METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

JOINT MTC ABAG LEGISLATION COMMITTEE

FRIDAY, MARCH 8TH, 2024, 9:45 AM

CHAIR, DAVID CANEPA: GOOD MORNING. I WOULD LIKE TO CALL TO ORDER THE MEETING OF THE JOINT MTC ABAG LEGISLATION COMMITTEE. THIS MEETING IS WEBCAST ON MTC AND ABAG WEB SITES COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON THEM AT THE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. ROLL CALL WILL BE CALLED FOR ACTION ITEMS DUE TO REMOTE COMMITTEE MEMBER PARTICIPATION TODAY. AGENDA ITEM 1. WILL THE CLERK CALL THE CALL AND CONFIRM A QUORUM.

CLERK, MARTHA SILVER: CHAIR CANEPA?

CHAIR, DAVID CANEPA: HERE.

CLERK, MARTHA SILVER: VICE CHAIR ARREGUIN?

V. CHAIR, JESSE ARREGUIN LC: HERE.

CLERK, MARTHA SILVER: CARLSON?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

KEN CARLSON: HERE.

CLERK, MARTHA SILVER: THANK YOU. DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK, MARTHA SILVER: ECKLUND? WE'LL COME BACK. GIACOPINI, NON-VOTING. IS ABSENT. MAHAN? IS ABSENT. MOULTON-PETERS?

STEPHANIE MOULTON-PETERS: HERE.

CLERK, MARTHA SILVER: NOACK?

SUE NOACK: HERE.

CLERK, MARTHA SILVER: RABBITT?

DAVID RABBITT: HERE .

CLERK, MARTHA SILVER: RAMOS?

CHAIR, BELIA RAMOS, ABAG AC: HERE.

CLERK, MARTHA SILVER: SPERING? TIEDEMANN? IS ABSENT.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CHAIR, DAVID CANEPA: REQUEST FOR REMOTE PARTICIPATION UNDER A.B. 2449 EMERGENCY CIRCUMSTANCES FOR MEMBER ECKLUND.

PAT EKLUND: YES, I AM REQUESTING TO PARTICIPATE REMOTELY UNDER A.B. 2449, EMERGENCY CIRCUMSTANCES BECAUSE OF A PHYSICAL MEDICAL EMERGENCY THAT PREVENTS ME FROM ATTENDING IN-PERSON. THERE IS NO ONE PRESENT ON THE FRONT PORCH OF 112 TRELLIS DRIVE, THAT'S OVER THE AGE OF 18 OR OVER THE AGE OF 18.

CHAIR, DAVID CANEPA: THANK YOU VERY MUCH. MADAM CLERK, DO WE HAVE ANY OTHER MEMBERS THAT ARE PARTICIPATING REMOTELY?

CLERK, MARTHA SILVER: MEMBER CARLSON IS OPERATING REMOTELY BUT HIS ADDRESS IS LISTED ON THE AGENDA.

CHAIR, DAVID CANEPA: THANK YOU WE'RE ADDING MEMBER ECKLUND AS PRESENT FOR THIS MEETING. THAT BRINGS US TO AGENDA ITEM TWO, INCLUDES AGENDA ITEM 2A THROUGH 2B, DO I HAVE A MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR.

CAROL DUTRA-VERNACI: DUTRA-VERNACI MOVES THE ITEM.

SPEAKER: SECOND.

CHAIR, DAVID CANEPA: GREAT. THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: THERE ARE NO WRITTEN COMMENTS RECEIVED FOR THIS ITEM, AND NO MEMBERS IN THE BOARDROOM WITH PUBLIC COMMENT AND IN THE ATTENDEE SPACE, NO MEMBERS WITH RAISED HANDS FOR PUBLIC COMMENT AT THIS TIME. WOULD YOU LIKE ME TO GO THROUGH THE ROLL CALL.

CHAIR, DAVID CANEPA: I WOULD LIKE THAT. YEAH.

CLERK, MARTHA SILVER: THANK YOU. CHAIR CANEPA?

CHAIR, DAVID CANEPA: YES.

CLERK, MARTHA SILVER: ARREGUIN? AHN?

EDDIE AHN: YES.

CLERK, MARTHA SILVER: CARLSON?

KEN CARLSON: YES.

CLERK, MARTHA SILVER: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: ECKLUND?

PAT EKLUND: YES.

CLERK, MARTHA SILVER: MAHAN IS ABSENT. MOULTON PETERS?

STEPHANIE MOULTON-PETERS: YES.

CLERK, MARTHA SILVER: RABBITT?

DAVID RABBITT: YES.

CLERK, MARTHA SILVER: SPERING? TIEDEMANN? IS ABSENT. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

CHAIR, DAVID CANEPA: THANK YOU VERY MUCH. THAT BRINGS US TO AGENDA ITEM 3A, FISCAL YEAR 2024, 2025, STATE BUDGET UPDATE. JULIE SCHNEIDER, WILL YOU PLEASE GIVE THE REPORT?

JULIE SCHNEIDER: GOOD MORNING CHAIR CANEPA AND MEMBERS. I GET TO DO THE FUN STUFF THIS MORNING. WE'LL TALK ABOUT THE STATE BUDGET. THERE ARE THREE THINGS I'M GOING TO HIGHLIGHT. FIRST ARE RECENT NEW PROJECTIONS FROM THE LEGISLATIVE ANALYST OFFICE. SECOND IS OUR EFFORTS IN SACRAMENTO TO FOLLOW YOUR DIRECTION AND PROTECT OUR FUND. AND THEN THIRD IS ASSEMBLY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CONSTITUTIONAL AMENDMENT ONE. SO, FIRST, ON THE LEGISLATIVE ANALYST OFFICE, THEY REPRESENTED NEW PROJECTIONS ABOUT THREE WEEKS AGO, WHICH WAS BASED ON NEW STATE REVENUE DATA. THEY'RE CURRENTLY PROJECTING THAT THE STATE WILL FACE ABOUT A $73 BILLION DEFICIT IN THE COMING FISCAL YEAR. THIS IS ROUGHLY 15 BILLION MORE THAN THEY HAD PREVIOUSLY FORECASTED, AND SIGNIFICANTLY MORE THAN THE 38 BILLION GAP THAT THE GOVERNOR ESTIMATED IN JANUARY. I THINK THE TAKE AWAY, WHILE THE LEO AND ADMINISTRATION ARE ALWAYS QUIBBLING ON THE EXACT FIGURES, IS THAT BOTH AGREE THEY FACE INCREASING PRESSURE TO FIND SAVINGS ANYTHING FEDERAL FUND IS THAT RISK IN FACT LAO IN THE SAME REPORT OUTLINED A SERIES OF OPTIONS FOR THE LEGISLATURE TO CONSIDER INCLUDING ADDITIONAL CUTS IN THE HOUSING TRANSPORTATION AND CLIMATE PROGRAMS. IN THIS CONTEXT AND FOLLOWING THE DIRECTION OF THE COMMISSION AND THE BOARD, OUR ADVOCACY IS HEAVILY FOCUSED ON PROTECTING THE $600 MILLION THAT WAS PREVIOUSLY APPROPRIATED TO REGIONAL AGENCIES FOR WHAT WE CALL REAP 2.0, THAT'S THE REGIONAL EARLY ACTION PLANNING PROGRAM. THE GOVERNOR'S JANUARY BUDGET PROPOSED CUTTING THIS FUNDING IN HALF FOR EACH REGION. MTC IS RESPONSIBLE FOR DISTRIBUTING THE BAY AREA'S SHARE OF 100 MILLION SO THAT CUT COULD RESULT IN LOSS OF 50 MILLION. THIS IS AN INTERESTING PROPOSAL AND NOT SOMETHING I HAVE SEEN, EVER, THAT I CAN THINK OF IN MY TIME, WHICH IS A PROPOSAL TO CUT A PROGRAM THAT WE'RE IN THE MIDDLE OF IMPLEMENTING. SO, YOU MIGHT REMEMBER VERY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

RECENTLY THE DEPARTMENT OF HOUSING APPROVED OUR SPENDING PLAN. IT INCLUDED FUNDING TO PRESERVE AFFORDABLE HOUSING, TO BUILD NEW AFFORDABLE HOMES ON THE PRIORITY SITES OUR LOCALITIES HAVE IDENTIFIED, AS WELL AS MONEY TO IMPLEMENT TRANSIT TRANSFORMATION PRIORITIES, LIKE FARE INTEGRATION AND MAPS AND WAYFINDING. SO, WE'RE MAKING THE CASE, AND A NUMBER OF YOU WILL BE IN SACRAMENTO NEXT WEEK, MAKING THE CASE, THAT IT IS REALLY UNPRECEDENTED OR PROPOSE WITHDRAWING FUNDING IN THE MIDDLE OF IMPLEMENTING A PROGRAM WHERE WE HAVE ISSUED NOFAS, ENTERED CONTRACTS AND HIRED STAFF. PROBABLY MORE SIGNIFICANTLY JEOPARDIZES OUR REGION'S PROGRESS IN MEETING THE CLIMATE TRANSPORTATION AND HOUSING GOALS THAT ARE OUTLINED IN OUR SUSTAINABLE COMMUNITY STRATEGY. ON TRANSIT, I WANT TO NOTE THAT WE HAVE CONVEYED TO THE ADMINISTRATION HOW GRATEFUL WE ARE THAT THE GOVERNOR'S JANUARY BUDGET PROTECTS THE MONEY THAT WE SECURED LAST YEAR FOR TRANSIT. BUT DOING DUE DILIGENCE KNOWING THAT ANYTHING FUNDED BY THE GENERAL FUND COULD BE AT RISK SO PARTICULARLY IMPORTANT THAT WE CONTINUE TO PRESENT A UNITED FRONT WITH OUR STATEWIDE AND REGIONAL PARTNERS IN THIS SPACE. LAST ITEM I WANT TO COVER IS ACA ONE LEGISLATIVE LEADERSHIP IN ASSEMBLY IS HEAVILY ENGAGED CURRENTLY ENSURING THAT WHEN THE MEASURE IS VIABLE WHEN IT APPEARS ON THE BALLOT IN NOVEMBER. IT WOULD LOWER THE THRESHOLD FOR LOCAL AND REGIONAL BONDS AND SPECIAL TAXES AND BOOST OPPORTUNITY STATEWIDE FOR SELF-HEALTH. AND THIS WILL POTENTIALLY HELP US

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

AT THE STATE BUDGET SITUATION. THIS IS A KEY PRIORITY FOR THIS AGENCY AND FOR LEGISLATIVE LEADERSHIP AND WE'LL CONTINUE TO STAY HEAVILY ENGAGED THERE. I'LL GO AHEAD AND CLOSE. HAPPY TO ANSWER ANY QUESTIONS.

CHAIR, DAVID CANEPA: ARE THERE QUESTIONS FOR JULIE? YES? VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: THANK YOU. ACA ONE, OBVIOUSLY, IS VERY RELEVANT TO, LIKE, TO A LOT OF WHAT WE'RE DOING HERE WITH HOUSING. COULD YOU JUST GIVE US SOME MORE COLOR ON WHAT ARE THE THINGS THEY'RE CONSIDERING TO MAKE IT MORE VIABLE? DO YOU THINK THAT WILL MAKE IT MORE VIABLE, IF THEY WILL BE ABLE TO GET THAT INTO THE LEGISLATION OR INTO THE, SORT OF -- I DON'T KNOW IF IT'S TECHNICALLY LEGISLATION, WHATEVER IT IS, INTO THE THING. [LAUGHTER]

JULIE SCHNEIDER: (LAUGHTER) THE THING. WHAT THEY'RE LOOKING AT, THE RANGE OF OPTIONS IS QUITE BROAD IT COVERS BOTH BONDS AND SPECIAL TAXES. FOR A SERIES OF TYPES OF INFRASTRUCTURE, EVERYTHING FROM FIRE HAZARDS, TO OPEN SPACE, NOT TECHNICALLY INFRASTRUCTURE, BUT OPEN SPACE AND PARKS, TO HOUSING, TO TRANSIT. AND I THINK THERE IS A QUESTION ABOUT THE EXTENT TO WHICH VOTERS WILL BE INTERESTED IN TACKLE SUCH A LARGE SWATH OF PROJECT TYPES. I DON'T WANT TO PREDICT WHERE THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

LEGISLATURE IS GOING ON THIS THEY SAY NEGOTIATIONS ARE DELICATE THERE IS INTERSECTION WITH A MEASURE BY THE CALIFORNIA BUSINESS ROUNDTABLE THAT MAY APPEAR ON THE NOVEMBER BALLOT ACTUALLY INCREASE VOTE THRESHOLDS SO NEGOTIATIONS ARE DELICATE. BUT ANYTHING WITHIN THAT LIST WHETHER IT'S TYPES OF INFRASTRUCTURE, WHETHER IT'S SPECIAL TAXES VERSUS BONDS, I THINK IS ON THE TABLE FOR DISCUSSION. DOES THAT FULLY ANSWER YOUR QUESTION?

NICK JOSEFOWITZ: I MEAN -- ASIDE -- UNLESS YOU HAVE THIS MAGIC EIGHT BALL, CAN YOU REMIND ME WHAT OUR POSITION IS AS AN AGENCY LIKE WHAT WE WANT TO SEE OUT OF THIS, PRIORITIES, WHAT WE'RE BRINGING TO THIS DISCUSSION?

