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Deputy Executive Director

BAY AREA TOLL AUTHORITY (BATA)
OVERSIGHT COMMITTEE
May 9, 2012
MINUTES

Attendance

Chair Bill Dodd convened the meeting at 9:40 a.m. In addition to Chair Dodd, the following Committee members were in attendance: Vice Chair Tom Bates, David Campos, Dave Cortese, Federal Glover, and Scott Weiner.

Also present were Ex-Officio voting members BATA Chair Adrienne Tissier and BATA Vice Chair Amy Rein Worth.

Other Commissioners in attendance as ad hoc non-voting members: Dorene Giacopini, Mark Green, Scott Haggerty, Anne Halsted, Jake Mackenzie, and Jim Spering.

Consent Calendar

Upon the motion of Commissioner Cortese and the second from Commissioner Glover, the Committee unanimously approved the following four consent items:

- Minutes of the April 11, 2012 meeting
- BATA Financial Statements – March 2012
- Contract Amendment – On-Call Project Design Services- San Francisco Oakland Bay Bridge East Span Public Outreach 3D Modeling and Documentation and Design Integration between New Toll Administration Building and New East Span: Parsons Brinkerhoff ($865,000)
- Contract – On Call Construction Management Services – San Francisco Oakland Bay Bridge Toll Plaza Renovation Project: AECOM Technology Corporation ($800,000)

FY 2012-13 Draft Toll Bridge Program Operating and Capital Budget

Mr. Peter Lee, BATA staff, presented a status update on the FY 2011-12 BATA Toll Bridge Operating budget and an overview of the draft FY 2012-13 BATA Toll Bridge Operating and Capital Budget. For FY 2011-12, Mr. Lee noted a decrease in carpool traffic that was more than offset by an increase in toll paying traffic. Actual toll revenue projections are in line with the budget. Expenses for 2011-12 are higher than budgeted in the areas of manual and electronic toll collection. Manual toll collection costs increased due to increased benefit costs for Caltrans staff as well as additional toll staffing hours for operational changes at the toll plazas. Increases for electronic toll collection are the result of increases in FasTrak® accounts and increased maintenance expenses for in-lane toll collection equipment due the age of the equipment. Mr. Lee noted that these increases can be offset by lower than expected expenditures for toll bridge and facilities maintenance, resulting in no net increase in costs.

For FY 2012-13, Mr. Lee noted a 5% increase in project toll revenues due to implementation of the final phased toll increase for multi-axle vehicles approved in 2010 and projected increases in toll traffic of 0.5% on all toll bridges, except for the Bay Bridge, which is projected for no growth. Mr. Lee also noted other revenues from other Bay Area toll operators are included in the budget for reimbursement of BATA's handling of FasTrak® on their behalf.

On the operating side, Mr. Lee noted a 7.4% increase in toll collection costs. Manual toll collection costs are expected to grow by 6% even when including a staff reduction of 3 collectors due to an increase in State benefit costs. An 11% increase for the FasTrak® Customer Service Center is due to the cost implementation of all-electronic tolling on the Golden Gate Bridge and additional FasTrak® accounts.

Mr. Lee noted that remaining portions of the operating budget maintain BATA's existing programs and no significant or unanticipated changes from last year are projected.

Commissioner Dodd asked whether the cost of implementation of all-electronic tolling on the Golden Gate Bridge would be reimbursed by the Golden Gate Bridge, Highway, and Transit District (GGBHTD). Mr. Lee responded that cost of the implementation is being reimbursed by the GGBHTD and their reimbursement is accounted for in the revenue section of the budget.

For FY 2012-13, Mr. Lee reported a capital outlay support allocation of $82 million for the Toll Bridge Seismic Retrofit Program, which represented a significant reduction from last year due to the approaching completion of the East Span project. For the Regional Measure 1 program, Mr. Lee noted that the program is winding down also and that this year's request is less than one million dollars and is primarily for landscaping work. For the Toll Bridge Rehabilitation Program, Mr. Lee is requesting $95 million for capital, which includes $17 million for support. A detailed list of the projects is shown in Attachment D to the memorandum. Mr. Lee noted that the funds are being used for such projects as the Bay Bridge Maintenance Complex and Bay Bridge Canopy Recladding projects.

It was noted that this was an informational item only and a final budget would be presented in June for approval.

Toll Bridge Seismic Retrofit Program (SRP) Progress Report

Mr. Peter Lee, BATA staff, presented the 1st Quarter 2012 Toll Bridge Seismic Retrofit Program Progress and Financial Update Report. He noted that the revised forecast in the report was trending positively and that contingencies are increasing as risks continue to be reduced and progress is being made on the East Span Replacement Project. The east span continues to be on schedule to open to traffic by Labor Day 2013.

Mr. Lee also made a presentation on progress on the Self Anchored Suspension Span, noting that the main cable was successfully hauled in early April and cable compaction work was completed in early May. The next activities include installation of cable bands and suspender ropes over the next several months. Load transfer of the roadway deck from the temporary falsework to the main cable and tower is scheduled to occur after the summer.

Commissioner Cortese asked how the heavy lifts were made during construction and Mr. Lee noted that a temporary crane is currently mounted to the tower and that lower lifts are made by mobile rubber tire cranes on the road deck. Commissioner Worth noted appreciation of the video simulations to explain the work on-going on the project. Mr. Lee noted that previewed simulation is still being finalized, but that the simulations are made available to the public at the baybridgeinfo.org website for the project.

Mr. Lee also noted that the Dumbarton Bridge is scheduled to close over the Memorial Day 2012 weekend to accommodate the installation of a new seismic joint on the bridge and that the Antioch Bridge was successfully seismically retrofitted in April.

Other Business/Public Comment/Next Meeting/Adjournment

There being no further business or public comment, the meeting was adjourned at 9:59 a.m. The next BATA Oversight Committee meeting is scheduled for Wednesday, June 13, 2012 in Oakland, California.

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