
16
17 **COM. NICK JOSEFOWITZ:** AND SO, ON THOSE -- SOME OF THE ITEMS
18 THAT WE GOT PRESENTED TODAY, ARE LIKE, WE'RE GOING TO BE
19 THINKING ABOUT ISO CERTIFICATION?
20
21 **ANDREW FREMIER:** YES.
22
23 **COM. NICK JOSEFOWITZ:** SO THAT WOULD BE THE TYPE -- WE WOULD BE
24 RECOMMENDING TO RECOMMEND AN ITEM LIKE WE WOULD BE THINKING

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ABOUT ISO CERTIFICATION OR WE WOULD GET RECOMMENDATION AT THAT POINT TO PURSUE ISO CERTIFICATION?

ANDREW FREMIER: I THINK PETER'S PRESENTATION COMING UP NEXT SETS THE STAGE FOR IDEAS IN BROAD TERMS. THE ONE THING I WOULD SAY ABOUT ISO CERTIFICATION IS --

COM. NICK JOSEFOWITZ: I DON'T WANT TO GET INTO THE DETAILS OF ISO.

ANDREW FREMIER: IT'S A GOOD PLACE HOLDER, AND IT DOESN'T JUST APPLY TO ISO, ONE OF THE THINGS WE STRUGGLE WITH IS WE DON'T OWN THE BRIDGES WE OWN THE FINANCIAL RESPONSIBILITY AND THAT'S WHAT I WOULD HOPE TO TRY TO TIE TOGETHER. CALTRANS CAN TRY TO TAKE OUR RECOMMENDATIONS AND TELL US TO POUND SALT WE DON'T ANTICIPATE THAT. BUT AS OWNER OPERATOR THEY OWN THE DECISIONS AND RECOMMENDATIONS TO SOME DEGREE. WE CAN INFLUENCE SOME OF THOSE DECISIONS WE DO WELL ON CONSENSUS, SO IT'S A LITTLE BIT OF BOTH.

COM. NICK JOSEFOWITZ: OKAY. AND THEN -- GO AHEAD, CHAIR.

AMY R. WORTH, CHAIR: YOU GO AHEAD.

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COM. NICK JOSEFOWITZ: THE LAST THING I WAS GOING TO SAY IS, WE GOT THIS PRESENTATION -- WE HAVE HEARD ABOUT THE BRIDGE TOLL LIKE A LITTLE -- LIKE, IN EVERY PRESENTATION THAT WE HAVE GOTTEN, BASICALLY, AND THE MORE I THINK ABOUT IT, THE MORE I THINK THAT WE SHOULD -- AND I DON'T KNOW IF THIS IS GOING TO BE COMING UP, AND SO MAYBE I JUST HAVEN'T READ MY PACKET DILIGENTLY ENOUGH, BUT MAYBE WE SHOULD DO THAT SOONER THAN 2027 IF WE'RE PUSHING OUT CRITICAL PLANS ON ITEMS FOR LIKE EIGHT YEARS BECAUSE OF BUDGET CUTS AND BECAUSE WE DIDN'T HAVE THE MONEY IN THE FIRST WE'RE IDENTIFYING NEEDS THAT'S ONLY GOING TO INCREASE THE COST OF THOSE UPGRADES. AND WE'RE NOT DOING OURSELVES ANY FAVORS BY KIND OF LIKE WAITING TO JUST SORT OF GET CRACKING AT BRINGING THESE BRIDGES INTO A STATE OF GOOD REPAIR.

DAMON CONNOLLY: IS THAT RM3? OR IS THAT BEYOND THE TIME FRAME OF RM3?

AMY R. WORTH, CHAIR: IT WOULD BE INDEPENDENT. IT WOULD BE LIKE THE TOLL NUMBER ONE LIKE THE FIRST THERE -- IT WOULD BE OUR STATUTORY ABILITY TO INCREASE TOLL STRICTLY FOR MAINTENANCE AND REHAB THAT'S UNDER THE PURVIEW OF BATA.

ANDREW FREMIER: RIGHT. COMMISSIONER CONNOLY YOU HAVE A LOT MORE ABILITY TO RAISE TOLLS UNILATERALLY FOR MAINTENANCE AND

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REHABILITATION RESPONSIBILITIES THAN YOU DO FOR A PROGRAM LIKE RM3. YOU'RE HITTING AT THE CORE ONE OF THE THINGS WE WANT TO CHALLENGE YOU ALL WITH, I THINK THAT IS THE POTENTIAL SOLUTION, PART OF OUR CLOSING REMARKS ARE GOING TO BE AROUND THAT POINT, THAT DELAYING THE PROJECTS ONLY INCREASES NOT ONLY THE COST BECAUSE OF TIME, BUT THE COST BECAUSE OF COMPLEXITY, THEY GET WORSE AS TIME GOES ON, IT'S THE MAINTENANCE CURVE THAT WE ALL SEE FOR PAYMENTS AND STUFF THAT PLACE OUT. I THINK THAT'S GOING TO BE THE HARD QUESTION IN FRONT OF YOU, WE'RE GOING TO ASSIST YOU IN BRINGING FORWARD TO THE AUTHORITY IF YOU ARE WILLING.

COM. NICK JOSEFOWITZ: I DIDN'T MEAN TO JUMP THE GUN. THANK YOU.

AMY R. WORTH, CHAIR: YOU DIDN'T, NICK. I HAVE A QUESTION, FIRST OF ALL, FROM THE PRESENTATION. SO, AS I UNDERSTAND IT IN THE CURRENT BATA BUDGET GIVEN THE REVENUES THAT WE'RE GOING TO GET WE ANTICIPATE WE'RE GOING TO BE ABLE TO COME UP WITH A BILLION DOLLARS IN THE NEXT TEN YEARS. SO WE HAVE THE REVENUE, WE KNOW WE HAVE ABOUT A BILLION DOLLARS, BUT WHAT WE'RE HEARING AND WHAT WE'RE SEEING IS THAT REALLY IF WE WANT TO BRING THE BRIDGES INTO A FULL GOOD STATE OF REPAIR THAT, WE REALLY NEED TO HAVE MUCH MORE THAN THAT. AND SO WHAT I WANTED TO ASK, FIRST OF ALL, LISA YOU CAN REITERATE YOUR COMMENT

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ABOUT CASH FLOW IN THE NEXT FOUR YEARS, WE HAVE GOT A CASH FLOW PROBLEM. SO REMIND ME, IS THAT BECAUSE OF THE GAPS IN THE TOLL REVENUE THAT WE HAVE LOST BETWEEN MARCH AND AUGUST? OR WHERE DOES THAT GAP COME FROM?

LISA KLEIN: YEAH, SO WITH COVID, ABOUT A YEAR AGO. [LAUGHTER] A DROP IN TOLL REVENUE. YEAH, IT'S HARD TO BELIEVE THAT WE'RE SAYING THAT "A YEAR AGO"

AMY R. WORTH, CHAIR: WE'RE SUPPOSED TO BE BACK IN SCHOOL IN APRIL. MAY 1ST.

LISA KLEIN: WE DID SOME QUICK ADJUSTMENTS TO GET -- IN CONJUNCTION OF DEVELOPMENT OF FISCAL YEAR 2021 TOLL BRIDGE PROGRAM BUDGET AND WITH BATA WE PROGRAMMED $190 MILLION WORTH OF PROJECTS OUT OF THAT. IT'S LIKE ABOUT A TEN YEAR BUDGET. RIGHT? IT'S A MULTI-YEAR, THE REHAB BUDGET IS A MULTI-YEAR BUDGET. THE HUNDRED 90 THAT WE CUT WAS REALLY CONCENTRATED IN THE NEAR YEARS. SO WE PUSHED THE PROJECTS OUT BECAUSE REALLY WE DON'T HAVE WITH THE TOLL REVENUE, WE HAVE TO PUT A CERTAIN -- BRIAN CAN EXPLAIN THIS MUCH BETTER THAN I CAN, WE HAVE TO PUT SO MUCH OUT FOR COVERAGE AND AT THE END OF THE DAY THERE IS NOT A LOT OF TOLL RECEIPTS LEFT OVER TO FUND THOUGH REHAB NEEDS IN THE NEAR-TERM. WE PREDICT TRAVEL WILL RECOVER AND SO OVER TIME WE CAN KIND OF GET BACK TO A MORE NORMAL LEVEL, BUT

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IT'S NOT IMMEDIATE. HOPEFULLY BRIAN I DIDN'T STICK MY FOOT IN MY MOUTH TOO MUCH. CORRECT ME IF I AM WRONG IF I SAID SOMETHING WRONG.

BRIAN MAYHEW: MUCH BETTER THAN DID, LISA. COMMISSIONERS LET ME INTERCEPT THIS FOR A SECOND, IF WE HAD THE TRAFFIC LEVEL WE HAD IN 2019, THE REHAB BUDGET, ACCORDING TO FINANCIAL MODELS, WOULD EXIST ABOUT A HUNDRED MILLION PLUS DOLLARS A YEAR, BETWEEN 100-125 MILLION. AS OF 2027 THAT NUMBER WOULD GO UP TO PROBABLY 200 TO 225 MILLION. BECAUSE THAT'S 2025 AND 2026 IS WHEN THERE IS ABOUT 750 -- I CAN'T REMEMBER ALL THE SCHEDULES, THE 750 OR SO IN REHAB PROJECT, THE BIG PROJECT, ALMOST A BLOODY BRIDGE, AT THAT POINT, YOU DON'T HAVE THE CASH FLOW TO DO THAT ANYMORE. YOU HAVE TO BOOST THE TOLL FOR FINANCING AND CONTINUE ON IN YOUR ANNUAL PROGRAMMING. IF WE WERE AT THE '19 TRAFFIC LEVEL, AND THE MODEL IS EXACTLY WHERE IT IS RIGHT NOW, I'M NOT SURE YOU WOULD BE HAVING THIS DISCUSSION. BECAUSE, AND EVEN AT A FIVE PERCENT ESCALATION RATE, AND I THINK WE RUN A DIFFERENT MODEL, WE DISCOUNT THEM, BUT EVEN IN A FIVE PERCENT ESCALATION RATE, YOU HAVE 100 AND, GIVE OR TAKE 10 MILLION FROM NOW UNTIL '27, AND ROUGHLY 200 MILLION IN '27, THAT 200 MILLION IS ABOUT BILLION DOLLARS IN PROJECT CAPACITY SPENDING IT ALL AT ONE TIME OR FINANCE THE PROJECTS. THEN COME BACK TO WHERE WE ARE THIS YEAR. OKAY? WE HAVE LOST A FULL DOLLAR. YOUR TOLL NOW IS EFFECTIVELY LESS THAN A DOLLAR LESS, BECAUSE WE

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HAVE DROPPED THE TRAFFIC. WHETHER OR NOT WE'RE GOING TO BE GETTING THAT TRAFFIC BACK OR NOT, IT'S SLIGHTLY PROBLEMATIC HANGING IN AT THE 75 TO 80 PERCENT LEVEL. SO WHEN WE GO INTO NEXT YEAR WE HAD TO CUT BACK REHAB THIS YEAR IN THE SENSE THAT OUR HOPE WAS, AND EVERYBODY'S HOPE WHEN THIS STARTED, WAS A V SHAPED, ONE SHOT DEAL, AND WE ALL WOULD HAVE RECOVERED BY SUMMER AND LAUGHING ABOUT IT, IT'S HUNG ON A YEAR. AND WE DON'T HAVE REALLY ANY GOOD INDICATION THAT IT'S GOING TO GO AWAY SOON. SO WE'RE GOING TO FACE NEXT YEAR'S BUDGET FIRST WITH AN OPERATIONAL COVERAGE PROBLEM IF TRAFFIC STAYS DOWN. YOUR SECOND PROBLEM WILL BE REHAB. THAT YOU MUST MAKE BY COVENANTS AND LAW ENOUGH REVENUE TO COVER OPERATIONS MAINTENANCE DEBT SERVICE AND COVENANT CALCULATIONS AND COVENANT RESPONSIBILITIES TO THE BOND HOLDERS IT'S A LONG WAY OF SAYING RIGHT NOW YOU ARE DOWN ONE FULL DOLLAR IN TRAFFIC. IF WE GET THE TRAFFIC BACK YOU'RE PRETTY MUCH BACK WHERE WE WERE.