JULIE SCHNEIDER: HAPPY TO HIGHLIGHT A COUPLE, THEN ASK IF MY COLLEAGUES WANT TO ADD ANYTHING. NUMBER ONE LENS WE'RE LOOKING THROUGH IS MAKING SURE IS THAT IT CONTINUES TO FACILITATE AND ADVANCE BAHFA'S ABILITY TO PASS ITS NOVEMBER BOND. SO IN TERMS OF WHAT CAN BE FUNDED EXACTLY HOW IT CAN BE DONE, I WOULD SAY THAT'S A VERY IMPORTANT LENS. OF COURSE, WE'RE ALSO INTERESTED IN THE IMPACTS ON TRANSPORTATION, ON CLIMATE RESILIENCE PROJECTS, AND WE'RE INCREDIBLY INTERESTED IN MAKING SURE IT CAN PASS. SO, I THINK IT'S A BALANCE OF ALL THREE OF THOSE. OKAY. REBECCA?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

REBECCA LONG: NOTHING TO ADD.

NICK JOSEFOWITZ: GREAT. AND SO MY LAST QUESTION IS TO JUST GO A BIT DEEPER. THE BUSINESS ROUNDTABLE MEASURE IS TRULY FRIGHTENING IT'S LIKE PROP 13 ON METHOD OR SOMETHING. I MEAN, IT'S REALLY TERRIBLE. (LAUGHTER) IS THAT THE DISCUSSIONS AROUND HOW TO GET THE MEASURE OFF -- I MEAN, IS THE COMPROMISE GOING TO BE WITH THE BUSINESS ROUNDTABLE TO GET THEIR MEASURE OFF THE BALLOT? OR THAT WAS -- ARE THEY COMMITTED TO TAKING ON THE BALLOT? IF THAT'S GOING TO MOVE FORWARD, I THINK IT'S RELEVANT FOR THIS COMMISSION AND ABAG, AS WELL, TO KIND OF HEAR AN UPDATE ON.

REBECCA LONG: VICE CHAIR JOSEFOWITZ. YES, I WOULD AGREE. I SAID THE SAME THING, I SAID PROP 13 ON STEROIDS, BUT I LIKE TO HEAR PROP 13 ON METHOD. I THINK IT'S VERY CONCERNING. I THINK AS FOLKS ARE AWARE, THIS IS BEING CHALLENGED AND REVIEWED BY THE COURTS RIGHT NOW, I BELIEVE, SUPREME COURT, AND AS A POTENTIAL REVISION SO THAT IT CAN'T BE DEALT WITH AS A CONSTITUTIONAL AMENDMENT IT WOULD REQUIRE A CONSTITUTIONAL CONVENTION, WE'LL SEE HOW IT WINE ITS WAY THROUGH THE PROCESS. I THINK WE JUST DON'T HAVE ENOUGH INTEL ON EXACTLY THE NATURE OF THESE NEGOTIATIONS. BUT I WOULD SAY THERE IS A SIGNIFICANT CONCERN THAT IF IT REMAINS ON THE BALLOT, ACA ONE WILL NOT HAVE MUCH OF A CHANCE. SO, IT REALLY IS, YOU KNOW, FUNDAMENTAL

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TO THIS BOARD, ABAG, AND BAHFA'S ABILITY TO PURSUE THE HOUSING BOND.

NICK JOSEFOWITZ: THANK YOU.

SPEAKER: AND THE ONLY THING I WOULD ADD IS IN THE ACA NEGOTIATIONS IN PARTICULAR WE DO HAVE A SEAT AT THAT TABLE. NEGOTIATIONS ARE BEING HELD FAIRLY TIGHT, SO WE ARE AT THE TABLE THOUGH.

CHAIR, JAMES P. SPERING, MTC PC: ANY ADDITIONAL QUESTIONS? JULIE I'M QUITE CONCERNED ABOUT THE TWO-YEAR FUNDING THAT WE WERE PROMISED. YOU CAN ADD A LITTLE FLAVOR TO THE CONVERSATIONS? ARE THEY REALLY CONSIDERING CUTTING THOSE DOLLARS IN HALF? AND I GUESS, I DON'T NEED AN ANSWER TODAY, BUT I REALLY WANT TO UNDERSTAND WHAT THE PLAN IS TO DEAL WITH THAT. BECAUSE, TO ME, WE'RE TRYING TO SOLVE ANOTHER PROBLEM, IN THE NEXT ITEMS MOVING FORWARD, BUT, REALLY TRYING TO UNDERSTAND THIS PROBLEM. WHAT ARE YOUR SENSE -- I KNOW WE HAVE -- AND I KNOW YOU PENSIONED -- WE HAVE DIFFERENT ALLIES AND DIFFERENT BUDGET SHARE POSITIONS, HOW SERIOUS IS THIS MATTER OF TAKING AWAY THE FUNDING?

REBECCA LONG: THANK YOU, CHAIR CANEPA. YOU KNOW, I THINK IN THE THEME OF THINGS, RIGHT, YOU HAVE TO LOOK AT WHAT IS THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

HOLE THAT THE LEGISLATURE HAS TO CLOSE. YOU KNOW, WHETHER IT'S A $73 BILLION GAP, OR A $38 BILLION GAP, 600,000 IS NOT THAT BIG, I THINK WE HAVE THAT GOING FOR US. I THINK JULIE POINTED OUT, CLAW BACK OF A PROGRAM THIS'S FAR ALONG I THINK THE PRIORITIES OF THE REAP 2.0 PROGRAM ARE HELD BY THE ADMINISTRATION, PROPOSED THIS CUT BUT I THINK WE HAVE A STRONG CASE TO MAKE THIS FUNDAMENTAL TO A LOT OF STATES GOALS. THERE ARE LETTERS IN THE PACKET OF ALL OF OUR PEER AGENCIES, CALIFORNIA ASSOCIATION OF GOVERNMENTS, OUTSIDE OF THE TRANSIT PUBLIC AGENCIES, SHARE FORWARD, THE HOUSING COMMUNITY IS GOING TO BE SUPPORTIVE OF PROTECTING REAP 2.0. WE'RE GOING TO HAVE TO WORK HARD AT IT, BUT I THINK WE HAVE A SHOT. OTHER THING WE'RE LOOKING AT IN PARTNERSHIP WITH CALCOG SIMILAR TO OUR STRATEGY WITH THE TRANSIT OPERATING CHALLENGE LAST YEAR IS ARE THERE OTHER FUNDING SOURCES THAT COULD BACKFILL FOR THE GENERAL FUND HERE. THAT'S SOMETHING WE'RE EXPLORING. ARE THERE OTHER ELIGIBLE SPECIAL FUNDS THAT COULD HELP KEEP THIS FUNDING LEVEL IN TACK TAX AND ALSO PROVIDE GENERAL FUND RELIEF.

CHAIR, DAVID CANEPA: THANK YOU. ANY ADDITIONAL BE COMMENTS? CLERK DO WE HAVE PUBLIC COMMENT?

CLERK, MARTHA SILVER: THERE ARE NO WRITTEN COMMENTS RECEIVED FOR THIS ITEM, AND NO MEMBERS IN THE BOARDROOM WITH PUBLIC

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

COMMENT AND IN THE ATTENDEE SPACE, NO MEMBERS WITH RAISED HANDS FOR PUBLIC COMMENT AT THIS TIME.

CHAIR, DAVID CANEPA: GREAT. THAT BRINGS US TO AGENDA ITEM 3B REGIONAL TRANSPORTATION MEASURE AUTHORIZING LEGISLATURE. GEORGIA GANN DOHRMANN, WILL YOU PLEASE GIFT REPORT.

GEORGIA GANN DOHRMANN: GOOD MORNING MEMBERS OF THE COMMITTEE. GEORGIA GANN DOHRMANN MTC ABAG STAFF. INFORMATION ITEM. AND REMINDER LAST MONTH THE COMMISSION TOOK ACTION TO DIRECT MTC TO SPONSOR REGIONAL AUTHORIZING LEGISLATION FOR A REGIONAL TRANSPORTATION REVENUE MEASURE OVER THE LAST SEVERAL MONTHS STAFF HAVE BEEN WORKING ON TRANSLATE THE COMMISSION'S JANUARY GUIDANCE LANGUAGE, AS THE SCAFFOLDING THERE WERE BIG POLICY ITEMS UNDETERMINED AT THAT JANUARY MEETING SO AT OUR COMMISSION MEETING WE HAVE COME BACK REGULARLY AND KEPT YOU UPDATED ON WHAT'S GOING ON AND ALSO CONTINUE TO SEEK DIRECTION ON POLICY ITEMS. A COUPLE OF LATE BREAKING POLICY ITEMS TO FLAG FOR YOU TODAY ARE THAT WE HAVE, SORT OF, TWO BIG ITEMS THAT WE ANTICIPATE BEING IN THE BILL LANGUAGE IN THE FIRST ROUND OF AMENDMENTS. FIRST IS WE ANTICIPATE THERE WILL BE A MINIMUM AMOUNT OF FUNDING FOR TRANSIT TRANSFORMATION LOCATED IN THE BILL, AND SECOND WE ANTICIPATE THAT THERE WILL BE A SHIFT IN THE BILL'S STRATEGY TO INTEGRATE -- TO ESSENTIALLY MERGE THE TWO BILLS IN THE SENATE THAT WERE ABOUT REGIONAL

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TRANSPORTATION -- BAY AREA TRANSPORTATION, OR BAY AREA TRANSIT, AND MERGE THAT INTO ONE BILL. AND, SO, I'LL JUST DIG IN A LITTLE BIT MORE ON EACH OF THOSE ITEMS. THE FIRST ON THE MINIMUM FUNDING FOR TRANSIT ON TRANSFORMATION. AS YOU KNOW SENATOR WIENER WHO AGREED TO BE THE PRIMARY AUTHOR OF THE BILL, HIS PRIMARY INTEREST IN THIS EFFORT WAS REALLY ABOUT PROTECTING AND PRESERVING TRANSIT SERVICE IN THE REGION. THE COMMISSION AGREES THIS IS THE PRIMARY REASON WE'RE SEEKING AUTHORIZING LANGUAGES THIS YEAR, ALTHOUGH THE COMMISSION GAVE DIRECTION BASED ON POLLING AND PRIORITIES THAT ARE BALANCED MEASURES AS REALLY IMPORTANT WITH SUFFICIENT RESOURCES TO BE AVAILABLE FOR NON-TRANSIT INVESTMENTS LIKE LOCAL STREETS AND ROADS AND CONNECTIVITY. THIS PAST WEEK SENATOR WIENER HAD SHARED STRONG INTEREST IN STARTING OUT NEGOTIATIONS WITH MINIMUM DOLLAR AMOUNT FOR TRANSIT OPERATIONS THAT SHOULD BE IN THE FIRST SET OF AMENDMENTS AFTER SOME BACK AND FORTH COMMISSION LEADERSHIP MADE A DECISION TO SET A FLOOR OF $750 MILLION PER YEAR FOR TRANSIT OPERATING EXPENSES TO MAINTAIN EXISTING SERVICE AND DELIVER ON SERVICE IMPROVEMENTS, REALLY A SUBSTANTIAL UPDATE THERE IS CONVERSATION THAT NEEDS IN FUNDING, STRUCTURE OF LEGISLATION, SENATOR WIENER UNDERSTANDS THIS NEGOTIATION WITH KEY STAKEHOLDERS IS JUST THE BEGINNING SO WE EXPECT THIS TO BE AN ONGOING NEGOTIATION CONVERSATION. ON THE SECOND BIG UPDATE, PRO TEMPORE SENATOR MAG CHOIR HAS HELD SEVERAL MEETINGS WITH SENATOR WIENER AND SENATOR WAHAB

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ABOUT REGIONAL TRANSIT BILLS RELATED TO REGIONAL TRANSIT IN THE BAY AREA. PRO TEMPORE HAS PROVIDED DIRECTION THAT SENATOR WIENER AND SENATOR WAHAB SHOULD DROP THEIR INDIVIDUAL EFFORTS MERGE THEIR EFFORTS INTO ONE PIECE OF LEGISLATION. SO SENATOR WAHAB PORTION OF THIS PROPOSAL WILL BE RELATED TO REQUIRING THAT THE STATE DO A CONSOLIDATION STUDY RELATED TO BAY AREA TRANSIT AGENCIES. AND THEN SOME ADDITIONAL COMPONENTS IN THERE THAT WE AREN'T POSITIVE EXACTLY WHAT THEY'RE GOING TO BE YET BECAUSE WE HAVEN'T SEEN THE LEGISLATIVE LANGUAGE. AGAIN, THIS IS A REALLY BIG CHANGE. AND I'LL MAKE AN EDITORIAL COMMENT. MTC IS SPONSORING THIS BILL. WE DID NOT REQUEST THIS, BUT THE PRO TEMPORE'S EARLY ENGAGEMENT ON THIS IS AN ENCOURAGING SIGN IT SHOWS THAT THE BILL IS REALLY IMPORTANT AND THAT IT BODES WELL FOR THE BILL'S PASSAGE IN THE SENATE AND I'LL SAY THAT IT'S RELATIVELY TYPICAL THAT LEADERSHIP WOULD ENCOURAGE BILL AUTHORS TO BASICALLY NOT BE RUNNING BILLS THAT ARE DIRECTLY RELATED TO THE SAME TOPIC IN THE SAME HOUSE. SO, AGAIN IT'S SOMETHING THAT'S NOT THAT ATYPICAL. SO, I WILL PAUSE NOW ON THAT. I DO WANT TO MAKE SURE TO SHARE THAT WE UNDERSTAND THAT THIS ADDITION OF A CONSOLIDATION STUDY WOULD BE ADDED, IN ADDITION TO THE PROVISIONS THAT SENATOR WIENER HAS ALREADY BEEN INCLUDING IN HIS DRAFT AMENDMENT WITH COMMISSION'S DIRECTION TO STRENGTHEN COMMISSION'S ROLE IN REGIONAL NETWORK MANAGEMENT. SO WE EXPECT THOSE WOULD BE TWO COMPONENTS RELATED TO ACCOUNTABILITY REFORM IN THE TRANSIT SPACE. ON THE TIMING,

