



SCOTT HAGGERTY, CHAIR
Alameda County

BAY AREA TOLL AUTHORITY (BATA)
OVERSIGHT COMMITTEE

May 13, 2009

MINUTES

ADRIENNE J. TISSIER, VICE CHAIR
San Mateo County

TOM AZUMBRADO
*U.S. Department of Housing
and Urban Development*

Attendance

BATA Oversight Committee Vice Chair Chris Daly, convened the meeting at 9:37 a.m. In addition to Vice Chair Daly, the following Committee members were in attendance: Dave Cortese, Steve Kinsey, Bijan Sartipi, other Commissioners in attendance: Dean Chu, Dorene Giacomini, Scott Haggerty, Ann Halsted, Sue Lempert, Jake Mackenzie, Jon Rubin, Adrienne Tissier, Amy Worth, and Chair Bill Dodd.

TOM BATES
Cities of Alameda County

DEAN J. CHU
Cities of Santa Clara County

DAVE CORTESE
Association of Bay Area Governments

Consent Calendar

Four (4) items were unanimously approved on the Consent Calendar.

CHRIS DALY
City and County of San Francisco

BILL DODD
Napa County and Cities

Minutes of the April 8, 2009 meeting

Meeting minutes of the April 8, 2009 were approved.

DORENE M. GIACOPINI
U.S. Department of Transportation

BATA Financial Statements – March 2009

The Committee received the March 2009 BATA Financial Statements.

FEDERAL D. GLOVER
Contra Costa County

ANNE W. HALSTED
*San Francisco Bay Conservation
and Development Commission*

Purchase Orders – Advanced Toll Collection and Accounting System (ATCAS)
Hardware/Software Maintenance

The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and issue three purchase orders with 1) IBM in an amount not to exceed \$450,000, 2) Hewlett Packard in an amount not to exceed \$250,000; and 3) AT&T in an amount not to exceed \$150,000 to maintain the toll collection system on the bridges.

STEVE KINSEY
Marin County and Cities

SUE LEMPERS
Cities of San Mateo County

JAKE MACKENZIE
Sonoma County and Cities

Contract Extension – Collection Services

The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and enter into a contract extension with Professional Account Management, LLC in an amount not to exceed \$600,000 for collection services for toll violations and delinquent FasTrak[®] accounts through FY 2012-13.

JON RUBIN
San Francisco Mayor's Appointee

BIJAN SARTIPI
*State Business, Transportation
and Housing Agency*

JAMES P. SPERING
Solano County and Cities

AMY REIN WORTH
Cities of Contra Costa County

KEN YEAGER
Santa Clara County

STEVE HEMINGER
Executive Director

ANDREW B. FREMIER
Deputy Executive Director

Contract Amendment – On-Call Construction Management and Design Services – Design Services for the San Francisco-Oakland Bay Bridge Toll Administration Building and Site

Mr. Stephen Wolf, BATA Staff, requested that the Committee approve authorizing the Executive Director to enter into a contract amendment with HNTB Corporation in an amount not to exceed \$1,500,000 to provide design and construction management services for the new San Francisco-Oakland Bay Bridge Toll Administration Building. The existing toll operations building at SFOBB poses a seismic risk because of its outdated design and location on liquefiable soil. As a result, Caltrans and BATA agreed that BATA would contract with a firm to design new building. The current design of the new building is approximately 85 percent complete. In order to ensure that the building is developed in the context of the new East Span, Donald MacDonald, architect of the Self Anchored Suspension Span, was brought on to advise on the aesthetics of the building. Added funding is required to make final modifications to the building design and to provide design oversight during the construction of the facility. Construction is expected to begin in January 2010 and be completed in mid-2011. In response to a question for the Committee, Mr. Wolf stated that BATA does not have legislative authority for a design-build contract for the facility and that the facility is nearing 100 percent design. The Committee unanimously approved authorizing the Executive Director or his designee to negotiate and enter into a contract amendment with HNTB Corporation, as requested.

FasTrak[®] Strategic Plan 2009 Update (BATA Resolution No. 87)

Mr. Rod McMillan, BATA staff, requested that the Committee forward the FasTrak[®] Strategic Plan 2009 Update (BATA Resolution No. 87) to the Authority for approval. The Update includes recommendations for infrastructure modifications and operational improvements aimed at operating the bridges more efficiently. Pursuant to analysis of the current operations of the toll plazas, it is recommend that for many of the bridges the number of staffed lanes be reduced and that a total of five FasTrak[®]-only lanes be added to the bridges during weekday peak and non-peak periods and on weekends. As a result of the proposed lane configuration revisions, manual toll collection staffing levels could be reduced by 10% from current year budgeted levels. It is further recommended major infrastructure improvements be constructed to improve the traffic flow for the Interstate 880 approach to the San Francisco-Oakland Bay Bridge, including:

- Demolishing the mini-toll plaza and constructing an overhead gantry structure allowing tolling at the entrance of the mini-toll plaza and the carpool lanes.
- Adding an additional FasTrak[®]-only lane by removing the toll booth at Lane 17.
- Restriping the departure lanes from the toll plaza to the metering lights.