AMY R. WORTH: THANK YOU BRIAN AND LISA, THAT REMAINS THE QUESTION IF WE STAY -- IF WE -- DO WE NEED TO DO SOMETHING TO BE ABLE TO HAVE $2 BILLION OVER THE NEXT TEN YEARS?

ANDREW FREMIER: MAYBE I CAN HELP THIS A LITTLE BIT IN COMBINATION WITH WHAT BRIAN AND LISA SAID. THE NUMBERS WE'RE SHOWING IN TERMS OF OUR NEEDS HAVE BEEN BASED ON THE WORK WE

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DO WITH CALTRANS PREPANDEMIC. WHAT BRIAN IS TALKING ABOUT IS WE'RE NOT EVEN REACHING INTO THOSE GOALS WE'RE READJUSTING WHICH BRINGS DOWN OUR OPPORTUNITY TO WORK ON THAT BILLION DOLLARS CONSIDERABLY FOR A NUMBER OF YEARS. AND THAT'S THE SHORT FALL THAT WE'RE WORRIED ABOUT. BECAUSE THE BILLION DOLLARS, THE $2 BILLION, WE COULD HAVE REASONABLY TACKED ON TO THE $100 BILLION ANNUAL BUDGET BUT WITH THE 500 BILLED BUDGET WE DON'T MAKE A DENT.

BRIAN MAYHEW: I DON'T MEAN TO CONFUSE THE ISSUE BUT IF TRAFFIC STAYS WHERE IT IS NOTWITHSTANDING RM3, TRAFFIC REMAINING WHERE IT IS, YOU MAY HAVE TO PUT A TOLL INCREASE IN, YOU MAY HAVE TO PUT ONE IN JUST TO COVER WHERE WE ARE NOW, WHICH WOULD MEAN YOU'RE NOT GOING TO BE ABLE TO ATTACK THE 2 BILLION. YOU STILL WOULD JUST BE COVERING DEBT SERVICE, AND YOU'RE OPERATOR COST. BECAUSE THEY'RE BUILT ON $5. NOW YOU WOULD BE ABLE TO COVER A HIGHER PIECE OF IT SO YOU MAY BE FACING SOMETHING IN JUNE THAT SAYS IT HAS TO GO UP. THAT WON'T ATTACK THE $2 BILLION PROBLEM, YOU WILL STILL NEED ANOTHER THERE. IF WE GET THE TRAFFIC BACK, THEN YOU'RE IN A BETTER SITUATION.

AMY R. WORTH: YEAH. OKAY GREAT. WELL, I JUST WANT TO THANK YOU FOR EXPLAINING THIS. I DO THINK WHAT, WHERE THIS BATA RECOVERY EFFORT IS TAKING US IN TERMS OF MAINTENANCE IS WE NEED TO FIGURE OUT WHAT WE NEED TO DO AND THEN WE NEED TO FIGURE OUT

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WHERE WE FIND THE RESOURCES TO DO IT AS OPPOSED TO THE OTHER WAY AROUND HERE IS THE MONEY WE'RE GOING TO GET, HERE ARE THE RESOURCES AND LET'S FIGURE OUT WHAT WE CAN DO WITH THAT BECAUSE WE'RE ALWAYS STILL IN A HOLE. BECAUSE I THINK THESE FINANCIAL -- AND FRANKLY I AGREE WITH NICK, I THINK WE SHOULD BE FINDING THE MONEY THAT WE NEED TO DO, BECAUSE WE HAVE GOT TO KEEP THESE BRIDGES IN A STATE OF GOOD REPAIR, AND THE OPERATIONAL INVESTMENTS. SO I THINK, AS WE CONTINUE TO LOOK AT THE NUMBERS, WE -- THAT MAY BE -- AGAIN, A LOT OF IT, TOO, INVOLVES THE PARTNERSHIP WITH CALTRANS IN TERMS OF WHAT IT COSTS TO DO CERTAIN THINGS. ARE THERE WAYS THAT WE CAN REDUCE SOME OF THESE OTHER COSTS SO THAT WE CAN PUT -- IF WE CAN RESERVE -- YOU KNOW, REDUCE SOME OF THESE CONTRACT COSTS, FOR EXAMPLE, AND PUT MORE MONEY IN PAINT. IT'S REALLY ALL GOING TO BE KIND OF PAYING THE ENTERPRISE. YOU KNOW, BECAUSE, AGAIN, I THINK WHAT WE'RE -- ALSO WHAT WE'RE REALLY TRYING TO DO AND WE STARTED THIS IF YOU RECALL WITH THE RICHMOND SAN RAFAEL BRIDGE STAFF STARTED WITH THIS PLANNED FUTURE MAINTENANCE REHAB PROGRAM AND WE HAVE ALL OF A SUDDEN FOUND OURSELVES WITH THE OPPORTUNITY, THANK YOU TO STAFF, TO DO ALL THE BRIDGES. LET'S GO -- IF THERE AREN'T ANY OTHER QUESTIONS. I SEE A HAND UP. OH, YOUR HAND IS IN YOUR -- I GET IT, DINA.

DINA EL-TAWANSY: I WANT TO AGREE WITH THE COMMENTS BY COMMISSIONER JOSEFOWITZ. I THINK WE NEED TO START SOONER. ONE

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1 OF THE ITEMS THAT LISA HIGHLIGHTED ON AND I AGREE WITH HER IN
2 THE PRESENTATION, IS THE FACT THAT REHAB HAS BEEN RELYING
3 SOLELY ON SURPLUS FUNDS, AND WITH THE CURRENT HIT IN THE
4 ECONOMY, AND IN SEEING THE REVENUE DROP, OF COURSE, YOU KNOW,
5 THE HARDEST HIT WAS OUT OF REHAB FUNDS AS WELL. SO YOU KNOW,
6 LOOKING AT SOME OF THE TRAFFIC RECOVERY COMING BACK SOME OF
7 OUR BRIDGE ARE BACK TO 90 PERCENT SO HOW MUCH THAT'S GOING TO
8 CHANGE IN THE NEXT FEW YEARS REMAINS TO BE SEEN BUT WE'RE
9 SEEING QUITE A LOT OF RECOVERY ESPECIALLY ON THE NORTHERN
10 BRIDGES ALREADY, IN TERMS OF THE AMOUNT OF TRAFFIC THAT'S
11 GOING THROUGH THERE. BUT THE KEY HERE IS TRYING TO PRIORITIZE
12 WHAT WE HAVE AS SOON AS POSSIBLE. BECAUSE IF WE DEFER IT
13 FURTHER, THE COST OF THAT IS A LOT MORE. AND YOU KNOW, WE HAVE
14 SEEN, IN A FEW EXAMPLES, IN OUR RECENT PROJECTS, WHERE, YOU
15 KNOW, IT'S FURTHER OUT, AND THEN THE COST, IT'S JUST SOMETHING
16 FOR US TO CONSIDER WHILE WE'RE HAVING THIS DISCUSSION HERE.
17
18 **AMY R. WORTH, CHAIR:** SURE. BECAUSE THE LONGER WE WAIT, THE
19 MORE IT COSTS. AND I KNOW WE HAVE BEEN TALKING WITH CALTRANS
20 TO FIGURE OUT WAYS THAT WE CAN STRETCH THOSE DOLLARS. YOU
21 KNOW, ARE THERE IMPROVEMENTS THAT WE CAN MAKE IN THE WAY WE DO
22 BUSINESS, YOU KNOW, MODIFICATIONS TO DO THAT SO WE CAN PUT
23 MORE MONEY ON TO THE STEEL. THAT'S GREAT. AND I THINK YOU'RE
24 RIGHT IN TERMS OF GETTING THAT -- IT'S ANOTHER EXAMPLE OF HOW
25 IMPORTANT IT IS TO GET THE ECONOMY BACK AND WHEN WE SEE PEOPLE

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STARTING TO WORK, THEY'RE GOING TO UTILIZE IT. SO I HAVE -- LET ME JUST TURN TO THE PUBLIC. I SEE WE HAVE TWO COMMENTS. TWO PEOPLE THAT WOULD LIKE TO COMMENT. FIRST, ROLAND, ROLAND LEBRUN. WELCOME ROLAND.

SPEAKER: THANK YOU MADAM CHAIR. SO, VERY BRIEFLY, THE REASON I RAISED MY HAND IS WHEN I SAW THE PICTURE OF THE RUSTED BRIDGE SPAN, WHICH I HOPE IS A LEFT OVER FROM THE OLD BAY BRIDGE IT'S REALLY CONCERNING WHEN YOU SEE THAT AMOUNT OF DETERIORATION. YOU HEAR AN EXAMPLE OF WHAT HAPPENED WITH CALTRAIN ALL THE STEEL BRIDGES IN THE PENINSULA WERE IN FAIRLY GOOD SHAPE WHEN CALTRAIN ACQUIRED THEM FROM UNION PACIFIC. 20 YEARS DOWN THE ROAD EVERY SINGLE ONE OF THESE BRIDGES IS ON THE VERGE EVER COLLAPSE AND THE REPAIR SPACE IS IN THE HUNDREDS OF MILLION DOLLARS IT SEEMS TO BE A CASE OF PENNY WISE POUND FOOLISH NOW. IN TERMS OF RECOMMENDATIONS, I AM WONDERING IF IT WOULD BE POSSIBLE, IF NOT NECESSARY TO INTRODUCE LEGISLATION TO DO SOMETHING SIMILAR WITH WHAT WE'RE DOING WITH TRANSIT RIDERSHIP RECOVERY WHERE WE WOULD BE PRIORITIZING WHEN AVAILABLE RM3 REVENUES OR STATE OF GOOD REPAIR, YOU KNOW, VERSUS SPENDING HUNDREDS AND POSSIBLY BILLIONS OF DOLLARS ON PROJECTS WHICH FRANKLY DON'T HAVE ANY ACCESS TO BRIDGE TRAFFIC. THAT'S MY SUGGESTION. THANK YOU.

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AMY R. WORTH, CHAIR: THANK YOU, ROLAND, VERY MUCH, FOR YOUR COMMENTS AND OUR NEXT SPEAKER IS RICH HEDGES. WELCOME RICH.

SPEAKER: JUST A COUPLE OF INN EDUCATED QUESTIONS, I KNOW WE HAVE GOTTEN BEYOND APPEALS CASE IN THE COURT ON RM3 AND I'M WONDERING IF WE EXPECT THAT TO BE CITED, AND I'M WONDERING THE WEAR AND TEAR ON THE ROADS WILL THAT LOWER SOMEWHAT THE EXTENT OF THE TIME OUT THAT WE NEED TO REHAB SOME OF THESE BRIDGES. BUT ANYWAY I'M MOST CONCERNED WITH WHEN WE'RE GOING TO GET THE RM3 MONEY? I'M ONE OF THE PEOPLE THAT WORKED TO PASS THAT PARTICULAR ITEM. THANK YOU.