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WE HAD ANTICIPATED AMENDMENTS WOULD BE PUBLIC ON MARCH 11TH. THIS IS A REALLY SIGNIFICANT UPDATE AND IT'S GOING TO DELAY THE TIMING TO ANTICIPATE THE NEXT TARGET IS MARCH 18th. SO WE THINK WE'LL SEE DRAFT AMENDMENTS BEFORE THEN ONCE WE DO WE'LL CIRCULATE IT TO THE COMMISSION FOR INPUT AS WELL AS WITH KEY PARTNERS FOR INPUT. AND THEN, YOU KNOW, ON THE KEY PARTNERS PIECE, I JUST WANT TO MAKE SURE TO SHARE. WE HAVE BEEN MEETING VERY REGULARLY WITH KEY STAKEHOLDERS FROM AROUND THE BAY AREA, AND BIG INTEREST IN SACRAMENTO, WE HOST A WEEKLY REGIONAL TRANSPORTATION REVENUE MEASURE WORKING GROUP. SO THAT'S ONE FORUM, AND WE ALSO GO TO A LOT OF OTHER FORUMS TO PRESENT TO MAKE SURE FOLKS ARE ENGAGED AND ARE ENGAGED, AND SO THOSE ARE GOOD FORUMS TO BE ABLE TO, IN ADDITION TO COMMISSION INPUT TO BE ABLE TO GET FEEDBACK FROM STAKEHOLDERS AS WE MOVE THROUGH THIS PROCESS. WE EXPECT COMING BACK TO YOU NEXT MONTH WITH THE, YOU KNOW, THE LATEST CHANGES TO GET YOUR DIRECTION, SO THAT THE COMMISSION CAN FORMALLY ENDORSE ANY SUBSTANTIVE NEW PROVISIONS, OR GIVE DIRECTION TO STAFF TO PURSUE REVISIONS TO THOSE NEW PROVISIONS. LOTS OF ISIONS. ANOTHER THING I WANT TO SHARE, THIS IS DEFINITELY GOING TO MAKE OUR SACRAMENTO MEETINGS NEXT WEEK TIMELY. THE LATEST, ONE MORE UPDATE ON THE BILL NUMBER, THE BILL THAT YOU ALL -- THAT THE COMMISSION ENDORSED US TO SPONSOR WAS SENATE BILL 925, SENATOR WIENER, WE DON'T HAVE IT IN PRINT YET, BUT WE THINK A NEW BILL NUMBER IS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

GOING TO BE SENATE BILL 1031. SO WE'LL START KEEPING THAT NEW NUMBER IN OUR MINDS.

CHAIR, DAVID CANEPA: GREAT. THANK YOU. ARE THERE ANY BOARD MEMBER COMMENTS?

CHAIR, JAMES P. SPERING, MTC PC: WHEN DOES THE -- COMMISSION -- AND I'M ASSUMING, WHEN WE START LISTING, WHAT ARE OUR PRIORITIES TO SEE IN THIS BILL? HAVE WE DONE THAT?

REBECCA LONG: I'LL TAKE THAT ONE. WE ADOPTED SOME VERY COMPONENTS, EXPENDITURE CATEGORIES, REVENUE SOURCES, WHAT ARE THE GOALS, YOU KNOW, HOW LONG SHOULD THIS BE AUTHORIZED FOR, WHAT IS THE SCOPE. SO WE HAVE AN OUTLINE, AND THAT'S WHAT'S GOING TO BE IN PRINT ON MARCH 18th, BUT WERE A LOT OF IMPORTANT VERY DIFFICULT QUESTIONS THAT WE DIDN'T WANT TO JUST GO OUT THE GATE, HERE IS WHAT THE COMMISSION WANTS WITHOUT KNOWING THE NEGOTIATION, WE WOULD HAVE TO WALK BACK AND CONSTANTLY PIVOT, SO THOSE THINGS LIKE WHAT SHARE, WHAT AMOUNT IS GOING TO EACH OF THESE CATEGORIES, HOW ARE WE GOING TO PROVIDE GEOGRAPHIC BALANCE. I WOULD SAY THOSE TWO PIECES ARE PROBABLY MOST CONTENTIOUS AND WITH OUR EXPERIENCE FROM REGIONAL MEASURE THREE, REGIONAL MEASURE TWO, VERY DIFFERENT TYPES OF MEASURES BUT THOSE WERE MORE DETAILED EXPENDITURE PLANS. WE KNOW THAT'S GOING TO BE A VERY LEGISLATIVELY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

DIRECTED TYPE OF NEGOTIATION, AND, SO, YOU KNOW, THAT'S JUST BEGINNING. BUT WHAT WE DO INTEND TO DO COMMISSIONER, BECAUSE AS GEORGIA OUTLINED, WE'RE THE SPONSOR OF THIS, WE DO WANT TO MAINTAIN OWNERSHIP, AND MAINTAIN STRONG SUPPORT FOR IT. WE'RE GOING TO BRING BACK ANY OF THE SUBSTANTIVE ITEMS. INCLUDING THE 750 MILLION, INCLUDING THE INCLUSION OF THIS CONSOLIDATION STUDY, WE'LL BE BRINGING THAT BACK TO YOU IN APRIL. THIS JUST HAPPENED, LIKE, YESTERDAY, RIGHT? SO, YOU KNOW, WE WEREN'T PREPARED TO FORMALLY ENDORSE OR NOT ENDORSE. BUT IN APRIL WE'RE GOING TO COME BACK TO THIS COMMITTEE WITH AN UPDATE ON EITHER THE PROVISIONS THAT THE SENATOR AND OTHERS WANT TO PUT IN THERE OR EVEN HAVE PUT IN THERE AS WELL AS OUR OWN IDEAS, RIGHT, I MEAN ON OUR PRIORITY LIST IS THE GEOGRAPHIC RETURN TO SOURCE AND HOW DO WE STRUCTURE THE BALANCE OF INVESTMENT KNOWING THAT, YOU KNOW, WE DON'T HAVE A DOLLAR AMOUNT YET, RIGHT, THAT WE'RE SPECIFICALLY TARGETING, AND THE COMMISSION DIRECTED US NOT TO DO THAT, RIGHT? THAT IT WAS MORE STRATEGIC TO AUTHORIZE TAX TYPES THAN TO GO IN AND SAY, "IT'S A HALF CENT. IT'S 1%. IT'S X PERCENT PAYROLL TAX." AT THE END OF THE DAY THERE IS UPWARD PRESSURE ON THE AMOUNT IN ORDER TO HAVE A BIG TENT BUT THEN THERE IS ALSO THE REALITY OF WHAT THE VOTERS ARE GOING TO SUPPORT. RIGHT? SO THAT'S GOING TO HAVE TO BE INFORMED BY POLLING. SO WE'RE GOING TO COME BACK IN APRIL TO GET THE COMMISSION'S DIRECTION ON ANY ITEMS THAT HAVE NOT YET STARTED TO BE RESOLVED IN SACRAMENTO, AND ANY THAT HAVE, WE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WANT TO KNOW, IS THE COMMISSION COMFORTABLE WITH THIS, OR DO THEY WANT TO DIRECT STAFF TO PURSUE MODIFICATION.

CHAIR, DAVID CANEPA: GREAT. CHAIR PEDROZA.

CHAIR, JAMES P. SPERING, MTC PC: I'M CONCERNED REACTING A DOLLAR AMOUNT HAS TO BE INTRODUCED YOU KNOW I DON'T REMEMBER US HAVING THAT CONVERSATION AND YOU I THINK WE HAVE TO BE CAREFUL THAT WE ESTABLISH WHAT'S IMPORTANT TO US. AND THE PIECE THAT'S MISSING FOR ME IS ACCOUNTABILITY NOBODY'S TALKING ABOUT ACCOUNTABILITY.

REBECCA LONG: WE HAVE LANGUAGE IN THE DRAFT YOU PROVIDED DIRECTION TO STAFF, VERY CLEAR THAT YOU WANTED TO STRENGTHEN MTC'S EXISTING AUTHORITY SO THE LANGUAGE IN THE DRAFT DOES DO THAT. IT KIND OF GOES INTO OUR EXISTING AUTHORITY AND AMENDS IT. SO, FOR EXAMPLE, YOU KNOW, UNDER CURRENT LAW, THERE IS PROVISIONS THAT SAY THE COMMISSION CAN'T CONDITION STA FUNDING ON A, B, AND C. THE LANGUAGE IS BROAD RIGHT NOW, YOU KNOW, FARE, POLICY, SUCH AND SUCH. WHAT WE WANT TO DO IS GO IN AND REALLY NAME THE TRANSFORMATION ACTION PLAN COMPONENTS AND MAKE IT CLEAR THAT WE CAN CONDITION STA FUNDING ON IMPLEMENTATION OF THE TRANSFORMATION ACTION PLAN PRIORITY. SO, MAPPING AND WAYFINDING IS LISTED. REALTIME TRANSIT INFORMATION IS LISTED. SO WE HAVE TAKEN THE COMMISSION'S DIRECTION. WE HAVE DRAFTED,

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT'S GOING TO BE THE NEGOTIATION WITH OPERATORS. YOU CAN IMAGINE THEY'RE NOT ALL THRILLED WITH WHAT WE HAVE DRAFTED TO DATE. WE ALSO NOW HAVE THE PRO TEMPORE WEIGHING IN, BUT AN ADDITIONAL LAYER OF ACCOUNTABILITY WOULD BE, YOU KNOW, THIS CONSOLIDATION STUDY. AND YOU KNOW, THAT'S -- COMMISSION DIRECTED STAFF TO REALLY FOCUS ON COORDINATION. BUT THAT IS NOW ANOTHER COMPONENT THAT, YOU KNOW, ONE BEING SAY IT TIES INTO ACCOUNTABILITY. WE'RE ALSO WORKING, RIGHT NOW, ON SOME CONCEPT THAT THE COMMISSION HASN'T YET DIRECTED US TO, BUT COME BACK IN APRIL FOR MAINTENANCE OF EFFORT WE'RE GOING TO TAXPAYERS AND ASKING THEM TO TAX THEMSELVES TO ASSIST WITH TRANSIT OPERATIONS. I WANT TO MAKE SURE THAT TRANSIT OPERATORS ARE MAINTAINING REVENUE SOURCES THEY ARE COMMITTING TO TODAY, TO RUN THEIR SERVICE, THAT THERE ISN'T A SHIFT IN THEIR FUNDING. BECAUSE THIS IS DESIGNED TO BE VALUE-ADD. SO WE DEFINITELY ARE MINDFUL OF ACCOUNTABILITY. WE THINK THE LEGISLATURE IS GOING TO HUG SOME IDEAS TO MTC ABOUT ACCIDENT ACCOUNTABLE.

CHAIR, JAMES P. SPERING, MTC PC: I THINK IT'S IMPORTANT WHEN STAFF MAKES THESE PRESENTATIONS THAT YOU TALK ABOUT THOSE THINGS TOO. BECAUSE YOU'RE NOT DOING THAT. I THINK IT'S IMPORTANT THAT BOTH COMMISSION AND PUBLIC KNOWS THESE ARE THINGS WE'RE ASKING FOR AND ARE REQUIRING. IN YOUR PRESENTATION IT SHOULD ALWAYS BE INCLUDED.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

REBECCA LONG: THANK YOU.

CHAIR, DAVID CANEPA: THANK YOU. CHAIR PEDROZA?