At this time, it is intended to implement these changes to the toll plaza in three phases. Phase 1 would include demolition of the mini-toll plaza to take place over the 2009 Labor Day Weekend when the bridge is planned to be closed. Phase 2 would include the construction of a gantry structure at the far right side of the toll plaza and Phase 3 would include conversion of Lane 17 from a cash lane to a FasTrak[®]-only lane.

In response to questions from the Committee, Mr. McMillan responded, as follows:

- Vehicles with paper (dealer plates) and no license plates continue to be a problem in regards to the violation enforcement system on the bridges. Currently, about 20 percent of total violations are vehicles that either have paper plates or no plates. Staff has been trying to pursue legislative efforts that would require all automobile dealers to issue plates on new vehicles at time of purchase. However, to date, staff has not had much response in support from impacted parties for this type of legislation. Staff will continue to work with the Department of Motor Vehicles (DMV) and other toll agencies in the state to pursue legislative or other actions to improve license plate identification of new vehicles.
- Staff would investigate revising the current carpool hours on Interstate 80 during the midday and weekend periods and would provide the Committee with an analysis of the traffic impacts in regards to revisions to the carpool hours.
- Staff would bring to the Committee's meeting in June a review of the marketing program for the FasTrak[®] program, including a review of the current FasTrak[®] television commercial.
- Staff has agreed with Caltrans that any toll collection staffing reductions would be achieved through attrition and not include layoffs and staff will work with toll collection collective bargaining representatives in regards to staffing reductions.

The Committee unanimously approved forwarding the FasTrak[®] Strategic Plan 2009 Update (BATA Resolution No. 87) to the Authority for approval.

Draft FY 2009-10 Toll Bridge Program Operating and Capital Budget (BATA Resolution No. 86)

Mr. Rod McMillan presented the draft FY 2009-10 Toll Bridge Program Operating and Capital Budget to the Committee for its information. The final budget will be presented to the Committee at its meeting in June in June 2009. For FY 2009-10, staff is estimating total toll revenues of \$467,000,000, which is 0.4 percent less than the projected revenue estimates for FY 2008-09. For the operations of the bridges, including toll collection and maintenance, staff is projecting the FY 2009-10 budget to decrease by about 10% from the current year. The capital budgeting includes support allocations to Caltrans for the RM 1 and Seismic retrofit program and the Toll Bridge Rehabilitation Program. For the RM 1 program, staff is proposing an allocation of \$11.6 million to fund on-going support for construction oversight of the remaining Regional Measure 1 contracts. For the Seismic Retrofit Program (SRP), the Toll Bridge Program Oversight Committee (TBPOC) established a FY 2009-10 budget of \$111.7 million for Caltrans on-going construction oversight and design support costs for the Bay Bridge East Span Replacement Project. Additionally, staff has worked with Caltrans to update the 10-year Rehabilitation Program, which includes about \$166 million in project costs over the next 10-year period.

Regional Measure 1 (RM 1) and Toll Bridge Seismic Program (SRP) Monthly Progress Report

Mr. Andrew Fremier, BATA Deputy Executive Director, provided an overview of the Toll Bridge Seismic Program Monthly Progress Report to the Committee. It was noted that the format of the report has been changed to fully identify and capture project risk in the budget and schedule forecasts for San Francisco-Oakland Bay Bridge East Span project. It was noted that there have not been any new risks identified since the last report, only quantification of existing project and program impacts. This change in reporting the cost forecast causes a significant draw on the potential use in program contingencies. The schedule forecast shows a potential delay for the westbound opening of the new span. However, the schedule also shows no delay for the eastbound opening due to potential time savings that can be accomplished on other parts of the project. This next year will be a critical year for the bridge construction. Over the next several months there is an opportunity to eliminate project risk for a number of components of the fabrication and construction of the self-anchored suspension portion of the bridge. The ability to retire risk elements will allow for revisions to both the forecasted project schedule and project costs.

Other Business/Public Comment/Next Meeting/Adjournment

Jerry Grace spoke publicly on item 3.

There being no further business or public comment, the meeting was adjourned at 10:43 a.m.