AMY R. WORTH: RICH, THANK YOU VERY MUCH FOR YOUR QUESTIONS. THE RM3 MONEY IS STILL INFLUX, IT'S STILL IN THE COURTS. I'M TRYING TO THINK DOES ANYBODY WANT TO PROVIDE A LITTLE UPDATE ON WHERE WE THINK THE TIMING MIGHT BE?

BRIAN MAYHEW: NO.

ANDREW FREMIER: YEAH CHAIR WORTH I DON'T THINK THAT WOULD BE SOMETHING GOOD TO SUMMARIZE RIGHT NOW.

AMY R. WORTH, CHAIR: LET ME PUT IT THIS WAY YOU'RE RIGHT WE DON'T WANT TO DISCUSS CERTAIN DATES, RICH, WHERE IT IS, IT'S IN FRONT OF THE CALIFORNIA SUPREME COURT.

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ANDREW FREMIER: WHICH DOESN'T APPEAR TO BE RESOLVING ANY TIME SOON.

AMY R. WORTH, CHAIR: THAT'S WHERE THAT IS. THERE IS A PROVISION, AS YOU KNOW, IN RM3, TO DO THE ESCALATION, A SMALL -- WHICH WILL GO DIRECTLY TO THE MAINTENANCE.

BRIAN MAYHEW: IF RM3 GOES THROUGH AND CLEARS THE COURTS THERE IS A VERY GOOD CHANCE THAT THE ESCALATION CLAUSE ALONE WILL ELIMINATE THE NEED FOR THE '27 INCREASE THAT THAT WILL TAKE CARE. A TOLL INCREASE IS A TOLL INCREASE WHENEVER, BUT THAT ESCALATION CLAUSE COULD TAKE OVER AND PUT THE -- LITERALLY THAT WOULD PROBABLY BE THE LAST TOLL INCREASE YOU WOULD BE GOING BACK ON BECAUSE THE MAINTENANCE WOULD BE SET.

COM. NICK JOSEFOWITZ: BRIAN, THAT COST ESCALATION -- ESCALATION INCREASE IS NOT DESIGNED FOR BRIDGE TOLL REHAB?

BRIAN MAYHEW: IT IS FOR BRIDGE REHAB AND MAINTENANCE.

COM. NICK JOSEFOWITZ: AND INFLATION?

BRIAN MAYHEW: EVERYTHING AFTER RM2 AND RM3 ARE DONE, EVERYTHING LEFT OVER THAT ISN'T GOING INTO PROJECTS OR AS DEBT

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SERVICE CAPACITY COMES OFF IS SUPPOSED TO BE DEDICATED TO OPERATIONS MAINTENANCE AND MAINTENANCE AND REPAIR OF BRIDGES IF I REMEMBER CORRECTLY.

AMY R. WORTH, CHAIR: I THINK THAT WAS A KATHERINE BAKER COMPROMISE ON RM3.

ANDREW FREMIER: CAN WE BRING THAT BACK NEXT MONTH FOR CLARITY FOR COMMISSIONERS THAT MIGHT NOT RECALL THERE IS A COST OF CPI INDEX ALLOWED IF THE COMMISSION ENACTS IT AFTER THE LAST RM3, THE INTENT AS BRIAN DESCRIBED IT WAS TO GO TO MAINTENANCE. WHETHER THE LAW IS THAT SPECIFIC WE SHOULD BE DOING DOUBLE CHECKING BUT THAT WAS THE INTENT FOR SURE.

AMY R. WORTH, CHAIR: ANDY THANK YOU VERY MUCH. IS THERE ANY OTHER PUBLIC COMMENT? I DON'T SEE ANY OTHER PEOPLE HERE.

CLERK OF THE BOARD: I DON'T SEE ANY RAISED HANDS AND THERE WAS NO MIN COMMENT RECEIVED FOR THIS ITEM.

ANDREW FREMIER: THE BEAUTY OF ALL ELECTRONIC TOLLING IS YOU CAN INCREASE IT BY $0.26, WHERE PREVIOUSLY BECAUSE OF CASH, WE HAVE STUCK TO THERE INCREMENTS SO THERE IS A WHOLE NEW FLEXIBILITY IN TERMS OF CPI ADJUSTMENT THAT'S AVAILABLE TO US IN ALL ELECTRONIC TOLLING.

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2 **AMY R. WORTH, CHAIR:** IT WOULD BE HELPFUL. BEFORE WE BRING THIS
3 BACK TO THE COMMISSION AND IT TIES IN WITH THE QUESTIONS WE
4 GOT FROM THE COMMISSIONERS, IS, ARE WE ABLE TO DEFINE THE
5 TOTAL MAINTENANCE THAT WE NEED, THE MONEY THAT WE NEED, WHERE
6 DO WE ENVISION, THE VERY STATUS OF THE FUNDING SOURCES, WHAT
7 WE'RE CURRENTLY GETTING IN THE TOLLS, AND WHERE ELSE COULD WE
8 FIND ADDITIONAL MONEY, AND THEN ALSO WHERE ELSE COULD WE FIND
9 SAVINGS IN TERMS OF OUR OPERATIONAL ISSUES, THE WAY WE DO
10 BUSINESS? FOR EXAMPLE, I KNOW WE PAY DIFFERENT RATES THAN THE,
11 YOU KNOW, THAN THE COUNTY TRANSPORTATION AUTHORITIES DO FOR
12 OVERHEAD OR WHATEVER IT IS, AND IF WE CAN SEE THAT IN KIND OF
13 A CHART, THEN -- BECAUSE I DO BELIEVE IT WILL BE INCUMBENT
14 UPON THIS COMMITTEE TO BRING FORWARD RECOMMENDATIONS TO BATA.
15 BECAUSE OUR GOAL IS TO FUND ALL THAT WE FEEL FROM A TECHNICAL
16 STANDPOINT, WE NEED, TO DO THE STATE OF GOOD REPAIR. AND THEN
17 THE OTHER THING IS, THAT, YOU KNOW -- I BELIEVE IT SOUND LIKE
18 THERE IS GOING TO BE A FEDERAL INFRASTRUCTURE BILL. AND, YOU
19 KNOW, THE CHALLENGES THAT -- I THINK THIS CORE OF DE FACTO HAS
20 TURNED INTO THE BRIDGE ADVOCACY GROUP, HOPEFULLY, BECAUSE WE
21 NEED A GROUP THAT'S GOING TO -- YOU KNOW, WE NEED TO BE ABLE
22 TO ADVOCATE FOR FEDERAL FUNDS FOR MAYBE SOME OF THESE MAJOR
23 REHAB PROJECTS OR WHATEVER. AND BECAUSE, AGAIN, I THINK THAT
24 WE -- IT MIGHT BE -- I THINK IT'S APPROPRIATE TO THINK OF
25 THESE BRIDGE TOLLS AS A -- AS A, YOU KNOW, KIND OF A -- IN

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PART TWO, AS SEED MONEY THAT WE CAN MATCH WITH OTHER FUNDING SOURCES AS SB1 OR ITS FEDERAL -- ANY KIND OF FEDERAL INFRASTRUCTURE MONEY. BECAUSE I THINK IT'S SO IMPORTANT THAT WE DO PROVIDE THE MAINTENANCE FUNDING FOR THESE BRIDGES. AND I THINK WHAT WE'RE FINDING IS, GIVEN, AS WE LOOK CLOSELY AT THE BRIDGES, AND I HOPE THAT THAT -- I KNOW THAT PICTURE, IS AN OLD BRIDGE AND I KNOW IT'S BEEN PAINTED, BUT WE NEED TO FIND ADDITIONAL MONEY. WE NEED TO INCREASE THE INVESTMENT, I THINK, IN THE MAINTENANCE, WHICH IS WHAT I'M HEARING YOU ALL SAYING. SO, OKAY. AND THEN ONCE WE HAVE THAT, I THINK IT WILL NUMBER OUR COURT TO KIND OF BRING THESE RECOMMENDATIONS TO BATA. SO, OKAY. ANYTHING ELSE? ALL RIGHT. THANK YOU. THAT WAS TRAFFIC, I KNOW IF I KEEP LOOKING AT IT, I'LL UNDERSTAND IT. THANK YOU. OUR NEXT ITEM, WE'RE MOVING ON TO ITEM FOUR, WHICH ARE PRELIMINARY RECOMMENDATIONS. PETER. PETER LEE, YOU'RE ON.

PETER LEE: GOOD AFTERNOON PETER LEE WITH BATA STAFF, AND IF YOU WILL BRING UP THE SLIDES, THAT WOULD BE GREAT. NEXT SLIDE. SO SAME SLIDE THAT LISA SHOWED EARLIER BUT JUST FOLLOWING UP THAT WE'RE IN THE JANUARY TIME FRAME. THE RECOMMENDATIONS I'M GOING TO BE MAKING ARE THE -- THE STAFF RECOMMENDATIONS WE'RE GOING TO BE MAKING TO THE COMMITTEE ARE FOCUSING MORE ON THE JOINT VENTURE WE HAVE WITH BATA AND CALTRANS AND AS IT RELATES TO THE AGREEMENT AND SOME AGENCY AGREEMENTS WE WOULD PROPOSE THE COMMITTEE TAKE ON AND THEN WE'LL COME BACK AGAIN IN MARCH

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1 TO LOOK INTO ALL THOSE AREAS IN THE PROJECTS SIDE AND REHAB
2 PROGRAM NEEDS IN MORE DETAIL TO ADDRESS YOUR QUESTIONS. BUT I
3 WOULD SAY, ON THE RICHMOND BRIDGE, WE DID RECENTLY PUT OUT A
4 CONTRACT WITH CALTRANS TO PAINT THE BRIDGE. IT'S AN ONGOING
5 PROCESS, AND THERE WAS A RECENT PROJECT THAT JUST -- I THINK
6 IT'S AWARDED NOW, THAT WE'RE GOING START. SO THAT WORK IS
7 ONGOING. SO, NEXT SLIDE. NEXT SLIDE. SO, JUST SET OF
8 RECOMMENDATIONS AS IT RELATES TO CALTRANS AND BATA JOINT
9 VENTURE THAT WE HAVE, WE OPERATE UNDER A MASTER CO-OP
10 AGREEMENT THAT WE FIRST STARTED BACK IN 1998, '97, IN THAT
11 TIME FRAME WHEN BAT WAS A FIRST ESTABLISHED AND THAT'S BEEN
12 MORE THAN 20 YEARS AND QUITE A BIT HAS CHANGED IN THAT TIME.
13 WE STARTED OFF PRIMARILY LOOKING AFTER THE BASE TOLL AND
14 SEEING TO THE REGIONAL MEASURE ONE PROGRAM, TO BE COMPLETED.
15 AND SINCE THAT TIME, OVER THE LAST 20 YEARS, WE HAVE GOT KNOW
16 RESPONSIBILITY IN THE SEISMIC PROGRAM, FASTRAK AND BASICALLY
17 TOOK ON NINE BILLED IN DEBT SO WE HAVE QUITE A BIT MORE SHARED
18 RISK BETWEEN US AND THE DEPARTMENT. SO ONE OF THE
19 RECOMMENDATIONS, ASIDE FROM UPDATING THE COOPERATIVE
20 AGREEMENT, IS TO LOOK AT REESTABLISHMENT OF A JOINT EXECUTIVE
21 MANAGEMENT TEAM, BACK WITH THE SEISMIC RETROFIT PROGRAM, IF I
22 MAY REMIND YOU, WE HAD A STATUTORY TOLL BRIDGE PROGRAM
23 OVERSIGHT COMMITTEE, TO OVERSEE THE EAST SPAN PROJECT AS WELL
24 AS OVERSIGHT OF THE RETROFIT PROGRAM AND THAT PROGRAM WAS VERY
25 SUCCESSFUL IN DELIVERING THAT PROGRAM AND OVERSEEING THE