ALFREDO PEDROZA: THANK YOU, CHAIR CANEPA I APPRECIATE CHAIR SPERING'S QUESTIONS. THIS HAS BEEN SOMETHING THAT'S BEEN MOVING FAST PACED AND WE HAVE HAD CONVERSATIONS AT THE COMMISSION. BUT I ALSO ACKNOWLEDGE IT'S A DIFFERENTLY SITUATION. SENATOR WIENER HAS BEEN A GREAT ALLY OF OURS AND HE HAS BEEN BOLD IN FIGURING OUT TRANSPORTATION GOING BACK TO WHEN WE MADE THIS REQUEST TO THE STATE. WE STARTED THIS RELATIONSHIP OFF DIFFERENTLY BECAUSE IT WAS ALL TETHERED TOGETHER. WHAT I HAVE SHOWN AT THE COMMISSION STAFF HAS BEEN WORKING CLOSELY WITH SENATOR WIENER. KEEPING LEADERSHIP APPRISED AND WE HAVE ATTENDED MEETINGS WITH SENATOR WIENER TO UNDERSTAND OUR PRIORITIES, COALESCING AROUND AREAS OF INTEREST WHAT WE WANT TO SEE WHAT WE WANT STAFF TO COMMUNICATE MORE BUT ALSO ACKNOWLEDGMENT THAT THERE ARE STAKEHOLDERS AND PARTNERS IN THE DISCUSSION YOU ALSO HAVE THE LEGISLATORS, ADVOCATES, EVERYONE'S AT THE TABLE. I KNOW THAT WE'RE DRIVING THIS AND I APPRECIATE STAFF. I WANT TO MAKE SURE WE CONTINUE TO HAVE OPPORTUNITIES AT THE COMMISSION, BEING HEARD AND STAFF IS GETTING DIRECTION FROM THE COMMISSION. I THINK WE'RE DOING THAT NOW. WHAT I HAVE SHARED AND HEARD MY COLLEAGUES SAY FROM

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THE BEGINNING IS THE BOLD ISSUES WE WANT TO TAKE ON THAT'S BEEN CONSISTENT FROM DAY ONE. MAKING SURE THERE IS CAPITAL, WE HEARD FROM OUR LABOR PARTNERS, A NEED FOR THAT, THAT'S AN AREA OF INTEREST WE NEED TO FINE TUNE MORE AND MAKING SURE IT GETS BACK TO JURISDICTIONS. REBECCA YOU MENTIONED THE NEXT PHASE. WE'RE GOING ALONG THIS JOURNEY IT'S HAPPENING QUICKLY. THERE IS A LOT OF CHANGES AND I ACKNOWLEDGE STAFF REACTING TO IT BUT I THINK WE HAVE BEEN PROACTIVE IN ADDRESSING CONCERNS. THERE HAS BEEN OTHER PROPOSALS AT DIFFERENT AGENCIES TALKING ABOUT ADDITIONAL BOARD OVERSIGHT AND WE HAVE TALKED ABOUT, AND WHAT I SHARED WITH THE SENATOR AND I'LL SAY HERE IS, LET'S IDENTIFY THE PROBLEM WE'RE TRYING TO SOLVE BEFORE WE DESCRIBE THE SOLUTION. I THINK THAT'S SOMETHING WE SAID THAT WE'RE INTERESTED IN BUT ALSO ACKNOWLEDGE PEOPLE MIGHT HAVE QUESTIONS AND THEIR WILLINGNESS TO ADDRESS FARE COORDINATION MAPPING AND WAYFINDING. THOSE ARE THE QUESTIONS AND DIRECTION WE NEED TO APPRISE STAFF OF WHAT'S THE RIGHT TOOL TO ADDRESS THAT PROBLEM THAT WE'RE ALL TRYING TO SOLVE. I APPRECIATE YOU ALL COMING BACK. THERE IS GOING TO BE MORE OPPORTUNITIES. I WANT TO ENCOURAGE OUR COMMISSIONERS TO LOOK AT IT THROUGH THE LENS OF THIS IS OUR TIME TO TALK ABOUT THAT. WE HAVE TO FIND CONSENSUS AROUND THOSE AREAS OF INTEREST. THANK YOU.

CHAIR, DAVID CANEPA: THANK YOU. COUNCIL MEMBER PAPAN?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

GINA PAPAN: THANK YOU. AND THANK YOU TO MY COLLEAGUES. I THINK THE CONCERN HERE IS, AS COMMISSIONER SPERING POINTED OUT HERE, THIS IS AN MTC BILL. THIS STAFF WORKS FOR MTC. AND IF WE'RE NOT GETTING OUR GOALS OUT FRONT, EVEN THROUGH THE CONVERSATION AND NEGOTIATION, THEN THEY'RE LOST. AND WHEN THE SENATOR IS HAVING A PRESS CONFERENCE BEFORE THIS BOARD HAS DECIDED OR REALLY PRESENTED OUR, REALLY, CONCERNS, BECAUSE WE ADOPT THIS TO PASS AND OUR JURISDICTIONS WANT THIS TO PASS. SO IF THAT'S NOT UP FRONT AND DOESN'T STAY UP FRONT, WE HAVE BEEN CLEAR. THERE IS AN AGREEMENT HERE ON THE BLUE RIBBON POINTS. THOSE SHOULD BE THE LEAD EACH AND EVERY STEP OF THE WAY. BECAUSE THE PUBLIC IS LOOKING FOR ACCOUNTABILITY. THE GEOGRAPHIC ASPECT IS EXTREMELY IMPORTANT. IT'S NOT GOING TO PASS UNLESS IT IS BALANCED IN SUCH A WAY. I AM CONCERNED ABOUT A COUPLE, REALLY, THE EQUITY POSITION THAT'S BEING PUT OUT THERE, RIGHT NOW, BECAUSE IT JUST LOOKS LIKE THE BIG TWO ARE GOING TO GET THE FUNDING. WE'RE NOT GOING TO HAVE THE ACCOUNTABILITY. AND I CAN TELL YOU FROM OUR LEGISLATIVE BODIES, OUR REPRESENTATIVE, THAT ACCOUNTABILITY HAS TO BE UP FRONT HERE. THOSE GOALS HAVE TO BE UP FRONT HERE. AND IF MTC STAFF IS DELIVERING THAT MESSAGE, WE NEED YOU TO TAKE THAT. WE NEED YOU TO KEEP THAT UP FRONT IN THE CONVERSATION OTHERWISE IT DOESN'T REFLECT THIS BOARD. BECAUSE WE -- THERE WAS AGREEMENT. WE DID THE TRANSPORTATION PLAN. THAT HAS TO BE UP THERE. I LOVE THE FACT THE ANNUAL REPORT TO THE LEGISLATURE, THAT'S GREAT. WE COULD USE ALL THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

HELP WE CAN GET HERE. THE EMPLOYER ASPECT, IF YOU COULD FIND OUT HOW DO REMOTE WORKERS FIT INTO THAT, WHAT ARE THE COST OF THE ELECTIONS ARE THE COUNTIES SUPPOSED TO ABSORB THAT OKAY SO SAME THINGS WE DON'T KNOW BUT IT WOULD BE HELPFUL FOR US TO KNOW AND THEN THE DEFINITION OF CLOSE TO TRANSIT. SOMEWHERE WE HAVE DEFINED IT BUT IT WOULD BE HELPFUL FOR EMPLOYERS TO KNOW THERE'S NO CAP OR SUNSET IN SOME OF THESE THINGS IF WE WANT BUSINESS TO BE PART OF OUR SOLUTION HERE I THINK WE NEED TO NEGOTIATE AND THE CHAIR HAS POINTED OUT IT NEEDS TO BE CLEARER. WE CANNOT HAVE OUR STAFF OUT THERE WITHOUT PRESENTING THE KEY THINGS WE HAVE ALL AGREED TO HERE AND THAT ARE SO VERY IMPORTANT. THE LEGISLATURE NEEDS TO KNOW THAT. AND I KNOW SOME OF -- WE WANT OTHER MEMBERS FROM THE LEGISLATURE ON BOARD HERE, THEY'RE GOING TO WANT TO SEE THAT MTC IS COMMITTED TO THAT. SO, ANY PRESENTATION REALLY NEEDS TO HAVE ALL OF THAT UP FRONT, NO MATTER WHAT WE'RE DOING HERE, THIS IS WHAT WE'RE TRYING TO ACHIEVE. THAT IS SO IMPORTANT. AND I HOPE IT JUST STAYS THAT WAY IN A PRESENTATION. BECAUSE WE'RE NOT JUST OUT THERE PRESENTING SB1031 AS THIS IS IT AND THAT'S ALL, AND MTC IS BEHIND EVERY PART OF THAT. BUT IT'S REALLY RAW, BUT WE'RE NOT WRONG IN WHAT WE SEE. IT'S OUR LEGISLATION. IF WE DON'T KEEP OUR GOALS UP FRONT IT'S GOING TO BE HARD FOR US TO PASS THIS. THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ALFREDO PEDROZA: COMMISSIONER PAPAN IF I COULD RESPOND YOUR COMMENTS ARE APPROPRIATE. I WOULD LIKE TO REMIND PARTNERS THAT THE COMMISSION HAS TO BE APPRISED OF THESE DISCUSSIONS NOT JUST BECAUSE IT'S THEIR JOB BUT IT'S THE RIGHT THING TO DO THAT WE HAVE DISCUSSION. AND THAT'S TO IS CORRECT AN EXPECTATION FOR ANY SENATOR OR ASSEMBLYMEMBER. STAFF HAS DONE THAT. WHAT WE'RE SEEING IS A LOT OF STAKEHOLDERS ENGAGED AND COMMUNICATION THAT GETS FLOWED SOMETIMES IN DIFFERENT WAYS. AND I HAVE DIRECTED STAFF, AS SOON AS WE'RE AWARE OF INSTRUMENTAL CHANGES, MONUMENTAL CHANGES THAT WE APPRISE THE COMMISSION. I THINK THEY'RE DOING AS MUCH AS THEY CAN. IT'S JUST SUCH A FLUID ENVIRONMENT AND SPEAKER PRO TEMPORE IS GETTING INVOLVED AND THAT ADDS ADVOCACY. WHEN WE NEED SENATOR WIENER TO DO I PRESS CONFERENCE THAT MIGHT ADD. I WANT TO MAKE SURE COMMISSIONERS ARE APPRISED AND WE'RE NOT GETTING INFORMATION SECOND HAND I WANT TO MAKE SURE STAFF IS AWARE OF THAT I HAVE PROVIDE DIRECTION ON IS MAKE SURE WE'RE NOT SURPRISED THEN KEEP GOING FORWARD.

GINA PAPAN: IN FACT, WHERE ARE WE ON THE ASPECT OF A REGIONAL MANAGER? SENATOR -- OR DAVID CHU CARRIED LEGISLATION, BECKER CARRIED BOARD -- I MEAN WE HAVE CARRIED LEGISLATION HERE. I DON'T KNOW WHERE THAT ASPECT IS I DO THINK THERE IS A GREAT POINT TO BRING PEOPLE TOGETHER HERE. IT HELPS OPERATORS UNDERSTAND THIS SERIOUS ASPECT OF ACCOUNTABILITY. SO, I DON'T

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

KNOW WHERE THAT FITS IN. I DON'T SEE THAT THERE. AND THE STUDY THAT WAS MENTIONED, THAT'S NOT GOING TO BE DONE BY MTC. THAT WOULD BE DONE BY ANOTHER AGENCY.

REBECCA LONG: THROUGH THE CHAIR? IN REVERSE, WE WERE TOLD THAT THERE IS KIND OF TWO COMPONENTS TO THIS STUDY REQUIREMENT. SENATOR WAHAB'S CURRENT BILL, SB 926, THE CALIFORNIA STATE TRANSPORTATION AGENCY CSTA RELATED TO TRANSIT CONSIDERING WHAT WE UNDERSTAND NOW THAT WILL TALK ABOUT CALSTA DOING AN INITIAL STUDY BUT THEN MTC BEING TASKED WITH DOING SOME KIND OF PLAN AGAIN WE HAVEN'T SEEN THE LANGUAGE BUT IT WOULD BE PHASE TWO MTC WOULD BE IN CHARGE OF IS OUR UNDERSTANDING.

GINA PAPAN: REDUNDANCY. I DON'T KNOW HOW COMMITTED THEY ARE, CAL STRS DOING THAT, THAT IT WOULD SEEM MORE LOGICAL HERE, WE HAVE RECEIVED LEGISLATIVE INPUT ON THIS, AS ONE ASSEMBLYMEMBER PUT IT, IT DEPENDS ON THE C WORD YOU USE. (LAUGHTER) OKAY? SO, ONE PERSON IS REALLY EMPHASIZING CONSOLIDATION WHICH MAY BE BENEFICIAL TO SOME ASPECTS OF TRANSPORTATION, BUT I THINK WE'RE COMPLETELY IN AGREEMENT AS TO COORDINATION. BECAUSE WE HAVE SPELLED THIS OUT HERE. SO, AS YOU PROGRESSED, YOU KNOW, WE WOULD LIKE TO AVOID, I GUESS, REDUNDANCY, AND I THINK PROBABLY MTC IS PROBABLY A BETTER PLACE FOR THAT. BECAUSE WE HAVE SEEN SOME OF THIS ALREADY, AND I THINK WE HAVE STUDIED SOME OF IT ALREADY, JUST TO BE EFFICIENT. NOW, I KNOW WE DON'T

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

DETERMINE THAT, BUT IF WE CAN EMPHASIZE THAT, THAT WOULD BE GREAT. THANK YOU.

CHAIR, DAVID CANEPA: THANK YOU SO MUCH.

REBECCA LONG: COMMISSIONER ON YOUR QUESTION ABOUT NETWORK MANAGER, YOU KNOW, IN THE DIRECTION WE GOT FROM THE COMMISSION IN JANUARY, BECAUSE THIS IS SOMETHING OUR PARTNERS OR STAKEHOLDERS, INCLUDING SEAMLESS BAY AREA HAVE BEEN PUSHING FOR IS TO CREATE A NEW NETWORK MANAGER AND THEIR LATEST ITERATION KIND OF HAD THE SUBSIDIARY COMMITTEE WITH THE EXPERT APPOINTEES. YOU KNOW, THE DIRECTION THAT WE GOT FROM THE COMMISSION WAS ESSENTIALLY STRENGTHEN MTC TO BE THE NETWORK MANAGER. AND, SO, THAT'S, AGAIN, WHAT WE'RE TRYING TO DO IN THE LANGUAGE THAT WILL BE IN PRINT. IT'S GOING IN AND AMENDING A STATUTE THAT WE HAVE TODAY, TO MAKE CLEAR THAT WE DO HAVE THE AUTHORITY TO CONDITION FUNDING ON OPERATORS DOING THE TYPE OF CONVERSATION THAT THE TRANSFORMATION ACTION PLAN ENVISIONED.

GINA PAPAN: I LIKE THAT PART. I WONDER IN OUR CURRENT NETWORK MANAGER SET UP HERE -- I LIKE THAT WE'RE HEADING IN THAT DIRECTION. I HOPE THAT SUCCEEDS. THANK YOU.

CHAIR, DAVID CANEPA: MAYOR DUTRA-VERNACI?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CAROL DUTRA-VERNACI: THANK YOU, CHAIR. BACK IN JANUARY WHEN WE WERE HAVING THIS CONVERSATION, I REMEMBER BEING CONCERNED BECAUSE THERE WERE SO MANY UNKNOWNS, AND OF COURSE YOU REMINDED ME OF THE PROCESS THAT IT'S GOING TO BE CHANGED MULTIPLE TIMES. SO WHEN WE GOT THE NOTIFICATION, THE E-MAIL YESTERDAY SAYING OH NOW WE'RE GOING TO HAVE THIS PARTNERSHIP, I WAS VERY CONCERNED ABOUT THAT, AS WELL. BECAUSE WE HAD TALKED ABOUT COORDINATION BEING PRIMARY OVER CONSOLIDATION. HOWEVER I WANT TO THANK GEORGIA, BECAUSE HER AND I HAD A CONVERSATION BEFORE TODAY MEETING SO THAT CALMED ME DOWN A BIT. I JUST WANT TO SAY THAT I APPRECIATE THE COMMISSIONERS WHO HAVE SPOKE ALREADY, THEIR COMMENTS, BECAUSE THEY ALSO HELP PUT THINGS IN PERSPECTIVE. THIS IS THE WAY THEY MAKE SAUSAGES, THEY SAY. AND, SO, I DO APPRECIATE THE FACT THAT IF WE'RE AN EXPERIENCE WE DO NEED TO COME UP WITH SOMETHING THAT WE CAN SUPPORT AND NOT JUST SOMETHING SACRAMENTO HAS IMPOSED UPON US. SO, THANK YOU.

CHAIR, DAVID CANEPA: VICE CHAIR?

NICK JOSEFOWITZ: THANK YOU. SO, THANK YOU FOR UPDATING US WHEN THINGS ARE CHANGING. I DON'T -- I'M NOT -- I WANT, SORT OF, FULLY TRACKING WHAT SENATOR WAHAB WAS TRYING TO GET AT WITH THE CONSOLIDATION BILL. IS THE IDEA THAT WE'RE GOING TO START

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CONSOLIDATING ALL THE TRANSIT AGENCIES? SO, SFMTA GETS CONSOLIDATED WITH COMMISSIONER SPERING'S BUS OPERATORS? I MEAN, LIKE, THAT FEELS LIKE INSANITY. I MEAN, WHAT ARE WE DOING HERE?

GEORGIA GANN DOHRMANN: THROUGH THE CHAIR. SENATOR WAHAB EARLIER THIS YEAR HAD INTRODUCED A BILL THAT WOULD HAVE REQUIRED A STUDY TO CONSOLIDATE ALL THE BAY AREA 27 TRANSIT OPERATORS INTO ONE BILL THAT DID NOT MAKE IT PAST THE FIRST COMMITTEE. SO SHE HAS REINTRODUCED A BILL THAT WOULD MORE GENERALLY REQUIRE THE STATE TO STUDY CONSOLIDATION AND COME UP WITH WHAT THAT MIGHT LOOK LIKE FOR THE BAY AREA TRANSIT OPERATORS. SO SHE IN THAT EARLIER ITERATION, IN WHAT'S IN PRINT RIGHT NOW SHE MOVED AWAY BACK INTO ADJUSTING CONSOLIDATE INTO ONE AND LOOK AT WHERE THAT MAKES SENSE.

NICK JOSEFOWITZ: GOT IT.

GEORGIA GANN DOHRMANN: WE DON'T KNOW WHAT WILL BE PROPOSED FOR INCLUSION IN SB1031, BECAUSE WE HAVEN'T YET SEEN THE LANGUAGE BUT WE'LL UPDATE YOU AS SOON AS WE KNOW. BUT WE ARE THE BILL SPONSOR. WE ARE AT THE TABLE, BUT WHEN THIS IS SOMETHING THAT'S AT THE PRO TEMPORE LEVEL. SO, YEAH. WE ARE POSITIVE WHAT THEY HAVE DECIDED WHAT NEEDS TO GO INTO THE BILL.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NICK JOSEFOWITZ: OKAY. I MEAN -- I MOON, IF IT'S -- DO YOU -- DO YOU HAVE A SENSE THAT IT'S GOING TO BE -- I MEAN, READING YOUR E-MAIL, IT WASN'T ENTIRELY CLEAR TO ME, WHETHER IT WAS GOING TO BE A REQUIREMENT THAT A STUDY IS CONDUCTED AND WHETHER WE THINK ABOUT IT OR WHETHER THERE IS GOING TO BE A REQUIREMENT THAT THE STUDIES IS CONDUCTED RECOMMENDATIONS ARE PROPOSED REQUIREMENTS THEN IMPLEMENTATION OF RECOMMENDATIONS WHATEVER THEY ARE, AND NOT THAT WE NECESSARILY HAVE THE POWER TO IMPLEMENT THE RECOMMENDATION I MEAN WHAT'S THE --

REBECCA LONG: CHAIR JOSEFOWITZ, YOUR LAST COMMENT IS REALLY WHERE WE ARE, I DON'T KNOW YET I THINK WHAT IS HEAR SAY, I THINK WE HAVE BEEN TOLD FROM STAFF WHO WERE PRESENT IN THESE CONVERSATIONS, THERE IS A DESIRE TO HAVE MTC TAKE THAT MUCH FURTHER TOWARDS IMPLEMENTATION AND SO WE'LL HAVE TO SEE WHAT HAPPENS. IF YOU DO A STUDY FIRST YOU DON'T KNOW WHAT'S COMING IN THAT STUDY, AND THEN YOU HAVE TO IMPLEMENT IT. THAT GETS TRICKY. HOPEFULLY IN A WEEK OR SO, MARCH 18TH IS A WEEK FROM MONDAY. I WANT TO MENTION FROM ONE MEETING WE HAD FROM SENATOR WAHAB EARLIER THIS YEAR SHE MADE A COMMENT THAT EVERYONE IS FREAKING OUT THAT THIS LOOKS LIKE A PROPOSAL TO CONSOLIDATE INTO ONE AND WE NOTED, WELL, THAT'S KIND OF HOW IT READ, INITIALLY. AND SHE SAID, YOU KNOW, I'M OPEN TO DIFFERENT VERSIONS. SO, BASICALLY, I THINK THERE IS AN OPENNESS THERE, AND JUST FROM HER PERSPECTIVE, 27 IS TOO MANY.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NICK JOSEFOWITZ: MY COMMENT ON THIS WOULD BE, I HOPE THE OPERATORS ARE VERY INVOLVED IN WHATEVER STUDY IS BEING DONE. BECAUSE IT WOULD BE EASY TO KIND OF, LIKE, UP HERE BE LIKE, OH, IT WOULD BE NICE IF ALL THE POLICE DEPARTMENTS MERGED, OR WHATEVER IT IS, OR THE FIRE DEPARTMENTS, AND ANYBODY WHO HAS GONE THROUGH THAT KNOWS YOU DIE IN THE DETAILS AND NO ONE KNOWS THE DETAILS OTHER THAN THE PEOPLE WHO ARE DOING THE WORK. SO, I HOPE THAT'S SOMETHING THAT IS INCORPORATED. YOU KNOW, I WAS NOT INVOLVED IN SO MANY OF THESE NEGOTIATIONS. SO, I KIND OF HEARD IT JUST AS EVERYBODY ELSE DID YESTERDAY, I THINK SETTING THIS FLOOR FOR TRANSIT OPERATIONS IS INCREDIBLY IMPORTANT. BECAUSE IT WOULD BE UNCONSCIONABLE FOR ME TO GO OUT, FOR US TO THINK THAT WE SHOULD GO OUT FOR THE LARGEST TRANSPORTATION MEASURE EVER IN THIS REGION AND THEN COME OUT THE BACK OF IT AND STILL HAVE TRANSIT AGENCIES WITH FISCAL CLIFF. THAT IS NOT REASONABLE TO ME THAT DOESN'T MAKE ANY SENSE. TO ME ACCIDENT WHAT THIS FLOOR DOES IF I HAVE UNDERSTOOD IT PROPERLY, IS WE'RE GOING TO SOLVE THIS PROBLEM WE'RE GOING TO GO OUT WE'RE NOT GOING HAVE THE FISCAL CLIFF, WE'RE GOING TO IMPLEMENT THE BLUE RIBBON AND WE'RE GOING TO HAVE THE MONEY TO GROW TRANSIT SERVICE. I THINK THAT'S CORE. IT'S LIKE -- IT'S WHAT WE SHOULD BE DOING. AND IT FULFILLS OUR VISIONS AROUND PLANNED BAY AREA AND REALLY PROVIDES FOR TRANSIT RIDERS AROUND THE REGION. SO, I DON'T KNOW EXACTLY HOW

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT'S GOING TO SHAKE OUT BUT I THINK THAT'S ALREADY AN IMPORTANT STEP FORWARD. I'M GOING TO REFRAIN FROM BANGING ON ABOUT HIGHWAYS AGAIN BECAUSE EVERYBODY HAS HEARD ABOUT THAT. (LAUGHTER) BUT IF ANYBODY WOULD LIKE A REMINDER, SEE ME AFTERWARDS. (LAUGHTER) AND, BUT I THINK THIS IS -- IT'S -- I THINK WHEN WE EMBARKED ON THIS, I THINK THERE WAS -- IT'S A REALLY BIG LIFT, AND EVERY TIME WE GET THROUGH A HURDLE AND THE BILL IS NOT DEAD, AND WE -- I THINK THAT IS, TO A CERTAIN DEGREE A LITTLE BIT OF AN ACHIEVEMENT. TO THE EXTENT YOU HAD ANYTHING TO DO THAT, MOVING FORWARD WITH THESE BILLS I THINK WE SHOULD ALL BE GRATEFUL FOR THAT. THANK YOU

CHAIR, DAVID CANEPA: THANK YOU. COMMISSIONER NOACK.

SUE NOACK: I APOLOGIZE FOR STEPPING AWAY, BUT WHEN MARK DESAULNIER CALLS YOU, GO TO THE AND ANSWER THE PHONE. SO HE PASSES ON HIS HELLO TO PEOPLE. MY QUESTION, DO WE UNDERSTAND THE MOTIVATION BEHIND STUDY IN CONSOLIDATION? IS IT MEANT TO BE CAN WE SAVE FUNDS THAT WAY? IS IT MEANT TO SAY CAN WE PRODUCE BETTER TRANSIT? I MEAN, WHAT'S THE STUDY SUPPOSED TO BE FOCUSED ON?

REBECCA LONG: THANK YOU COMMISSIONER NOACK OF THE WE ASKED THAT QUESTION OF SUBMISSION WAHAB A FEW MONTHS AGO AROUND THE INTRODUCTION OF HER FIRST CONSOLIDATION BILL. WHAT ARE YOUR

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

OBJECTIVES. AND SHE RAISED THE CONCERN THAT TRANSIT SERVICE IN HER DISTRICT, IN THE FREMONT AREA WASN'T ADEQUATE. AND THAT SHE REALLY WAS FOCUSED ON THE RIDER AT THE END OF THE DAY. I THINK SHE HAS THE PERCEPTION THAT THINGS ARE NOT BEING RUN AS EFFICIENTLY AS THEY COULD BE AND, YOU KNOW, COULDN'T THERE BE SOME SAVINGS BY CONSOLIDATING, BUT HER OBJECTIVE WAS AROUND HOW CAN WE BETTER MANAGE TRANSIT SO THAT WE DELIVER BETTER RIDER EXPERIENCE FOR THE RIDER.

SUE NOACK: PRESUMABLY THERE WOULD BE MORE SERVICE IN HER AREA THEN.

REBECCA LONG: THAT'S RIGHT, AND WE DID POINT OUT THAT ADDITIONAL SERVICE COST MONEY.