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1 DELIVERY OF THE PROJECT OF THREE AGENCIES AT THE TIME, CTC,
2 BATA, AND CALTRANS. TO OVERSEE THAT PROGRAM OF SEISMIC
3 RETROFIT AND WE GOT A LOT OF VALUE OUT OF IT, I BELIEVE, AT A
4 STAFF LEVEL, AND WE'RE PROPOSING ADMINISTRATIVELY, TO RE-
5 ESTABLISHED SOME SORT OF MANAGEMENT TEAM TO HELP US AND
6 COORDINATE OUR EFFORTS HERE BETWEEN THE TWO AGENCY, JUST
7 CALTRANS AND BATA, CTC DOESN'T NECESSARILY HAVE A ROLE IN THAT
8 ANYMORE. BUT IT'S SOMETHING TO FLESH OUT AND SOMETHING WE
9 SHOULD BE PUTTING INTO THE MASTER COOPERATIVE AGREEMENT WHERE
10 WE CAN HAVE MORE OF A DIRECT LINE TO OUR PROGRAM. NEXT SLIDE.
11 YOU KNOW, WE HAVE QUITE A BIT OF DIFFERENT RESPONSIBILITIES
12 THIS WE NEED TO BE LOOKING AT NOW. IT'S NOT JUST OUR PROJECTS
13 THAT WE HAVE, BUT WE HAVE OPERATIONS, MAINTENANCE, ASSET
14 MANAGEMENT, PROJECT DELIVERY. THAT UPDATE TO THE MASTER
15 CORPORATIVE AGREEMENT AND THE OVERSIGHT COMMITTEE NEEDS TO BE
16 MORE COMPREHENSIVE THAN IN THE PAST WHEN WE WERE LOOKING AT
17 CAPITAL PROJECTS WE'RE LOOKING TO STREAMLINE OUR AGREEMENT IN
18 THOSE AREAS AND STREAMLINING PROJECT DELIVERY PROCESSES WE
19 SHARE AMONGST THE AGENCIES AS WELL AS ASSET MANAGEMENT WE'RE
20 TRYING TO STREAMLINE THOSE EFFORTS AS WELL AS BETTER
21 COORDINATE THE EFFORT WE TAKE ON OUR SIDE AS WELL AS EFFORTS
22 CALTRANS IS TAKING. CALTRANS IS THE OWNER OPERATOR OF THE
23 BRIDGE AND HAS A CRITICAL RESPONSIBILITY MAKING SURE ALL
24 ASSETS ARE MAINTAINED BUT WE HAVE A STRONG FIDUCIARY
25 RESPONSIBILITY TO MAKE SURE THAT IS HAPPENING. SO THOSE ARE

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1 THREE AREAS THAT WE WOULD LIKE THE NEW REVISED CO-OP AGREEMENT
2 LANGUAGE TO INCORPORATE, SO SEEKING THOSE EFFICIENCIES. AND
3 THEN NEXT SLIDE. THE NEXT AREA WE WANT TO FOCUS IS A KIND OF A
4 RECOMMITMENT IN THE COOPERATIVE AGREEMENT. COOPERATIVE
5 AGREEMENT WE HAVE NOW IS THE FOCUS OF THE BRIDGES AS WELL AS
6 OPERATIONS AND MAINTENANCE OF THE BRIDGES. ONE AREA WE WOULD
7 LIKE TO SEE ADDITIONAL FOCUS ON IS LOOKING AT THOSE REGIONAL
8 TRANSIT PRIORITY PROJECTS, AS WELL AS CONGESTION RELIEF
9 PROJECTS THAT WE HAVE ON THE BRIDGES AND THE CORRIDORS. AND
10 JUST BETTER COORDINATE OUR EFFORTS BETWEEN US. SO, DELIVERY OF
11 THOSE FORWARD PROJECTS, IF WE CAN FIND A BETTER WAY OF WORKING
12 TOGETHER, AND MORE COST EFFECTIVELY DELIVERING THE PROJECTS,
13 WE HAVE ALL STEPPED UP IN DIFFERENT ROLES TO DO THAT. SO WE'RE
14 LOOKING FOR, LIKE, PUTTING THAT LANGUAGE IN THE COOPERATIVE
15 AGREEMENT AND TO TRY TO SEE MORE EFFICIENT STREAMLINED
16 DELIVERY. NEXT SLIDE. AND THEN FROM THE AREA -- FROM THE BATA
17 AGENCY PERSPECTIVE, WE HAVE SOME DIRECT PRIORITIES AND
18 RECOMMENDATIONS IN THAT AREA. NEXT SLIDE. YOU KNOW, WITH THE
19 CONTINUING DROP IN TRAFFIC AND SUCH THAT, WE JUST TALKED
20 ABOUT, WE FOUND LIKE THREE AREAS WHERE WE WOULD HAVE
21 RECOMMENDATIONS TO SECURE OUR FINANCES. I DON'T WANT TO STEP
22 ON BRIAN'S TOES TOO MUCH. BUT WE WANT TO CONTINUE TO LOOK FOR
23 COST CONTROL ACTIVITIES, MEANS TO TRY TO REDUCE OUR COST AS
24 BEST POSSIBLE, OR BE MORE EFFICIENT AND WE HAVE DONE THAT
25 RECENTLY IN SOME OF OUR TOLLING INVOICING, AS WELL AS

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REPRIORITIZE REHAB PROJECTS TO FIT THE FUNDING THAT WE DO HAVE SO WE'LL CONTINUE ALONG THAT PROCESS. ITEM TWO IS SUBJECT TO OUR RESOLUTION OF RM3, AND COMMISSION APPROVAL TRYING TO GET -- RETURN SOME OF THE TOLL BRIDGE REHABILITATION FUNDS THAT WE HAVE UTILIZED ON RM3 ELIGIBLE PROJECTS THESE WERE PROJECTS THAT WERE ELIGIBLE FOR REHABILITATION FUNDS SO WE DID FRONT MONEY TO THOSE TWO PROJECTS, THE 101 AS WELL AS THE SOLANO INTERCHANGE PROJECT AND IF REGIONAL MEASURE THREE IS RESOLVED, POSITIVELY FOR US, WE WOULD SEE THOSE FUNDS TO BE RETURNED BACK TO THE REHABILITATION PROGRAM TO BE PUT BACK INTO THE BRIDGES. AND THEN LASTLY, WE TALKED QUITE A BIT ABOUT RECOGNIZING AND PREPARING FOR POSSIBLE FUTURE TOLL INCREASE AND JUST TO ACKNOWLEDGE THAT AT THE COMMITTEE LEVEL, AND AT THE AUTHORITY LEVEL. NICK, DO YOU HAVE YOUR HAND UP? I'M NOT QUITE SURE, SHOULD I --

COM. NICK JOSEFOWITZ: I WAS JUST GOING TO -- I PREEMPTIVELY PUT MY HAND UP. READY FOR MY NEXT QUESTION.

PETER LEE: WE WOULD LIKE TO GET RECOMMENDATIONS PUT ON PAPER AND TAKEN TO THE BOARD. THIS IS OUR LAST SLIDE HERE -- NO SECOND-TO-THE-LAST SLIDE. WE WANT TO REAFFIRM OUR PROJECT PRIORITY AS WE MOVE FORWARD IN OUR REHABILITATION FUNDING PRIORITIES, AND JUST TO REMIND EVERYONE WE PUT BRIDGE INTEGRITY AND TOLLING AND TRANSIT PRIORITY PROJECTS AROUND THE

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1 BRIDGES AS PRIORITIES IN A REHABILITATION PROGRAMS TO PREPARE
2 OUR REHABILITATION PROGRAM AND CONTINUE BEST ASSET MANAGEMENT
3 PRACTICES SO WE TALKED ABOUT THAT EARLIER ABOUT PERHAPS
4 IMPLEMENTING SOME OF THE ISO PROTOCOLS FOR ASSET MANAGEMENT
5 AND TO CONTINUE ALONG THAT PATH TO MAKE SURE WE ARE MANAGING
6 THE PROJECTS AND THE BRIDGE, TO THE BEST POSSIBLE PRACTICE.
7 NEXT SLIDE AND LASTLY IT GETS TO THE POINT THAT AMY MADE
8 EARLIER TO SEEK ADDITIONAL FUNDING. AS WELL AS SEEK ANY OTHER
9 COST SAVING MEASURES. WE IDENTIFIED TWO AREAS, AS AMY PUT OUT,
10 TO PURSUE ALL STATE, FEDERAL FUNDING TO ADVANCE PROJECTS IN A
11 TIMELY MANNER. WE AGREE WITH AMY THAT CERTAINLY THE FEDERAL
12 REAUTHORIZATION IS A GOOD PLACE TO START IN THAT EFFORT AND
13 LASTLY TO SEEK LEGISLATIVE ADMINISTRATION REMEDIES TO SEEK
14 SOME COST SAVINGS MEASURES BETWEEN US AND CALTRANS
15 PARTICULARLY OVERHEAD RELIEF WITH CALTRANS SUPPORT COST THAT
16 SOME COUNTIES HAVE BEEN ABLE TO SECURE, THAT OVERHEAD TO US
17 WOULD EQUATE TO A COUPLE MILLION DOLLARS A YEAR AND THAT WOULD
18 HELP OUR PAINT PROGRAM TO GET A COUPLE MORE MILLION DOLLARS.
19 IT MAY SEEM SMALL BUT THEY ALL ADD UP TO $20 MILLION SO THOSE
20 ARE OPPORTUNITIES THAT WE WILL CONTINUE TO SEEK OUT. SO I
21 THINK THAT'S MY LAST SLIDE. YES. MY LAST SLIDE. AND IT'S JUST
22 A QUICK SUMMARY OF ITEMS THAT WE WILL PUT FORWARD, AS ANDY
23 SAID, MAYBE IN A WRITTEN RESOLUTION OR MEMORANDA FOR THE BOARD
24 TO CONSIDER.
25

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AMY R. WORTH: TERRIFIC. OKAY. NICK HAS HIS HAND UP. THANK YOU PETER FOR THAT REPORT. YEAH, NICK.

COM. NICK JOSEFOWITZ: THANK YOU VERY MUCH. AND I THINK I WANT TO ADD MY AGREEMENT WITH COMMISSIONER WORTH'S APPROACH OF, I THINK WE NEED TO FIND -- LIKE, FIND OUT WHAT THE NEED S DOCUMENT, LIKE, HOW MUCH WE CAN SAVE TO REDUCE THE NEED THROUGH IMPROVED MANAGEMENT PRACTICES LIKE KIND OF REDUCED OVERHEAD COST AND THINGS LIKE THAT, FIND OUT WHAT WE CAN GET FROM OTHER PLACES AND THEN IDENTIFY THE GAP AND THEN FILL IT, AND FILL IT AS QUICKLY AS -- I THINK THAT'S A DEEPLY PRACTICAL APPROACH TO THIS PROBLEM. I -- WHAT THIS DID MAKE ME SORT OF QUESTION SOMETHING I HAVE BEEN MULLING ON OVER THE COURSE OF THESE PRESENTATIONS, IS, YOU KNOW, AS WE CONTEMPLATE INCREASING BRIDGE TOLLS EVEN FURTHER, THE NEED TO PROVIDE BRIDGE, SORT OF DRIVERS, WITH ALTERNATIVES TO DRIVING ALONE ACROSS THE BRIDGES CONTINUES TO INCREASE, AND I THINK WE ARE GOING TO DO A GOOD JOB THROUGH RICHMOND SAN RAFAEL FORWARD AND DUMBARTON PROJECTS, WHY DON'T WE HAVE OTHER -- WHAT'S MISSING ON ALL THE OTHER BRIDGES WHY DON'T WE HAVE A SAN MATEO FORWARD, A BENICIA FORWARD? EVERYBODY, I THINK, ULTIMATELY AS WE'RE DOING THIS WE SHOULD BE STEPPING UP ABOUT HOW WE CAN MOVE THE WHOLE REGION FORWARD NOT JUST THE THREE BRIDGES THAT ARE MAYBE THE MOST BACKWARDS. I DON'T KNOW, NEED THE MOST MOVING FORWARD, WHAT I BEGAN TO SAY.

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AMY R. WORTH, CHAIR: ANDY?

ANDREW FREMIER: WE DO HAVE A DUMBARTON FORWARD SO WE GOT ANOTHER BRIDGE ON THE LIST. POINT TAKEN WHAT WE HAVE ALWAYS SAID COMMISSIONER JOSEFOWITZ, WITH THE FORWARDS, IS THEY'RE NOT FINISH LINES, THEY'RE JUST BUILDING ON, YOU KNOW, THE NEXT KIND OF GOOD IDEA SO WE'RE OPEN TO LOOKING AT OTHER BRIDGES HISTORICALLY SAN MATEO HAS HAD OPERATIONAL ISSUE IN PARTICULAR. WE JUST HAVE NOT HAD THE RESOURCES TO REALLY GET INTO ANY MORE EXPANSION, BUT WE CERTAINLY SUPPORT THAT IDEA. AND LOOK, I THINK IT DOES PLAY, TOO, TO THE QUESTION THAT WE HAVE BEEN TEASING ABOUT OPEN ROAD TOLLING. OPEN ROAD TOLLING IS NOT JUST A NICE THING TO HAVE, IT REALLY DOES TAKE SOME OF THE FRICTION OUT OF THE PLAZA. IT CREATES OTHER PROBLEMS BECAUSE YOU FREE UP BOTTLENECK, YOU GET TO ANOTHER PLACE. BUT I THINK THIS OPPORTUNITY TO REALLY CONSIDER THOSE AS GOOD INVESTMENTS FOR TRANSIT PRIORITY IS ALSO WORTH THINKING ABOUT. SO THAT'S WHY WE'RE NOT REALLY STOPPING OUR QUEST TO PURSUE THAT WORK. BECAUSE IT, TO US, ANYWAY, IS MORE THAN JUST A MAINTENANCE RELIEF HAVING LESS MAINTENANCE TO MANAGE WE THINK IT APPLIES OPERATIONAL BENEFITS TO THE REGION THAT WE THINK ARE VERY SIGNIFICANT.

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COM. NICK JOSEFOWITZ: THAT MAKES SENSE BUT ONLY IF WE'RE REALLY INTENTIONAL ABOUT IT. BECAUSE YOU KNOW, AS YOU SAID, IF YOU JUST LIKE -- IN THE BAY BRIDGE CONTEXT, IF YOU JUST GO OPEN ROAD YOU'RE JUST GOING TO CREATE BOTTLENECK ON THE OTHER SIDE OF THE ROAD IN SAN FRANCISCO, MOVING THE BOTTLENECK FROM ONE SIDE OF THE BRIDGE TO THE OTHER ISN'T GOING TO GET US ANYWHERE. IF WE THINK ABOUT REPURPOSING THAT SPACE FOR TRANSIT AND FOR VERY HIGH-OCCUPANCY VEHICLES AND FOR OTHER THINGS THEN YOU CAN SEE REAL IMPROVEMENTS AND I THINK THE TIME TO DO IT IS KIND OF WHEN ONE IS YANKING THE PLAZA. I THINK FOR US TO REALLY HAVE A RECOMMENDATION COME OUT OF THIS IF WE ARE GOING TO BE CONSIDERING A TOLL INCREASE, THAT WE SHOULD CONSIDER HOW WE DO FORWARD-STYLE KIND OF THINKING ON ALL THE BRIDGES NOT JUST WHEN IT'S FUNDING AVAILABILITY, BUT REALLY KIND OF TRYING TO PRIORITIZE THIS AS TO THE REAL MITIGATION FOR THE POTENTIAL IMPACTS OF THE TOLL INCREASE.

ANDREW FREMIER: THAT'S LEGITIMATE AND --

DAMON CONNOLLY: EVEN BEYOND THAT ANDY IT'S HOW WE CONCEPTUALIZE THIS EFFORT FROM THE BEGINNING, I THINK NICK HIT IT ON THE HEAD IT'S THE TIME. SORRY TO INTERRUPT.

ANDREW FREMIER: YOU BUILT ON THE INTENT WHEN WE COME INTO THE COMMITTEE IT'S TO SETUP OPERATIONS BAIFA AND BATA AT THAT

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POINT IT'S THE NETWORK, THE BRIDGES ARE CLEARLY IMPORTANT BUT IF WE'RE GOING TO RELY ON THE PRIVILEGES TO TAKE CARE OF THE REGIONALLY PROBLEMS WE'RE NOT GOING TO BE SUCCESSFUL SO WE HAVE TO GET INTO A DIFFERENT PARTNERSHIP WITH THE STATE OF CALIFORNIA ONCE YOU GET OFF THE BRIDGES IT'S VERY MUCH IMPORTANT TO WORK WELL WITH THEM. I APPRECIATE THE COMMENTS AND THEY STRIKE A VERY GOOD CHORD WITH US.

AMY R. WORTH, CHAIR: THANKS. DINA, YOU HAD YOUR HAND UP?

DINA EL-TAWANSY: I HAD A QUESTION, MAYBE IT'S DIRECTED TO BRIAN AND ANDY, YOU CAN RAISE THE TOLLS BEFORE THE FREEZING OF THE RM3 TOLL INCREASE? I MEAN WHAT -- HOW DOES THAT ROLL OUT IN.

ANDREW FREMIER: YEAH, THE AUTHORITY THAT BATA HAS FOR REHAB, OPERATIONAL NEEDS, AND OTHER COMMITMENTS, I THINK IF I RECALL, BRIAN EXPLAINED IT THAT WAY, THE BOND COVENANTS GIVE THE AUTHORITY TO RAISE TOLLS THEY HAVE TO GO THROUGH THE SAME PROCESS IT HAS TO COME THROUGH THE AUTHORITY BUT IT IS SOMETHING THAT'S SEPARATE AND DISTINCT FROM RM3.

AMY R. WORTH: SO IF I CAN ADD TO THAT, YOU KNOW, ONE OF THE THINGS THAT'S GOING TO BE IMPORTANT IN THESE RECOMMENDATIONS THAT WE BRING TO BATA, AND I THINK IT WILL BE REALLY HELPFUL,

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1 IS IF WE BRING THEM, AS NICK ARTICULATED MUCH CLEARER THAN I
2 CAN, THAT THIS IDEA OF PUTTING THESE TOGETHER IN A PACKAGE,
3 WHAT WE NEED, WHAT OUR REVENUE SOURCES ARE, WHAT OUR
4 EFFICIENCIES CAN BE DONE, WHAT IMPROVEMENTS CAN WE MAKE WITH
5 THE OPERATIONAL ISSUES THAT PETER RAISED WITH THE COOPERATIVE
6 AGREEMENT WITH CALTRANS AND THINGS LIKE THAT BECAUSE I THINK
7 PEOPLE ARE GOING TO WANT TO SAY, WELL IF YOU'RE GOING TO
8 COMPETE FOR THIS MU MONEY, HOW ARE WE BEST TAKING CARE OF THE
9 CURRENT DOLLARS GETTING THE MOST FROM THE CURRENT DOLLARS. SO
10 THE CONCEPT OF PUTTING IT TOGETHER, NOT ONLY THESE WORKING --
11 YOU KNOW, THE BUSINESS ARRANGEMENTS, BUT ALSO THE REVENUE, THE
12 NEEDS, BUSINESS ARRANGEMENTS AND THE REVENUE, BECAUSE IN THE
13 END, WE ALL SHARE THE GOAL. WE WANT THESE BRIDGE TO BE IN TOP
14 CONDITION. AND WE WANT TO BE ABLE TO HAVE THE MONEY WE NEED.
15 PLUS, THE OTHER THING IS -- AND I -- YOU KNOW, WE WANT TO BE
16 ABLE TO ALSO FROM AN OPERATIONAL STANDPOINT, WE HAVE LOOKED AT
17 THE FORWARD INITIATIVES THAT ARE IMPORTANT, AND YOU KNOW, A
18 LOT OF THE ACTIVE TRANSPORTATION INITIATIVES THAT COULD REDUCE
19 INCREASE OF THROUGHPUT ON THOSE BRIDGES AND THAT KIND OF
20 THING. SO I THINK THERE IS A LOT HERE THAT WE CAN BE DOING. IS
21 THERE -- ARE THERE ANY OTHER COMMENTS FROM COMMUNITY MEMBERS?
22 OR QUESTIONS? OKAY THEN I'M JUST LOOKING AT THE ATTENDEES, AND
23 I DON'T SEE ANY SPEAKERS. KIMBERLY, DO YOU SEE ANY, IF WE HAVE
24 RECEIVED ANY E-MAILS?
25

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CLERK OF THE BOARD: I HAVE RECEIVED NO PUBLIC COMMENT, AND I DON'T SEE ANYONE WITH THEIR HANDS RAISED.

AMY R. WORTH, CHAIR: OKAY. THANK YOU SO MUCH. SO WITH THAT, PETER, THANK YOU SO MUCH, AND WE WILL MOVE ON NOW TO NEXT STEPS. ANDY?