SUE NOACK: I KNOW THIS HAS BEEN DISCUSSED. THE 750 NUMBER, I UNDERSTAND WHY IT'S NEEDED, PEGGING THE SHORTFALL RIGHT WHAT THE FISCAL CLIFF IS. IT'S A HARD NUMBER TO LOOK AT IF LOOKING AT FILLING THE OPERATIONS HOLE THAT EXISTS, BUT ALSO HAVING FUNDS FOR TRANSFORMATION, WHICH SEEMS TO BE THE FOCUS. SO, I DON'T KNOW WHETHER THIS IS PERSONALLY WE'RE GOING TO BUILD EFFICIENCY, AND THEREFORE THAT HOLE WON'T BE AS BIG AND SO WE CAN MOVE THAT NUMBER INTO TRANSFORMATION. I THINK THOSE TWO ARE, SORT OF, SEPARATE, TRANSFORMATION, AND FILLING THAT HOLE. MAYBE YOU CAN PROVIDE CLARITY.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

REBECCA LONG: I'LL TRY. COMMISSIONER GREAT QUESTION. ONE OF THE THINGS THE CHAIR ALLUDED TO. THERE WAS SOME CONVERSATION THAT HAPPENED BEFORE THERE WAS, YOU KNOW, THE, SORT OF, CONCEPT THAT WAS AGREED UPON ON THIS IS THE LANGUAGE IS NOT GOING TO SAY, $750 MILLION FOR OPERATIONS TO, SORT OF, CLOSE THE FISCAL CLIFF. IT'S GOING TO SAY MINIMUM $750 MILLION THAT GOES TOWARDS OPERATIONS WHICH INCLUDES EXISTING SERVICE, ENHANCEMENT, DELIVERING TRANSFORMATION ACTION PLAN, TO THE EXTENT THAT OPERATORS ARE ABLE TO GENERATE COST SAVINGS FOR WHATEVER REASON, THAT WOULD FREE UP MORE MONEY FOR TRANSIT TRANSFORMATION. AND THE COMMISSION, YOU KNOW, ULTIMATELY, WILL HAVE CONTROL OVER THE ALLOCATION OF THESE FUNDS AND THE WAY WE'RE LOOKING AT THIS IT'S GOING TO BUILD ON THE APPROACH THAT THE COMMISSION TOOK WITH SB125. STATE BUDGET FISCAL RELIEF WHERE OUR FUNDING POLICY AND PROGRAM SECTION REALLY SCRUBBED THE NUMBERS AND CAME UP WITH A STANDARDIZED APPROACH TO WHAT IS THE FUNDING GAP FOR EACH OPERATOR. AND IT'S NOT FAIR FOR THEM TO BE USING DIFFERENT COST ESCALATION NUMBERS, HAVE A THEY CAN SEE RATES, SO STANDARDIZED SHORTFALLS, GAP SIX HELPED MILLION, NOT 750 MILLION, PROBABLY ARGUE UNTIL THE COWS COME HOME BUT THE REAL NUMBER IS, THE FACT IS WE'RE NOT GOING TO KNOW UNTIL WE KNOW. 750 MILLION LEAVES ABOUT 1 MILLION FOR TRANSIT TRANSFORMATION THAT CAN GO TOWARDS THINGS LIKE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

EXTENDING CLIPPER START EXTENDING FREE AND REDUCED TRANSFERS AMONG OTHER INVESTMENTS.

SUE NOACK: IS THERE ANY DISCUSSION THROUGH THIS WHOLE PROCESS ON THIS BALANCE CONCEPT. FOCUSING ON THE TRANSIT TRANSFORMATION, GETTING TO THAT BALANCE CONCEPT THAT WE HAVE WITH THE MORE RURAL AREAS -- I WOULDN'T SAY RURAL, BUT THAT BALANCE, HOW DO WE -- IS THERE ANY DISCUSSION IN THAT, SINCE IT'S SUCH A FOCUS ON THE TRANSIT AGENCIES.

REBECCA LONG: SO, WHEN YOU SAY BALANCE, THERE IS TWO TYPES OF BALANCING THAT I HAVE IN MY MIND, THERE IS GEOGRAPHIC BALANCE IN TERMS OF BENEFIT, AND BALANCE EXPENDITURES ACROSS THE DIFFERENT CATEGORIES. I GUESS THE ANSWER IS THAT SENATOR WIENER'S PRIORITY IS THIS TRANSIT TRANSFORMATION PIECE. AND HE'S RECOMMENDING AND WILL BE PUTTING IN THIS FLOOR, AS GEORGIA MENTIONED, HE RECOGNIZES THAT THIS IS SUBJECT TO NEGOTIATION, WE HAVE HEARD PUBLICLY, THE ALLIANCE FOR JOBS AND OTHERS INDICATE THEY WANT TO SEE A SUBSTANTIAL OF THE OVERTURN PACKAGE GO TOWARDS CAPITAL. SENATOR WIENER IS AWARE THAT THERE WILL BE SOME NEGOTIATIONS THAT HAPPENS. AND WHAT'S THE BENEFIT ACROSS THE REGION FOR THOSE AIMS SO WE CAN CONSTRUCT SOMETHING THAT ISN'T SPELLED OUT AND WRAPPED IN A BOW THROUGH LEGISLATION BECAUSE WE WANT TO MAINTAIN DISCRETION THROUGH THE BALLOT MEASURE THAT PROVIDES ENOUGH ASSURANCE US THAT ALL CAN

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

GO TO YOUR CONSTITUENTS AND SAY, YOU KNOW, THIS IS GOING TO BE A FAIR MEASURE.

CHAIR, DAVID CANEPA: COMMISSIONER SPERING?

JAMES P. SPERING: YOU KNOW, THE COORDINATION AND CONSOLIDATION, WHATEVER YOU WANT TO CALL IT, WE ALL HAVE A DIFFERENT PERSPECTIVE. TO HAVE FIVE OPERATORS IN SOLANO COUNTY THAT AREN'T COORDINATED ISN'T EFFICIENT AND IT DOESN'T COST MONEY TO GET THEM TO FUNCTION AS ONE SYSTEM. SO, I HOPE WE HAVE THAT KIND OF STRENGTH IN THIS BILL TO DEAL WITH THOSE TYPES OF ISSUES. BUT THE LAST THING I WANT TO SAY, I JUST WANT TO THANK OUR STAFF. YOU GUYS ARE WORKING VERY HARD, JUGGLING A WHOLE BUNCH OF BALLS IN THE AIR DEALING WITH LEGISLATION AND ADVOCATES. I CAN'T THANK YOU ENOUGH YOU'RE BRINGING FORWARD TRANSFORMATION IN THE BAY AREA FOR THE NEXT GENERATION. I WANT TO THANK YOU FOR THE HARD WORK. KEEP IT, AND HOPEFUL WE'LL GET ACROSS THE FINISH LINE.

REBECCA LONG: THANK YOU FOR THAT. IT'S DEFINITELY A TEAM EFFORT.

CHAIR, DAVID CANEPA: GREAT. ARE THERE ANY OTHER QUESTIONS. REBECCA, I WAS JUST HEARING THE COMMENTS AND I KNOW WE'RE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

HEADING UP TO SACRAMENTO I THINK YOU SAID THIS WOULD COME BACK BEFORE THE BOARD. WHAT WAS THE DATE ON THAT?

REBECCA LONG: NEXT MONTH.

CHAIR, DAVID CANEPA: NEXT MONTH. YOU KNOW, ONE OF THE THINGS I'M INTERESTED IN, YOU KNOW, WE TALKED A LITTLE BIT ABOUT THE PRIORITIES, RIGHT? AND WHAT THAT LOOKS LIKE FOR THE BOARD. YOU KNOW, AS THEY MOVE FORWARD WITH THIS LEGISLATION, I WANT TO MAKE SURE, AND AS WE AS MTC COMMISSIONERS ARE ABLE TO VOTE ON IT, THAT FROM OUR LENS, I THINK ONE OF THE BIG THINGS THAT'S REALLY IMPORTANT TO SOME OF IT, AND YOU HAVE HEARD IT A COUPLE OF TIMES, I THINK THE FIRST THING IS, WERE WE RELATIVE TO THE BUSINESS COMMUNITY? WERE WE RELATIVE TO THE ALLIANCE FOR JOBS. THAT, SORT OF, COMMUNICATION IS REALLY CRITICAL. BECAUSE IF WE DO NOT HAVE THOSE STAKEHOLDERS TO BE QUITE HONEST WITH YOU, THIS MEASURE WILL FAIL. THAT'S JUST THE FACT. AND, SO, I THINK WE'RE ALL ALIGNED IN MAKING SURE -- AND I UNDERSTAND IT'S A PART OF THE PROCESS, RIGHT? WE HAVE TO BE PATIENT, WANT TO MAKE SURE AND THAT'S THE NEXT ITEM WE'RE TAKING IN TERMS OF THE CONCEPT, BUT I THINK WHAT WE NEED TO DO IS REALLY BRING THESE STAKEHOLDERS ALONG. BECAUSE WHAT I'M HEARING FROM DIFFERENT GROUPS AND CONSTITUENCIES, IS THAT THEY ARE REALLY CONCERNED. AND WHAT I DON'T WANT TO DO OR SEE HAPPEN -- I KNOW IT WOULDN'T, IS FOR THIS BOARD TO BE PUT IN A POSITION WHERE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WE HAVE A TAKE A VERY IMPORTANT VOTE AND WE HAVEN'T BROUGHT PEOPLE ALONG. BUT I KNOW YOU AND YOUR STAFF AND GEORGIA ARE WORKING EXTREMELY HARD ON THIS. SO, I REALLY THINK WE HAVE A LOT OF WORK TO DO WITH A COUPLE OF THOSE CONSTITUENCIES. I DO THINK THE -- IN TERMS OF ADDRESSING THE CLIFF, I THINK IT'S THE MONEY FIGURE IS IMPORTANT. THE ONE THING WOULD SAY IS THE NETWORK MANAGEMENT PIECE OF IT. I MEAN, THE NETWORK MANAGEMENT PIECE IS GOING TO BE EXTREMELY IMPORTANT. AND I THINK WE SHOULD CONTINUE WITH THE WORK THAT THE BLUE RIBBON TASK FORCE, REGIONAL NETWORK MANAGEMENT CONTINUES TO DO. AND THEN, I THINK, FINALLY, I THINK WE NEED TO REALLY UNDERSTAND THE RETURN TO SOURCE. BECAUSE THIS IS NOT A ONE COUNTY MEASURE IT'S A NINE COUNTY MEASURE. WHEN I SIT ON THE BOARD OF DIRECTORS, SAMTRANS, WE WANT TO UNDERSTAND, AND RIGHTFULLY SO, WE WANT TO LOOK AT BIG PICTURE, BUT WHAT'S IN IT FOR US. AND I KNOW THERE HAVE BEEN ANIMATED CONVERSATIONS. JUST LAST NIGHT AT VTA, ABOUT -- YOU KNOW, AND THEY HAVE A SALES TAX, THERE IS A LOT OF CONCERNS OUT THERE, AND I THINK WHAT WE HAVE TO DO IS REALLY GET OUT AHEAD OF IT AND CONTINUE TO DO THE WORK OF THE BUT I'M OPTIMISTIC, ESPECIALLY HEADING UP TO SACRAMENTO. I THINK WE HAVE A GREAT GROUP OF PEOPLE, GREAT GROUP OF COLLEAGUES WITH US. BUT THIS IS NOT GONNA BE EASY. AND WE'RE GOING TO REALLY HAVE TO DEPEND ON OUR STAFF FOLLOWING, AS THEY HAVE BEEN DOING. BUT REALLY FOLLOWING SPECIFICS AND THE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

DIRECTION OF THIS COMMISSION. AND, SO, WITH THAT, DO WE HAVE ANY PUBLIC COMMENT, MARTHA? I SEE ONE CARD.

CLERK, MARTHA SILVER: YES. WE HAVE COMMENTS IN THE ROOM AND IN ZOOM. HOW MUCH TIME WOULD YOU LIKE TO GIVE?

CHAIR, DAVID CANEPA: ONE MINUTE.

CLERK, MARTHA SILVER: ONE MINUTE?

CHAIR, DAVID CANEPA: YES.

CLERK, MARTHA SILVER: OKAY. FIRST WE'RE GOING TO TAKE THE ZOOM PEOPLE. BOB ALAN FOLLOWED BY WENDI KALLINS. BOB GO AHEAD AND UNMUTE YOURSELF. ONE MINUTE.

SPEAKER: THANK YOU COMMISSIONERS. BOB ALAN URBAN HABITAT. WE'RE ENCOURAGED BOOT DIRECTION THAT'S MOVING FORWARD, WITH SEVERAL CAVEATS BEFORE US WE THINK IT'S REALLY INCREDIBLY IMPORTANT THAT THIS MEASURE SUPPORTS AN OUTCOME WHERE WE GET TRANSIT SERVICE, NOT JUST RESTORED, BUT THAT WE TRANSFORM IT, AND THAT STARTS WITH HAVING ENOUGH ADEQUATE OPERATIONS MONEY TO HAVE A TRANSFORMATIVE SYSTEM AS WELL AS THE OTHER RIDER CENTRIC REFORMS THAT MANY OF US HAVE SPOKEN ABOUT. SO WE THINK WE'RE GOING IN A GOOD DIRECTION BUT THERE IS GOING TO BE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TRADE-OFFS, LIKE HIGHWAY FUNDING IT'S GOING TO HOLD ACCOUNTABLE COMMITMENTS AROUND CLIMATE CHANGE. WE LOOK FORWARD TO WORKING WITH FOLKS AND TRYING TO CLARIFY SOME OF THESE QUESTIONS AND TO MOVE FORWARD TO GET A MEASURE WE CAN ALL GET BEHIND AND SUPPORT. THANK YOU TO STAFF.

CLERK, MARTHA SILVER: THANK YOU, BOB. NEXT UP IS WENDI KALLINS FOLLOWED BY ZACK DEUTSCH-GROSS. WENDI, YOU HAVE ONE MINUTE.