ANDREW FREMIER: L YEAH, THANK YOU CHAIR WORTH, AND FRANKLY, I THINK THE DISCUSSION WE HAD IS VERY SIMILAR TO WHAT I HAD SORT OF THOUGHT ABOUT OUR ACTION POINTS WOULD BE. YOU KNOW, TODAY'S PRESENTATION IS REALLY ABOUT TRYING TO FIND EFFICIENCIES IN THE WAY WE DO BUSINESS WITH OUR RELATIONSHIP WITH CALTRANS, AND I'M PRETTY SURE THAT THE KINDS OF SAVINGS WE WILL GET FROM HERE DON'T REALLY CHANGE BRIAN'S MODEL ALL THAT MUCH, BUT AS PETER POINTED OUT, THEY HELP THE ENGINEERING SPECIFICALLY AND WE DO THINK THAT IS WORTHWHILE. SO, THIS PRESENTATION DOESN'T SOLVE THE MISMATCH. IT CERTAINLY IDENTIFIES SOME PLACES TO GO FORWARD WITH. BUT WE DO THINK THAT THESE CHANGES ARE IMPORTANT, AND IF WE CAN CREATE A SAVINGS OF SOME POINT, JUST SAY TEN PERCENT, WE CAN SAVE ABOUT $10 MILLION A YEAR, AND THAT $10 MILLION A YEAR PAYS FOR THINGS LIKE A ROBUST ASSET MANAGEMENT PROGRAM THAT WE WERE TALKING ABOUT, OR IT GOES TO PAINT, OR OTHER MAINTENANCE ITEMS THAT, YOU KNOW, CROP UP OVER TIME, AS THE BRIDGES AGE. SO, IT IS AN IMPORTANT INVESTMENT OPPORTUNITY REGARDLESS OF WHETHER IT SOLVES THE BIG PICTURE OR

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1 NOT. I THINK IT'S ALSO IMPORTANT TO MENTION THAT WE DIDN'T
2 TALK ABOUT ORGANIZATION. AND THE CONNECTION BETWEEN BATA AND
3 CALTRANS IS NOT REALLY DIRECT. YOU KNOW, THE OWNER OPERATOR,
4 AND FINANCIAL RESPONSIBILITIES ARE BIFURCATED. WE'RE
5 RESPONSIBLE FOR FINANCES, THE DEPARTMENT IS RESPONSIBLE FOR
6 THE OWNER OPERATOR DECISIONS, AND THAT CREATES ATTENTION ALL
7 BY ITSELF. SECONDARILY, THE TOLL BRIDGES ARE NOT MAINTAINED IN
8 A SINGLE PLACE. SO THE DISTRICT, UNDER DINA'S WATCH, IS
9 RESPONSIBLE FOR THE DAILY MAINTENANCE AND OPERATIONS
10 ACTIVITIES, BUT THE STRUCTURE MAINTENANCE PEOPLE THAT DO OUR
11 ENGINEERING AND INSPECTION COME OUT OF THE MAINTENANCE, WHICH
12 IS A SEPARATE MAINTENANCE -- A SEPARATE DIVISION UP IN
13 SACRAMENTO. AND THEN FINALLY A LOT OF THE POLICY DISCUSSIONS
14 THAT WE'RE TALKING ABOUT COME OUT REALLY OF THE EXECUTIVE
15 OFFICE AT CALTRANS THEY'RE NOT DECISIONS THAT CAN BE MADE
16 LOCALLY, AND IF WE RUN INTO COMPLEX BRIDGE DECISIONS AROUND
17 ENGINEERING CONFLICTS OR PROBLEMS, WE END UP IN THE
18 ENGINEERING SERVICE CENTER, WHICH IS THE BRIDGE DEPARTMENT.
19 AND SO WE DO THINK SOME LEVEL OF THIS ORGANIZATION THAT WE
20 REFERRED TO, SIMILAR TO THE TOLL BRIDGE PROGRAM, MIGHT HELP US
21 ALL, SORT OF, CONSOLIDATE THAT DISCUSSION, SO THAT WE'RE NOT
22 GOING AROUND WITH A STORY, WE'RE GOING STRAIGHT TO THE SOURCE
23 THAT WOULD ALLOW US TO, I THINK, DEBATE PROBLEMS MUCH MORE
24 DIRECTLY, AND HOPEFULLY OFFER REALLY THE DEPARTMENT AND THE
25 BAY AREA TOLL AUTHORITY A SINGLE STORY THAT CAN BE RUN UP

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1 WHATEVER FLAG POLE WE'RE TRYING TO RUN IT UP. SO THE INTENT
2 THAT OPERATIONAL CHANGE TO CREATE AN OVERSIGHT COMMITTEE OF
3 SORTS, IS REALLY DESIGNED, I THINK, TO KEEP THE STORY LINE
4 MOVING EFFICIENTLY AND TO ALLOW BOTH AGENCIES TO HEAR THE SAME
5 INFORMATION AND GET ADVICE FROM ALL SIDES. IN TERMS OF WHERE
6 WE'RE GOING WITH THE MARCH MEETING, I THINK YOU GAVE US SOME
7 REAL GOOD PLACES TO WORK ON. I THINK THEY ARE CONSISTENT WITH
8 WHAT WE'RE WERE THINKING ABOUT. WE WANT TO HIGHLIGHT MORE
9 DIRECTLY THE MISMATCH BETWEEN THE ONGOING STATE OF GOOD
10 REPAIR, AND THE FUNDING THAT WE HAVE IN PLACE. WE WANT TO,
11 ALSO -- AND I THINK IT WILL BE EASIER, BECAUSE FRANKLY, YOU
12 GUYS DID IT ON YOUR OWN -- WAS TALKER ABOUT THE FACT THAT
13 DELAYING THIS WORK WOULD HAVE MULTIPLE FACTORS TO MAKE IT
14 WORSE. THE ESCALATION COSTS OVER TIME ARE ONE THING THAT IS
15 SIGNIFICANT, BUT THE FACT THAT DETERIORATION HAPPENS IN A MUCH
16 FASTER ENVIRONMENT IF YOU DELAY THE WORK MAKES THE WORK MORE
17 CHALLENGING AND MORE EXPENSIVE SO DELAYING IT IS A BAD OPTION
18 FOR ALL OF US IN TERMS OF KEEPING PRIORITIES STRAIGHT. WE ARE,
19 AS YOU TALKED ABOUT, MUCH MORE DIRECTLY, THAN WE HAVE IN THE
20 PAST, MUCH MORE ENGAGED IN DISCUSSING WHETHER OR NOT A REHAB
21 TOLL INCREASE MIGHT BE NECESSARY FOR MULTIPLE REASONS AS BRIAN
22 DESCRIBED AND AS PETER DESCRIBED. AND LISA AS WELL. SO,
23 FOCUSING AGAIN, AS A REMINDER, THE BILLION DOLLARS, AND THE $2
24 BILLION WE TALKED ABOUT IN NEEDS OVER THE NEXT 10 TO 20 YEARS,
25 THEY'RE BASED ON $100 MILLION A YEAR COMING TO THE PROGRAM

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1 WHICH WE HAVE IDENTIFIED WON'T BE COMING TO THE PROGRAM FOR
2 SEVERAL YEARS AT A MINIMUM. SO I, AGAIN, I THINK YOU GUYS
3 HIGHLIGHTED THAT VERY WELL WITHOUT ME HAVING TO REPEAT T WE
4 CAN DEFINITELY PURSUE SOME OF THESE EFFICIENCIES. WE WOULD
5 LIKE TO COME BACK WITH SOME MORE DISCRETE IDEAS ABOUT HOW A
6 COOPERATIVE AGREEMENT MIGHT READ PETER'S PRESENTATION WAS HIGH
7 LEVEL AND CONCEPTUAL BUT WE HOPE TO BE WORKING WITH DINA AND
8 HER STAFF AND PROBABLY SOME SACRAMENTO FOLKS TO REALLY TEASE
9 OUT THE TEMPERATURE FOR SOME OF THESE CHANGES THAT WE'RE
10 PROPOSING BECAUSE THEY WOULD HAVE TO BE MUTUALLY AGREED TO IN
11 ORDER TO EXECUTE A COOPERATIVE AGREEMENT. WE HAVE STARTED
12 TAKING A LOOK AT THE STIMULUS OPPORTUNITIES COMING FORWARD.
13 IT'S MY UNDERSTANDING THAT THE DEPARTMENT OF TRANSPORTATION
14 THE ONE THAT DECIDES HOW TO SPENDS THE MONEY THAT IS
15 IDENTIFIED FOR TRANSPORTATION IN THE CURRENT BILL. THAT, I AM
16 SURE, IS A SACRAMENTO DISCUSSION, MUCH MORE THAN IT IS A
17 DISTRICT DISCUSSION, BUT WE CAN CERTAINLY WORK WITH DINA ON
18 BRINGING OUR CHALLENGES FORWARD BECAUSE I DO THINK, IN
19 PARTICULAR, THE PAINT AND SOME OF THE OPERATIONAL IMPROVEMENTS
20 WE'RE TALKING ABOUT IN THE PLAZA AS WOULD BE GOOD ELIGIBLE
21 PROJECTS THAT COULD BE DELIVERED RELATIVELY QUICKLY IF THE
22 MONEY IS PRESENTED. SO BOTTOM LINE, WE KNOW OUR FUNDS ARE
23 CURRENTLY CONSTRAINED OVER THE NEXT HANDFUL OF YEARS EVEN IF
24 TRAFFIC COMES BACK. WE BELIEVE THE BRIDGES ARE SAFE. WE
25 BELIEVE THAT WE ARE TAKING ADVANTAGE OF THE WORK THAT REALLY

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1 NEEDS TO BE DONE. I WILL SAY WE ALSO PLAN ON BRINGING, AT THE
2 NEXT MEETING IN MARCH, REGENERATING OF THE CURRENT WORKLOAD.
3 BECAUSE WE HAVE IDENTIFIED SEVERAL PROJECTS OVER THE COURSE OF
4 THIS WORK, THAT ARE IN ADDITION WHAT'S IN OUR BATA BUDGET
5 TODAY. SO WE HAVE TALKED ABOUT THE TUNNELS ON THE WEST BAY
6 BRIDGES WE KNOW WE'RE GOING TO HAVE TO DO SOME REMEDIAL WORK
7 AT RICHMOND AND THE WEST BAY BRIDGE WE ANTICIPATE THAT MIGHT
8 BE TRUE FOR SOME OF THE OLDER BRIDGES IN NEAR ORDER. AND AS
9 PETER HAS TALKED ABOUT TIME AND AGAIN, THE DIRECTORS ORDERS
10 SEEM TO BE COMING WITH MORE FREQUENCY BECAUSE OF PARTICULAR
11 PROBLEMS THAT CROP UP AT A BRIDGE AT ANY ONE TIME. SO WE ARE
12 LOOKING FORWARD TO THE ASSIGNMENT YOU GAVE US, AND I
13 APPRECIATE THE COMMENTS WE HAVE RECEIVED AND I'M HAPPY TO TAKE
14 ANY MORE INPUT THAT YOU WOULD LIKE TO GIVE US TODAY.
15
16 **AMY R. WORTH, CHAIR:** GREAT. ANY ADDITIONAL COMMENTS FOR OUR
17 STAFF FROM THE COMMITTEE?
18
19 **DINA EL-TAWANSY:** I JUST WANT TO ALSO ADD TO SOME OF WHAT ANDY
20 HAS TALKED ABOUT. THERE IS A LOT OF EFFICIENCIES IDENTIFIED
21 HERE SOME ARE THEM ARE EFFICIENCIES THAT ARE ABOVE AND BEYOND
22 THE DEPARTMENT'S PURVIEW. WE TALKED ABOUT SOME THINGS THAT ARE
23 DONE BY LEGISLATION. I KNOW THAT, YOU KNOW, IT'S GOING TO TAKE
24 A DEEPER DIVE INTO WHAT CAN AND CANNOT BE CHANGED WITHIN THE
25 CURRENT GUIDELINES. BUT WHEN IT COMES TO EFFICIENCIES, FOR