WENDI KALLINS: THANK YOU. WENDI KALLINS, I SERVE ON THE CITIZEN'S ADVISORY COMMITTEE I ALSO SERVES ON THE CUSTOMER ADVISORY COMMITTEE TO THE REGIONAL MANAGEMENT. SO I HAVE BEEN FOLLOWING THIS CLOSELY. I WANT TO EMPHASIZE WHAT THE LAST SPEAKER SAID, HOW IMPORTANT IT IS THAT THIS BE TRANSFORMATIVE AND NOT JUST BRINGING US BACK TO WHERE WE WERE BEFORE THE PANDEMIC. I THINK IF WE WANT TO SEE A MEASURE THAT THE VOTERS WILL APPROVE, THEY WANT TO SEE SOMETHING WHERE THEY DON'T HAVE TO -- WHEN THEY'RE CHANGING SYSTEMS, WAIT A HALF HOUR FOR THE NEXT BUS, WHERE IT TAKES THEM 2 TO 3 HOURS TO GET WHERE THEY WANT TO GO, WHEN IF THEY WERE GOING TO DRIVE, IT WOULD ONLY TAKE THEM A HALF HOUR. AND THAT'S THE KIND OF IMPROVEMENTS THAT PEOPLE ARE BEING LOO -- LOOKING FOR. AND I WANT TO APPLAUD THE STAFF FOR THE WORK THEY'RE DOING AND FOR CONTINUING TO LISTEN TO US AND BRINGING OUR CONCERNS TO THE COMMISSION BODIES AND TO THE LEGISLATURE. THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: THANK YOU WENDI. NEXT UP IS ZACK DEUTSCH-GROSS FOLLOWED BY IAN GRIFFITHS. GO AHEAD AND UNMUTE YOURSELF.

ZACH DEUTSCH-GROSS: THANK YOU AND GOOD MORNING COMMISSIONERS. MY NAME IS ZACK DEUTSCH-GROSS I'M THE POLICY DIRECTOR AT TRANSFORM WE SUPPORT THE $750 MILLION FLUOR PROPOSED IN THE MEASURE AND WE NEED TO HIT OUR PRO SPIRIT GOALS FOR THE REGION. TO PASS THE MEASURE WE'RE GOING TO NEED SUPPORT FROM ALL NINE COUNTIES DRIVERS AND TRANSIT RIDERS ALIKE WE SUPPORT PRIORITIZING STATE OF GOOD REPAIR FOR LOCAL ROADS AND STREETS AS PART OF THE MEASURE THESE NEEDS ARE UNDERFUNDED IN THE BAY AREA AND SHOULD BE PRIORITY TO THE MEASURE COMING AT THE EXPENSE OF OTHER THINGS LIKE HIGHWAY EXPANSION THAT WILL TAKE US FURTHER AWAY FROM CLIMATE GOALS INCREASE NEEDS FOR GOOD REPAIR AND BISECT COMMUNITIES. THANK YOU VERY MUCH FOR YOUR TIME LOOKING FORWARD TO WORKING WITH YOU AS THE MEASURE MOVES FORWARD.

CLERK, MARTHA SILVER: THANK YOU. NEXT UP IS IAN GRIFFITHS AND OUR LAST SPEAKER WILL BE DON CECIL. UNMUTE YOURSELF.

IAN GRIFFITHS: GOOD MORNING. IAN GRIFFITHS, SEAMLESS BAY AREA. I WANT TO FIRST EXPRESS GRATITUDE TO STAFF FOR WORKING

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

COLLABORATIVELY WITH ALL THE STAKEHOLDERS. WE'RE ENCOURAGED BY THE DIRECTION THAT THIS IS GOING AND WE SUPPORT STRENGTHENING NETWORK MANAGEMENT WHICH IS CRITICAL TO ACHIEVE TRANSFORMATION. WE RECENTLY DID POLL BE OF THE PUBLIC SUPPORT FOR A REGIONAL FUNDING MEASURE IT'S SITTING AT ABOUT 57% RIGHT NOW BUT PEOPLE ARE MOST MOTIVATED TO SUPPORT THIS MEASURE AROUND THE THINGS AROUND TRANSFORMATION AND COORDINATION OF SERVICE. SO IT'S REALLY -- IT'S IMPORTANT TO GO BOLD HERE AND TO BE BUILDING THAT COALITION AMONG THE STATE LEGISLATURE THAT'S WILLING TO PROPOSE THOSE BOLD IDEAS. THANK YOU FOR YOUR ONGOING COOPERATION AND SUPPORT FOR THIS, AND LET'S WIN THIS TOGETHER.

CLERK, MARTHA SILVER: THANK YOU. NEXT UP IS DON CECIL.

SPEAKER: HI. GOOD MORNING. DON CECIL, SAN MATEO COUNTY ECONOMIC DEVELOPMENT ASSOCIATION, BETTER KNOWN AS SAMCCTA. THANK YOU TO COMMISSION STAFF THANK YOU TO COMMISSIONERS TODAY FOR YOUR THOUGHTFUL DIALOGUES, QUESTIONS AND COMMENTS. AS ONE OF THE STAKEHOLDER GROUPS THAT GETS REFERENCED AND AS PART OF THE BUSINESS COMMUNITY, I THINK IT'S IMPORTANT TO LISTEN TO US, AND I'M NOT GOING TO GIVE YOU THE LAUNDRY LIST OF LIKES AND DISLIKES AT THIS POINT. I'LL JUST ASK YOU ALL TO NEVER FORGET THAT IT IS THE VOTER THAT WE NEED TO SUPPORT US. NOT THE RIDER, NOT THE DRIVER, BUT THE VOTER. AND, SO, POLITICS IS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ABSOLUTELY AT PLAY IN THIS AND WILL CONTINUE TO BE. BUT YOU HAVE GOT TO HAVE SOMETHING THAT THE VOTERS WILL APPROVE WHEN THIS ENDS UP ON THE BALLOT. AND I WILL ALWAYS BE FOCUSED ON THAT. THANK YOU.

CLERK, MARTHA SILVER: THANK YOU. THERE ARE NO MORE SPEAKERS IN ZOOM WISHING TO TALK ON THIS ITEM.

CHAIR, DAVID CANEPA: GREAT. THANK YOU VERY MUCH. IT'S GREAT TO MEET YOU IN-PERSON. ALETA DUPREE.

SPEAKER: THANK YOU. GOOD MORNING CHAIR CANEPA. I HOPE I GOT THAT RIGHT. ALETA DUPREE, FOR THE RECORD, SHE AND HER; TEAM FOLD. GOOD TO BE WITH YOU IMPORTANT TO SPEAK SIMPLY, AS A USE OF PUBLIC TRANSPORTATION, PAYING TAXES, I APPRECIATE THE PREVIOUS SPEAKER ABOUT IMPORTANCE OF THE VOTERS THAT'S WHO IS GOING TO VOTE FOR THIS OUR MESSAGE IS ABSOLUTELY ESSENTIAL, I HEARD THIS TERM BEFORE ABOUT US MAKING POLITICAL SAUSAGE. I MADE SAUSAGE IN MY KITCHEN. ANYWAY, HOW DO WE GET THIS OVER THE LINE. I'M DEPENDING ON YOUR EXPERTISE AS ADVOCATES GETTING UP THERE TO SACRAMENTO GETTING THIS ENABLED SO WE CAN GET ON WITH THE PROCESS OF GETTING THIS INTO AN ELECTION. THANK YOU.

CHAIR, DAVID CANEPA: ADINA LEVIN.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ADINA LEVIN: ADINA LEVIN, SEAMLESS BAY AREA AND SERVING ON POLICY ADVISORY COUNCIL. I WANTED TO ECHO SOME OF THE PREVIOUS SPEAKERS IN THANKING WHAT STAFF AND COMMISSIONER JOSEFOWITZ SAID IN TERMS OF SUPPORTING A FLOOR FOR TRANSIT TRANSFORMATION AND A FLOOR, NOT A SEALING. IT'S REALLY IMPORTANT WHAT'S BEEN MENTIONED IN TERMS OF APPEALING TO THE VOTERS. AND THE VOTERS SAY CONSISTENTLY, THEY WANT TO SEE TRANSIT STAY THE SAME AND NOT DECLINE BUT GET BETTER. AND IN TERMS OF BRINGING STAKEHOLDERS ALONG, I THINK THAT STAKEHOLDERS WOULD UNDERSTAND THAT WE DON'T WANT TO PASS A BALLOT MEASURE HAVE VOTERS VOTE FOR SOMETHING THAT WOULD ALSO WIPED UP WITH BART CUTTING WEEKEND SERVICE. THOSE THINGS ARE NOT COMPATIBLE AND ALSO WITH HAVING COORDINATION THAT NEEDS TO BE AFFIRMED WITH NETWORK MANAGEMENT FOR WHAT VOTERS WANT. THANK YOU.

CHAIR, DAVID CANEPA: I GUESS THAT'S ALL THE PUBLIC COMMENT. THAT BRINGS US TO AGENDA ITEM 3C, SENATE BILL 960, WIENER TRANSIT PRIORITY AND COMPLETE STREETS AND THAT'S GEORGIA GANN DOHRMANN.

GEORGIA GANN DOHRMANN: SO, THIS IS AN ACTION ITEM. WE'RE RECOMMENDING THAT THE COMMISSION SUPPORT SB 960 IN CONCEPT. THE BILL WOULD REQUIRE CALTRANS TO INCORPORATE INFRASTRUCTURE NEEDS FOR ALL ROAD USERS INCLUDING BICYCLISTS, PEDESTRIAN, AND TRANSIT RIDERS INTO THE STATE ASSET MANAGEMENT PLAN, ADOPT A

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TRANSIT PRIORITY POLICY AND THEN MAKE OTHER CHANGES TO STREAMLINE TRANSIT PRIORITY PROJECT IMPLEMENTATION ON STATE OWNED ROADS THAT SERVICE THOROUGH FAIRS FOR TOWNS AND CITIES, SO NOT SOMETHING THAT'S ON AN INTERSTATE, OR CLOSE TO A STATE HIGHWAY, BUT YOUR MAIN STREET, SAN PABLO E ET CETERA. TRANSIT PRIORITY PROJECTS ARE TREATMENTS LIKE TRANSIT LANES AND TRANSIT SIGNAL PRIORITY HELP MOVE BUSES OUT OF TRAFFIC MAKES BUSES FASTER AND MORE RELIABLE ONE OF THE HIGH PRIORITY CUSTOMER FOCUSED IMPROVEMENTS THAT THE COMMISSION IDENTIFIED THROUGH YOUR BLUE RIBBON TRANSIT RECOVERY TASK FORCE AND THE TRANSIT TRANSFORMATION ACTION PLAN THAT THE REGION SHOULD BE FOCUSED ON THE NEAR-TERM TO BRING RIDERS BACK TO TRANSIT. SINCE ADOPTING THAT TRANSFORMATION ACTION PLAN BACK IN 2021, MTC, YOUR STAFF HAS BEEN WORKING TO DO A LOT AROUND FASTER AND MORE EFFICIENT IMPLEMENTATION OF TRANSIT PRIORITY PROJECTS AND THAT INCLUDES A LOT OF WORK ON TRYING TO ACTUALLY GET REAL PROJECTS ON THE GROUND AND IT HAS ALSO BEEN AROUND CONDUCTING EXTENSIVE OUTREACH TO IDENTIFY BARRIERS AT ALL LEVELS OF GOVERNMENT TO IMPLEMENTING TRANSIT PRIORITY. AND ONE OF THE THINGS THAT STAKEHOLDERS HAVE REALLY CONSISTENTLY IDENTIFIED AS A BARRIER IS A REALLY STATE LEVEL POLICIES AND PROCEDURES RELATED TO SECURING TRANSIT PRIORITY PROJECT APPROVALS. ONE OF THE CHALLENGES, I THINK, IS REALLY THAT THE -- THAT CALTRANS IS A MORE -- HAS HISTORICALLY BEEN AN AUTOMOBILE CENTRIC ORGANIZATION. CALTRANS HAS, SINCE 2008 BEEN DOING A LOT OF

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WORK TO TRY TO RESTRUCTURE AND DO MORE ABOUT SERVING ALL ROAD USERS, BUT SOMETHING LIKE TRANSIT PRIORITY JUST DOESN'T HAVE A HOME AT CALTRANS RIGHT NOW, AND, SO, STAKEHOLDERS, YOU KNOW, FOLKS WHO IMPLEMENT PROJECTS AT THE LOCAL LEVEL, AT THE TRANSIT AGENCY LEVEL, AND AT THE MTC LEVEL, YOUR OWN STAFF WORKS ON IMPLEMENTING TRANSIT PRIORITY PROJECTS AS WELL. AND ONE OF THE THINGS WE HEAR A LOT IS THE PROCESS IS COMPLEX, CONFLICTING STAFF OPINION CAN HOLD UP PROJECT APPROVALS, AND STAFF TURNOVER CAN RESULT IN REVERSAL OR A NEW INTERPRETATION OF PROJECT REQUIREMENTS. THERE ARE MISSED OPPORTUNITIES THAT STAKEHOLDERS HAVE IDENTIFIED THAT ARE RELATED TO IMPLEMENTING AT THIS TIME PRIORITY PROJECTS THAT ARE REALLY RELATED TO -- THAT COULD BE ADDRESSED BY SOME CHANGES IN RECOMMENDATIONS TO, AT THE CALTRANS LEVEL, TO HELP SPEED UP TRANSIT PRIORITY IMPLEMENTATION. SO, WHAT THIS BILL WOULD DO IS IT TRIES TO ADDRESS THOSE CORE PRIORITIES. IT TRIES TO SAY, FIRST, HOW CAN WE HELP ENSURE THAT CALTRANS IS RESOURCED IN THIS AREA, AND HAS SPECIFIC GUIDANCE IN PLACE THAT CAN LET CALTRANS EMPLOYEES KNOW HOW AND WHEN TO INTEGRATE TRANSIT PRIORITY INTO THE PROJECT THAT THEY BUILD, AND THEN SECOND, IT TRIES TO EXPEDITE AND STREAMLINE THE APPROVAL OF TRANSIT PRIORITY PROJECTS THAT LOCAL STAKEHOLDERS ARE TRYING TO IMPLEMENT ON CALTRANS OWNED ROADS. SO THE BILL RIGHT NOW THE LANGUAGE IS A LITTLE BIT INFLUX SO IT'S A LITTLE BIT UNUSUAL THAT WE WOULD COME TO ASK YOU FOR SUPPORT IN CONCEPT POSITION BUT THIS IS NAG HAS BEEN

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLEARLY IN THE COMMISSION AIR ADVOCACY PROGRAM FOR A LONG TIME AND IT'S ALSO ALIGNED WITH THE TRANSFORMATION ACTION PLAN THAT WE WANT TO BE ABLE TO RECOMMEND THAT THE COMMISSION BE NAMED IN SUPPORT, AT LEAST THE SUPPORT IN CONCEPT BEFORE IT GOES TO ITS FIRST COMMITTEE WHICH WILL BE EARLY NEXT MONTH. SO THAT'S WHY WE'RE BRING ITEM BEFORE YOU TODAY IS SUPPORT CONCEPT

CHAIR, DAVID CANEPA: ANY COMMENTS OR QUESTIONS?