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1 EXAMPLE, ON THE CO-OP AGREEMENT, AND ANDY'S RIGHT, I THINK WE
2 HAVE A LOT OF OPPORTUNITY TO TALK ABOUT ROLES AND
3 RESPONSIBILITIES OUTSIDE WHAT WAS LEGISLATED. BUT WE ALSO HAVE
4 AN OPPORTUNITY TO TALK ABOUT OUR OVERALL STRUCTURE AND HOW WE
5 CAN COMMUNICATE BACK AND FORTH, AND HE DID RAISE A POINT
6 REGARDING CURRENT STRUCTURE AND HAVING OUR HEADQUARTERS, YOU
7 KNOW, MAINTENANCE, DIVISION, INVOLVED, BUT THAT IS VERY TRUE.
8 I WANT TO SAY THAT WE CAN CERTAINLY HAVE ROOM FOR BETTER
9 COMMUNICATION WITH BATA IF IT'S ALL STREAMLINED AND DISTRICT
10 FOUR IS WILLING TO TAKE A LEADERSHIP ROLE, I THINK THAT WOULD
11 BE BENEFICIAL IF WE COULD STREAMLINE ALL THAT IN THE DISTRICT
12 AND HAVE THE GOOD COMMUNICATION GOING BACK AND FORTH BETWEEN
13 US. SO DEFINITELY A LOT OF WORK CAN BE DONE AND WE'RE WILLING
14 TO EXPLORE ALL RECOMMENDATIONS THAT ARE IN THERE, BUT SOME OF
15 THEM MAY TAKE A LITTLE BIT MORE THAN JUST A DISCUSSION ON THIS
16 COMMISSION LEVEL. SO, WE NEED TO KEEP THAT IN MIND. SOME OF
17 THERE MAY BE LEGISLATION CHANGES COMING BACK. AND I'M
18 REFERRING -- I KNOW ONE OF THE ITEMS THAT WAS DISCUSSED
19 SEVERAL TIMES DURING THE PRESENTATION WAS, FOR EXAMPLE, THE
20 ICRP, WE'RE HAVING A LOT OF DISCUSSIONS INTERNALLY WITH THE
21 DEPARTMENT, WHAT IS OUR SPACE FOR CHANGES WITHIN THE ICRP AND
22 WITHIN RATES. IN FACT, BY LAW, WE ARE REQUIRED TO CHARGE OUR
23 FULL COST OF PROJECT DELIVERY. AND ONE OF THE THINGS THAT WE
24 HAVE TO ASSESS, AND I KNOW THAT WE HAVE GIVEN -- IT WAS
25 LEGISLATION THAT WAS GIVEN THE SELF-HELP COUNTIES, THE CAP OF

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TEN PERCENT OF ADMINISTRATION RATE WITH RP, HOWEVER, BRINGING IN REVENUES THAT ARE NOT [INDISCERNIBLE] SO THERE ARE CERTAIN AREAS THAT, YOU KNOW, COMPARING MAY NOT BE THE BEST AREA, BUT HAVING SAID THAT, THE OPPORTUNITY TO REALLY EXAMINE WHERE THESE AREAS OF IMPROVEMENTS ARE. AND I THINK CHAIR WORTH MENTIONED SOMETHING THAT IS VERY, VERY IMPORTANT. IF WE'RE GOING TO BE ASKING FOR AN INCREASE IN TOLL WE'RE GOING TO BE REQUIRED TO OPEN OUR BOOKS AND SHOW WHERE EVERY DOLLAR HAS BEEN SPENT. AND I THINK THAT IS PROBABLY A RIGHT THAT WE HAVE TO BE READY TO ANSWER. SO, YOU KNOW, SPENDING NOT NECESSARILY ONLY ON CALTRANS, ICRP TIME, BUT OVERALL, SPENDING WITHIN THE RIGHT PRIORITIES, I THINK THAT'S GOING TO BE UP FOR DISCUSSION THAT'S PROBABLY GOING TO COME UP. AND ANDY BROUGHT UP A VERY GOOD POINT, AND I WANT TO TOUCH ON THAT REGARDING THE PAINT PROJECTS, FOR EXAMPLE, WE SAW THE PRESENTATION THAT PETER SHOWED A SIGNIFICANT PART OF THE COST OF THE PROJECTS THAT WE'RE LOOKING AT IN THE NEXT TEN YEARS SEEMS TO BE ON THE PAINT ISSUES. AND IF WE CAN DO SOME TESTING, FOR EXAMPLE, THIS TYPE OF TESTING, MAYBE WE WILL BE ABLE TO REDUCE THESE COSTS SIGNIFICANTLY I'M NOT TALKING HERE ABOUT A FEW DOLLARS I'M TALKING ABOUT A MILLION DOLLARS WORTH OF SAVINGS. THE TEAM IS WORKING CLOSELY WITH ANDY AND THE REST OF THE BATA TEAM TO REALLY ASSESS WHERE WE NEED TO HAVE A MORE FOCUSED ATTENTION. AND FINALLY, ALSO ON THE ASSET MANAGEMENT, YOU KNOW, AGAIN, WE'RE BRINGING IN A LOT OF EXPERTISE IF CALTRANS, AND ASSET

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MANAGEMENT. WE'RE DOING ASSET MANAGEMENT THROUGHOUT THE STATE FOR ALL THE LOCALS. SO, YOU KNOW, I THINK WE HAVE A LOT OF OPPORTUNITY THERE ALSO TO CRAFT A GOOD PROGRAM THAT WOULD BE REALLY BENEFICIAL FOR THE TOLL BRIDGES IN THE BAY AREA. SO I'M EXCITED ABOUT THE OPPORTUNITIES HERE AND I'M LOOKING FORWARD TO WORKING CLOSE WITH ANDY AND THE TEAM AND HOPEFULLY COMING BACK FOR DISCUSSION AND DETAILS NEXT MONTH.

AMY R. WORTH, CHAIR: DINA THANK YOU FOR THAT, AND I APPRECIATE YOUR OPENNESS TO WORKING TOGETHER AND CALTRANS, TO THE GOAL THAT WE ALL SHARE. YOU KNOW, WE ALL KNOW RESOURCES ARE FINITE, AND SO HOW DO WE WORK THESE OUT SO WE CAN MAXIMIZE THE REVENUE AND BRING N AND I THINK YOU'RE RIGHT PEOPLE WILL BE LOOKING AT HOW WE'RE CURRENTLY SPENDING MONEY, WHAT OUR COSTS ARE IN ORDER TO GET ADDITIONAL FUNDING. I WAS NOT ON THE COMMISSION WHEN THE LEGISLATION THAT LONNIE HANCOCK AUTHORED AT OUR WORKING PARTNERSHIP WITH US, BUT I DO KNOW THAT, FROM WHAT I HEAR AND EXPERIENCE, ONCE I WAS INVOLVED WITH THE BRIDGES, WAS THE TREMENDOUS WORKING PARTNERSHIP THAT WAS CREATED WITH THE TOLL BRIDGE PROGRAM. YOU KNOW, IT'S SO MUCH EASIER SO MUCH CHEAPER TO HAVE A CONVERSATION WHEN YOU HAVE THREE PEOPLE IN THE ROOM AND YOU NEED THOSE THREE PEOPLE TO MAKE THAT DECISION. AND AGAIN, THIS IS A UNIQUE RELATIONSHIP. SO I THINK THAT'S GREAT. AND QUITE FRANKLY, WE KNOW THAT, POTENTIALLY, GIVEN THE CURRENT LEGISLATION, WE MAY NEED TO WORK TOGETHER TO

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-- IF WE NEED LEGISLATIVE CHANGES, TO DO THAT ALSO. AND OBVIOUSLY, WHAT WE DO WE'RE DOING IT IN PARTNERSHIP WITH CALTRANS. BUT I THINK IT'S GREAT THAT WE ARE, KIND OF, REALLY LOOKING PROACTIVELY AND SAYING OKAY, WE HAVE GOT THERE SITUATION, HOW CAN WE, YOU KNOW, ENHANCE WHAT WE'RE DOING. SO THAT'S GREAT. AND SO I APPRECIATE THAT, A LOT. AND LET'S SEE, SO, ARE THERE ANY OTHER COMMENTS AS WE MOVE FORWARD? OKAY.

COM. NICK JOSEFOWITZ: I JUST WANT TO ADD TO THIS UNDERSTANDING WHERE THE MONEY IS GOING. I AGREE WITH THAT. I KNOW WE HAD A PRESENTATION WITH BRIAN BEFORE BUT I HAVEN'T BEEN ABLE TO TEASE OUT THE SLIDE WHICH SHOWS WE'RE COLLECTING THIS MUCH A YEAR, THIS MUCH IS GOING TO RM1 THIS ONE IS GOING TO RM2, THIS ONE IS GOING TO RM3, THIS AMOUNT IS KIND OF OFF THE TOP -- YOU KNOW, JUST LIKE, VERY CLEAR, AND, YOU KNOW, I HAVE BEEN ASKED FOR THAT FROM THE SAN FRANCISCO COUNTY TA, AND IT'S SORT OF, YOU KNOW, THE REPLY HAS BEEN LIKE, OH YOU KNOW, WE HAVE COMMINGLED THE BRIDGE FUNDS AND IT'S KIND OF ONE ENTERPRISE, AND I THINK THAT'S, YOU KNOW, I CAN LIVE WITH THAT, BUT I FINISHING -- FINISHING WE'RE GOING TO GO OUT AND ASK FOR ANOTHER TOLL THAT'S NOT THE RIGHT ANSWER.

ANDREW FREMIER: RECENTLY LISA WENT THROUGH A 101 ON HOW THE REGULAR REPORTING IS DONE TO THE BATA OVERSIGHT. WE NEED TO DO THAT AGAIN. IT'S ONE DEGREE HIGHER PROBABLY IN TERMS OF

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TALKING ABOUT REALLY MAKING THE CASE TO DESCRIBE HERE'S ALL THE REVENUES WE GENERATE INCLUDING RETCH NEWS FROM GOLDEN GATE BRIDGE AND OTHER OPERATORS AND HERE'S THE MAJOR WAYS WE BRIDGE IT OUT IN THE RM21, 2, 3 COMMITMENTS. I THINK IT'S A SIMPLE ONE SHEET THAT REALLY IS A PRIMER ON IT. HAPPY TO DO A RUN THROUGH.

COM. NICK JOSEFOWITZ: WHY DON'T YOU SEND IT OUT TO ME BEFORE YOU SEND IT TO EVERYBODY AGAIN.

ANDREW FREMIER: WILL DO, I WILL SEND IT TO DINA AND ALL THE OTHER COMMISSIONERS. IT'S A GOOD PLACE TO START IT ZEROS IN ON YOUR QUESTION IT TALKS ABOUT ALL THE MAJOR COMPONENTS AND TAKE OFFS.

CAROL DUTRA-VERNACI: I'M GOING TO CHIME N BECAUSE AS I HAVE BEEN LISTENING TO THIS PRESENTATION THAT'S WHAT I HAVE BEEN THINKING ABOUT, HOW DO WE PRESENT THIS TO THE PUBLIC TO PRESENT OUR CASE OF THE WORK THAT'S NEEDED AND THE FUNDING FOR IT AND IF WE CAN'T EXPLAIN OUR CURRENT STRUCTURE THE WAY IT'S ORGANIZED IT'S GOING TO MAKE OUR JOB DIFFICULT. SO I APPRECIATE YOU ANDY TAKING THAT STEP SO THAT WE CAN MAKE SURE WE OVERCOME THAT HURDLE.