SUE NOACK: FIRST, WORDING CHANGES OR ANYTHING THAT SUPPORT FOR SOMETHING THAT COULD CHANGE AS IT GOES DOWN THE PATH.

GEORGIA GANN DOHRMANN: YES WE LISTED IN YOUR STAFF MEMO A COUPLE OF DIFFERENT CONCEPTS AND HAVE RECOMMENDED WORKING ON THE SPONSOR AND AUTHOR ON ASSUMING THAT THOSE GET INCORPORATED WE HAVE GOOD AUTHORITY THEY ARE IN PROCESSING AND INCORPORATING WE MOVE A SUPPORT.

CHAIR, DAVID CANEPA: AND THERE A MOTION?

EDDIE AHN: MOTION.

CHAIR, DAVID CANEPA: IS THERE A SECOND?

SUE NOACK: SECOND.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CHAIR, DAVID CANEPA: NOACK SECONDS. DO WE HAVE PUBLIC COMMENT?

CLERK, MARTHA SILVER: YES WE DO. FIRST ONE IS ALETA.

CHAIR, DAVID CANEPA: COME ON UP ALETA.

SPEAKER: THANKS AGAIN, CHAIR CANEPA AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER, TEAM FOLD. COMPLETE STREETS IS A VERY REAL THING FOR ME. I'M A BIG FAN OF COMPLETE STREETS AND I WOULD LIKE TO SEE MORE OF IT, AND HERE'S WHY. IT'S REAL TO ME. IT CAME TO ME. IT HIT ME LAST YEAR. WHEN I WAS IN NEW YORK CITY, OVER AROUND 34th STREET AND FIRST AVENUE, IT WAS REALLY HOT THAT DAY, AND IT WAS THE WORST CONGESTION I EVER CAME ACROSS WITH THE CARS. I COULD WALK FASTER THAN THE BUSES. BUT THE MOST DIFFICULT PART WAS NAVIGATING THROUGH ALL THOSE BLIND SPOTS BECAUSE EVERYBODY IS TRYING TO GET IN THE INTERSECTIONS IT MAKES IT DIFFICULT FOR PEDESTRIAN AND CYCLISTS. SO THIS HAPPENS ALL OVER THE COUNTRY. SO, THIS BILL WILL HELP BRING A STATE MANDATE TO BUILDING BETTER STREETS. SHOULDN'T JUST BE FOR CARS. BUT FOR PEOPLE WALKING AND WHEELCHAIRS, ET CETERA. THANK YOU.

CHAIR, DAVID CANEPA: THANK YOU SO MUCH, ALETA.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: AND ADINA.

CHAIR, DAVID CANEPA: OKAY. MISS LEVIN. ADINA LEVIN.

ADINA LEVIN: ADINA LEVIN, SEAMLESS BAY AREA HAS PUT IN SUPPORT FOR THIS BILL. TRANSIT, IN PARTICULAR, WITH AN EYE TOWARD TRANSIT PRIORITY. AND THAT STATE SUPPORT FOR TRANSIT PRIORITY, TRANSIT PRIORITY HELPS OUR TRANSIT TO BE MORE EFFICIENT. YOU CAN MOVE MORE PEOPLE FOR THE SAME AMOUNT OF MONEY IF THE BUSES DON'T GET STUCK IN TRAFFIC, AND IT MAKES THE SERVICE MORE RELIABLE FOR PEOPLE AND IT'S PART OF OUR TRANSFORMATION ACTION PLAN BUT WE CAN ONLY GET THERE AS A REGION IF THE STATE IS IN SUPPORT. SO, I HOPE THAT THIS BODY SUPPORTS THIS BILL AS THE DETAILS GET FLUSHED OUT. THANK YOU.

CHAIR, DAVID CANEPA: GREAT. THANK YOU VERY MUCH. THERE IS A MOTION AND SECOND ON THE TABLE.

CLERK, MARTHA SILVER: AND THERE IS A SPEAKER ON ZOOM.

CHAIR, DAVID CANEPA: THERE IS?

CLERK, MARTHA SILVER: YES.

CHAIR, DAVID CANEPA: OF COURSE THERE IS. (LAUGHTER)

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: WENDI KALLINS. YOU HAVE ONE MINUTE. WEN WITHIN THANK YOU. WENDI KALLINS, MARIN COUNTY. AND IN MY CAPACITY OF SAFE ROUTES TO SCHOOL TASK FORCE COORDINATOR HERE IN MARIN COUNTY, I HAVE HAD A LOT OF EXPERIENCE WORKING WITH CALTRANS AND ANYTHING THAT WE CAN DO TO GET THEM TO RECOGNIZE ALL USERS, I CERTAINLY SUPPORT THE TRANSIT, BUT ALSO PEDESTRIAN AND BICYCLE ACCESS, ESPECIALLY WITH CROSSING THE STREETS. CALTRANS IS NOT JUST THE FREEWAYS. THEY'RE ALSO ROADS, CONSIDERED HIGHWAYS THAT ARE OPERATED BY CALTRANS, THERE ARE USED BY SCHOOL CHILDREN, AND WE HAVE TO FIGHT TOOTH AND NAIL TO GET THEM TO RECOGNIZE THE NEEDS OF THOSE. I APPRECIATE YOU SUPPORTING THIS BILL AND I LOOK FORWARD TO SEE THE DETAILS. THANK YOU.

CLERK, MARTHA SILVER: THERE ARE NO OTHER SPEAKERS ON ZOOM WISHING TO SPEAK, AND NO WRITTEN CORRESPONDENCE WAS RECEIVED FOR THIS ITEM.

CHAIR, DAVID CANEPA: GREAT. WE HAVE A MOTION AND SECOND IS. ROLL CALL, PLEASE.

CLERK, MARTHA SILVER: CHAIR CANEPA?

CHAIR, DAVID CANEPA: YES.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: VICE CHAIR ARREGUIN?

V. CHAIR, ABAG LC: JESSE ARREGUIN: YES.

CLERK, MARTHA SILVER: MEMBER AHN?

EDDIE AHN: YES.

CLERK, MARTHA SILVER: CARLSON?

SPEAKER: YES.

CLERK, MARTHA SILVER: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK, MARTHA SILVER: ECKLUND? OKAY. NO MEMBER ECKLUND. MEMBER MAHAN? IS ABSENT. MEMBER MOULTON-PETERS? IS ALSO ABSENT. MEMBER NOACK?

SUE NOACK: YES.

CLERK, MARTHA SILVER: RABBITT?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

DAVID RABBITT: AYE.

CLERK, MARTHA SILVER: RAMOS?

CHAIR, BELIA RAMOS, ABAG AC: YES.

CLERK, MARTHA SILVER: SPERING?

CHAIR, JAMES P. SPERING MTC PC: YES.

CLERK, MARTHA SILVER: TIEDEMANN? IS ABSENT. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

CHAIR, DAVID CANEPA: GREAT.

CLERK, MARTHA SILVER: OH MEMBER ECKLUND IS BACK. HOW DID YOU WANT TO VOTE?

PAT EKLUND: AYE.

CLERK, MARTHA SILVER: THANK YOU.

PAT EKLUND: THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CHAIR, DAVID CANEPA: MOTION PASSES. AGENDA ITEM MTC SACRAMENTO ADVOCACY TRIP. GEORGIA.

GEORGIA GANN DOHRMANN: AS DISCUSSED SEVERAL TIMES TODAY ABAG AND THE COMMISSIONER GOING TO BE GOING UP TO SACRAMENTO ON SUNDAY FOR A COUPLE OF DAYS FOR AN ADVOCACY TRIP. THE INFORMATION IS IN YOUR PACKET FOR REVIEW HAPPY TO ANSWER ANY QUESTIONS.

CHAIR, DAVID CANEPA: ARE THERE ANY QUESTIONS? ANY PUBLIC COMMENT?

CLERK, MARTHA SILVER: THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM. THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED IN ZOOM AND NO ONE IN THE BOARDROOM WISHING TO SPEAK ON THIS ITEM.

CHAIR, DAVID CANEPA: GREAT. THANK YOU VERY MUCH. AGENDA ITEM 4A WASHINGTON, D.C. LEGISLATIVE UPDATE.

GEORGIA GANN DOHRMANN: THAT ITEM IS ALSO IN YOUR PACKET FOR REVIEW.

CHAIR, DAVID CANEPA: VERY GOOD. THANK YOU, GEORGIA. AGENDA ITEM FIVE. PUBLIC COMMENT, OTHER BUSINESS.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CLERK, MARTHA SILVER: GOING BACK TO PUBLIC COMMENT FOR THE LAST COME. THERE WAS NO WRITTEN CORRESPOND RECEIVED ON THAT ITEM, NO ONE IN THE ROOM WISHING TO SPEAK AND NO ONE ON ZOOM.

CHAIR, DAVID CANEPA: LAST ITEM AGENDA ITEM SIX.

CLERK, MARTHA SILVER: YOU WANTED TO SPEAK UNDER GENERAL PUBLIC COMMENT?

CHAIR, DAVID CANEPA: THAT BRINGS US TO SIX.

CLERK, MARTHA SILVER: FIVE REGULAR PUBLIC COMMENT.

CHAIR, DAVID CANEPA: REGULAR PUBLIC COMMENT. ALETA, COME ON UP.

SPEAKER: THANKS, AGAIN, CHAIR DAVID CANEPA, AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER. MEMBER OF TEAM FOLD. I GOT OFF AN AIRPLANE THIS MORNING. I SUPER COMMUTED HERE. LEGISLATION IS ESSENTIAL. IT'S COMPLICATED. I WENT TO SACRAMENTO FOR TWO NIGHTS LAST YEAR, BUT I WOULDN'T KNOW HOW TO APPROACH THE LEGISLATURE. IT'S EASY TO APPROACH THESE KIND OF MEETINGS AND TALK ABOUT LEGISLATION. AND ESPECIALLY AT THE ADVISORY GROUPS, LIKE POLICY ADVISORY COUNCIL, ET CETERA,

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WHICH ARE LIKE PEER GROUP MEETINGS, ALMOST, IF YOU WILL. TRYING TO FIGURE THAT OUT. BUT, ANYWAY, THIS IS ALL ABOUT CONVERSATION ADVOCACY. BECAUSE LEGISLATIONS IS WHERE WE MAKE IT HAPPEN. THESE ARE BIG THINGS. AND THEY TAKE BIG LAWS TO DO IT. THANK YOU.

CHAIR, DAVID CANEPA: THANK YOU ALETA. IS THERE ANY ADDITIONAL PUBLIC COMMENT.

CLERK, MARTHA SILVER: THERE ARE NO WRITTEN COMMENTS RECEIVED FOR THIS ITEM, AND NO MEMBERS IN THE BOARDROOM WITH PUBLIC COMMENT AND IN THE ATTENDEE SPACE, NO MEMBERS WITH RAISED HANDS FOR PUBLIC COMMENT AT THIS TIME.

CHAIR, DAVID CANEPA: ALL RIGHT. THE NEXT MEETING OF THE JOINT MTC ABAG LEGISLATION COMMITTEE WILL BE HELD FRIDAY APRIL 12TH, 2024, AT 9:45 A.M. BAT THE BAY AREA METRO CENTER 375 BEALE STREET SAN FRANCISCO. ANY CHANGES WILL BE DULY NOTICED TO THE PUBLIC. THANK YOU. [ADJOURNED]

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

Broadcasting Government