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1 **AMY R. WORTH, CHAIR:** WHAT MIGHT BE HELPFUL IN LOOKING AT THE
2 FUNDING SOURCES, WE HAVE THE RM2, THE OTHER BASE TOLL DOLLARS
3 ARE ALLOCATED WE'RE DOING THAT FOR MAINTENANCE AND OPERATIONS
4 AND REHAB. SO THE QUESTION FOR ME -- AND I WOULD LIKE TO ASK,
5 IS, AT SOME POINT, THE RM2 PROJECTS ARE GOING TO START TO
6 CYCLE OUT, AND I DON'T KNOW, MAYBE BECAUSE OF THE COVID IT'S
7 GOING TO BE A LONGER TIME, BUT THERE IS THAT CAPACITY, AND I
8 RECALL, WE HAD AT OUR RETREAT IN SAN JOSE COUPLE OF YEARS AGO
9 THERE HAS BEEN DISCUSSION WHERE WE'RE GOING START TO SEE SOME
10 OF THESE DOLLARS AND I SEE THIS FROM. CMA DIRECTORS AND I
11 THINK MAYBE NOW THEY HAVE FIGURED OUT IT'S NOT AS PRODUCTIVE A
12 PATH TO FOLLOW. BUT THE OTHER THING THAT WOULD BE HELPFUL IS,
13 IS THERE ANY FUTURE CAPACITY FROM THAT, FROM RM2, FOR EXAMPLE,
14 AND THERE MAY NOT BE -- BUT, AGAIN, I THINK THIS'S A QUESTION
15 THAT JUST NEEDS TO BE ANSWERED, IF THAT'S -- BECAUSE,
16 CERTAINLY, GIVEN THE URGENCY OF THE BRIDGES, IT WOULD BE A
17 CASE TO ARGUE THAT THAT CAPACITY WOULD BE ANOTHER IMPORTANT
18 SOURCE FOR FUNDING THESE BRIDGES, YOU KNOW, FUNDING THIS. BUT
19 I DO THINK THEY ALL LINK TOGETHER, AND I FINISHING WE'RE GOING
20 TO BE ABLE TO -- IF WE'RE GOING TO BE LOOKING AT AN ADDITIONAL
21 REVENUE SOURCE, I THINK THE OPERATIONAL, THE CONTRACTURAL
22 PARTNERSHIP THAT DINA AND ANDY AND PETER TALK ABOUT, WE NEED
23 TO HAVE THOSE TOO. BECAUSE IF WE HAVE THOSE IN PLACE, WHETHER
24 IT'S THROUGH MUTUAL AGREEMENT OF WHAT EXISTS OR WHETHER WE
25 HAVE TO GO OUT AND GET MUTUAL AGREEMENT TO DO LEGISLATION,

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BECAUSE I'M CONVINCED THAT IF WE AGREE ON IT, IF CALTRANS AND BATA AGREES ON IT, THEN WE CAN GET AN AUTHOR, WE CAN GET A PASS. BUT THAT'S -- MAYBE I SAY THAT TOO LIGHTLY, BUT I THINK THAT WE HAVE AN EXCELLENT CHANCE OF DOING THAT LIKE WE DID WITH THE LONNIE HANCOCK LEGISLATION. BUT I THINK WE HAVE TO DO IT ALL AND BRING IT -- BECAUSE IT ALL KIND OF COMES TOGETHER. BECAUSE -- SO, YOU ALL HAVE DONE FANTASTIC WORK PULLING THESE ISSUES TOGETHER. AND I JUST CAN'T THANK YOU ENOUGH, AND THE COMMITTEE AND DINA FOR BRINGING CALTRANS TO, YOU KNOW, TO THE TABLE IN TERMS OF REALLY YOUR WILLINGNESS TO WORK CLOSELY WITH THESE RECOMMENDATIONS. AND I RECOGNIZE THAT THIS IS A CONVERSATION WITH, AT THE DISTRICT LEVEL, AND AT THE STATE, YOU KNOW, STATE OF CALIFORNIA BUT WE ARE LUCKY, BECAUSE I THINK CALTRANS, THERE IS A GOOD UNDERSTANDING -- OR, YOU KNOW, CONCURRENCE THAT WE NEED TO -- THERE IS REAL OPPORTUNITY HERE TO BE ABLE TO WORK TOGETHER. OKAY. WITH THAT, LET ME ASK IF THERE IS ANY GENERAL PUBLIC COMMENT BEFORE OUR COMMITTEE TODAY? I DON'T SEE ANY. KIMBERLY?

CLERK OF THE BOARD: I DON'T SEE ANY, AND I HAVE RECEIVED NOTHING IN WRITING.

AMY R. WORTH, CHAIR: THANK YOU VERY MUCH. WITH THAT WE'LL ADJOURN THE MEETING TO -- OUR NEXT MEETING WILL BE AT 2:00 ON MARCH 5TH.

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DAMON CONNOLLY: CAN WE HAVE A REMINDER OF WHAT THE NEXT MEETING WILL COVER?

AMY R. WORTH, CHAIR: YEAH. ABSOLUTELY.

ANDREW FREMIER: I WAS GOING ASK LISA IF SHE COULD --

LISA KLEIN: WE GOT SOME GREAT DISCUSSION TODAY TO BRING BACK TO OUR NEXT MEETING AND WILL DO OUR BEST TO BE COMPREHENSIVE, WHAT WE WILL BE LOOKING AT AND ANTICIPATE IS BEING LOOKING AT WHAT OUR NEEDS ARE IN TERMS OF THE PROJECTS OF WHAT WE WANT TO KEEP GOING. WE'LL BE TRYING TO TAKE A CRACK OF WHERE WE COULD POTENTIALLY FIND SOME SAVINGS. WE WILL LOOK AT EVERYTHING ON THE TABLE WE ARE GOING TO BE LOOKING AT POTENTIAL FEDERAL FUND WHICH THERE ARE NO GUARANTEES. WE WILL CALL OUT OPPORTUNITIES THERE, AND THEN, I THINK, YOU HAVE ASKED FOR SORT OF A RECAP ON WHERE THE BRIDGE TOLL FUNDS GO. SO WE'LL MAKE SURE TO ADDRESS THAT AT THE NEXT MEETING. AND THEN, I THINK, THE GOAL IS REALLY TO START TO PUT THIS TOGETHER AS A PACKAGE, TO TRY TO LOOK AT HOW WE CAN FUND SOME OF THESE THINGS. I THINK ONE OF THE QUESTIONS THAT REALLY WE'LL BE LOOKING AT IS, YOU KNOW, THIS IDEA OF POTENTIAL TOLL INCREASE. I DON'T THINK THAT THE FINANCE TEAM WILL BE ABLE TO FULLY EXPLORE THAT BEFORE OUR MARCH MEETING IN TERMS WHERE THAT WOULD GO. BUT WE CAN

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CERTAINLY PRESENT INFORMATION TO TALK ABOUT WHAT KIND OF NEEDS WE HAVE.

AMY R. WORTH, CHAIR: IS THAT GOOD DAMON?

COM. NICK JOSEFOWITZ: DID I HEAR ABOUT EXPANDING FORWARD TO OTHER BRIDGES IN THAT. I MAY HAVE MISSED IT.

LISA KLEIN: THAT IS SOMETHING THAT WE CERTAINLY WANT TO PACKAGE IN WITH OUR RECOMMENDATIONS. I'M NOT SURE HOW MUCH I CAN COMMIT ON HOW FAR WE'LL GET ON RECOMMENDATIONS, LIKE SAYING WE'LL DO CARQUINEZ BRIDGE I'M NOT SURE WE CAN GET THAT FAR BUT WE CAN PACKAGE THAT IN TERMS OF WHAT WE WILL BE LOOKING AT GOING FORWARD.

COM. NICK JOSEFOWITZ: THAT MAKES SENSE. SO THE SCHEDULE IS LIKE, WE HAVE GOT TWO MORE MEETINGS OF THIS TASK FORCE, RIGHT? SO NEXT MONTH IS LIKE WHERE WE'RE GOING TO GET THE DRAFT RECOMMENDATIONS SO THAT WE CAN THEN SORT OF FORWARD THEM ON IN MARCH. SO --

LISA KLEIN: WELL, I THINK, YOU RAISE GOOD QUESTION, AND IT'S SOMETHING THAT MAYBE WE'LL WANT TO TALK FURTHER WITH THE CHAIR ABOUT IS REALLY, YOU KNOW, WHAT -- WHAT WE TRY TO GET AT IN LARGE. WHAT STRIKES ME IS WE MAY BE ABLE TO HAVE DRAFT

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RECOMMENDATION IN MARCH BUT I THINK ON THE BASIS OF THIS DISCUSSION AND PARTICULARLY RAISING THE QUESTION OF POTENTIALLY A SOONER TOLL INCREASE THAT THIS COMMITTEE MIGHT WANT ADDITIONAL TIME TO MAKE THE RECOMMENDATION. THAT'S THE CHAIR'S DISCUSSION, I THINK.

ANDREW FREMIER: JUST A BIT OF A REMINDER, WE HAVE TO BE CAREFUL, THIS GROUP IS INFORMATIONAL AND PROVIDING ADVICE TO THE AUTHORITY BUT IT'S ALSO SUPPOSED TO BE AN ELIMINATED DURATION, NOT A SIX MONTH WINDOW AND YOU'RE DONE. SO IT'S THE CHAIR'S PREROGATIVE IF YOU WANT ONE MORE MEETING IN APRIL, IF YOU WANT US TO DO BETTER AT FILLING IN WHAT WE TALK ABOUT IN MARCH, I DON'T THINK THAT WOULD BE A PROBLEM. WE SHOULD TALK ABOUT THAT BETWEEN NOW AND THE NEXT MEETING AND BE DECLARATIVE ABOUT IT, BUT I THINK THAT'S CERTAINLY WITHIN OUR AUTHORITY.

AMY R. WORTH, CHAIR: I THINK THE TIME WE HAVE INVESTED SO FAR IT'S BEST TO GIVE THIS GROUP THE TIME TO REALLY UNDERSTAND WHAT THE DRAFT RECOMMENDATIONS ARE GOING TO BE. I KNOW THAT OUR STAFF AND CALTRANS ARE GOING TO HAVE A LOT OF CONVERSATIONS BETWEEN NOW AND MARCH TO REALLY FLESH OUT WHAT WE CAN DO. WHAT WE CAN DO ADMINISTRATIVELY, WHAT WE NEED LEGISLATION, YOU KNOW, THAT KIND OF THING. AND THEN, ALSO, YOU KNOW, THE WHOLE ISSUE ABOUT UNDERSTANDING, REALLY, FINE TUNING WHAT OUR REHAB MAINTENANCE PROGRAMS FINANCIAL NEEDS WILL BE.

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1 SO. IT WOULD BE MY HOPE THAT ALL OF YOU WOULD BE WILLING TO
2 STICK WITH THIS UNTIL WE GET THE SOLID RECOMMENDATIONS AND
3 THEN GIVE IT TO BATA IF YOU'RE WILLING TO DO THAT. BECAUSE WE
4 -- GREAT. OKAY. I'M NOT SEEING ANY NOS. I'M SEEING SOME YESES.
5 I'M SEEING SOME -- BECAUSE AGAIN EVERYBODY HAS WORKED SO DARN
6 HARD, I THINK WE CAN -- THIS WOULD BE REALLY HELPFUL TO THE
7 WHOLE BATA ENTERPRISE, TO BE ABLE TO HAVE THESE
8 RECOMMENDATIONS COME FROM US. OKAY. WELL GREAT. WELL, WITH
9 THAT THEN, WE WILL ADJOURN TO MARCH 5TH. GREAT. THANKS AGAIN,
10 EVERYONE. THANK YOU SO MUCH. [ADJOURNED]
11

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