

**METROPOLITAN
TRANSPORTATION
COMMISSION**

Meeting Transcript



OCTOBER 10, 2025

REGIONAL NETWORK MANAGEMENT COMMITTEE

FRIDAY, OCTOBER 10, 2025, 11:30 AM

CHAIR, ALICIA JOHN-BAPTISTE: CALLING TO ORDER THIS MEETING OF THE REGIONAL NETWORK MANAGEMENT COMMITTEE. THIS MEETING IS WEBCAST ON THE MTC WEB SITE. COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM AND WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS DUE TO REMOTE COMMITTEE MEMBER PARTICIPATING TODAY. AND THAT TAKES US TO AGENDA ITEM ONE, WILL THE CLERK CALL THE ROLL AND CONFIRM A QUORUM, PLEASE?

BOARD CLERK: WILL DO. CHAIR JOHN-BAPTISTE?

CHAIR, ALICIA JOHN-BAPTISTE: HERE. >CLERK, MARTHA SILVER: VICE CHAIR ANDERSEN, WE'LL LOOP BACK. MEMBER AHN.

EDDIE AHN: HERE. >CLERK, MARTHA SILVER: BURT?

PAT BURT: HERE. >CLERK, MARTHA SILVER: CANEPA?



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1 **DAVID CANEPA:** HERE. >CLERK, MARTHA SILVER: EDISON NON-VOTING
2 IS ABSENT. EZZY ASHCRAFT IS ABSENT. GIACOPINI, NON-VOTING?

3

4 **DOREEN M. GIACOPINI:** HERE. >CLERK, MARTHA SILVER: THANK YOU.
5 MEMBER LI NON-VOTING ABSENT. MASHBURN? SHAW NON-VOTING WE'LL
6 LOOP BACK. WE HAVE A QUORUM.

7

8 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. WE HAVE TWO REQUESTS
9 FOR REMOTE PARTICIPATION UNDER AB 2449 MEMBERS CANDACE
10 ANDERSEN AND DIANE SHAW.

11

12 **CANDACE ANDERSEN:** I'M REQUESTING AN EXCEPTION FOR A FAMILY
13 RELATED MATTER AND THE ONLY PERSON IN MY ROOM OVER THE AGE OF
14 18 RIGHT NOW IS MY HUSBAND.

15

16 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU MEMBER ANDERSEN. MEMBER
17 SHAW?

18

19 **DIANE SHAW:** I'M REQUESTING TO PARTICIPATE REMOTELY UNDER AB
20 2449 BECAUSE I'M SICK. THERE IS NO ONE PRESENT IN THE ROOM
21 OVER THE AGE OF 18.

22

23 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU MEMBER SHAW, YOUR
24 REQUESTS ARE NOTED AND WE'RE MARKING MEMBERS ANDERSON AND SHAW
25 AS PRESENT. AGENDA ITEM TWO, THE CONSENT CALENDAR, THIS



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1 INCLUDES ITEMS 2A THROUGH 2C. DO I HAVE A MOTION AND A SECOND
2 TO APPROVE THE CONSENT CALENDAR?

3

4 **DAVID CANEPA:** SO MOVED.

5

6 **SPEAKER:** SECOND.

7

8 **CHAIR, ALICIA JOHN-BAPTISTE:** I HAVE A MENTION BY CANEPA AND A
9 SECOND BY MEMBER AHN. ARE THERE ANY COMMITTEE MEMBERS WHO
10 WOULD LIKE TO COMMENT ON THIS ITEM? AND IS THERE ANY PUBLIC
11 COMMENT? SEEING NONE. >CLERK, MARTHA SILVER: THERE WAS NO
12 WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM AND THERE IS NO
13 ONE IN THE BOARDROOM OR ZOOM WISHING TO SPEAK ON THIS ITEM.

14

15 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. WILL YOU NOW PLEASE
16 CALL THE VOTE? >CLERK, MARTHA SILVER: WILL DO. BAPTIST?

17

18 **CHAIR, ALICIA JOHN-BAPTISTE:** AYE. >CLERK, MARTHA SILVER:
19 ANDERSON?

20

21 **V. CHAIR, CANDACE ANDERSON:** AYE. >CLERK, MARTHA SILVER: AHN?

22

23 **EDDIE AHN:** AYE. >CLERK, MARTHA SILVER: BURT?

24

25 **PAT BURT:** AYE. >CLERK, MARTHA SILVER: CANEPA?



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1

2 **DAVID CANEPA:** YES. >CLERK, MARTHA SILVER: EZZY ASHCRAFT IS
3 ABSENT. MAHAN IS ABSENT. MASHBURN?

4

5 **MITCH MASHBURN:** AYE. >CLERK, MARTHA SILVER: MOTION PASSES
6 UNANIMOUSLY BY ALL MEMBERS PRESENT.

7

8 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU THAT TAKES US TO AGENDA
9 ITEM 3A DRAFT MTC BAY AREA TRANSIT PRIORITY POLICY FOR
10 ROADWAYS WE HAVE BRITT TANNER OF MTC AND MIKA MIYASATO OF AC
11 TRANSIT PRESENTING THE INFORMATION.

12

13 **BRITT TANNER:** I'M BRITT TANNER REGIONAL NETWORK MANAGEMENT
14 SECTION HERE TO TALK ABOUT THE TRANSIT PRIORITY POLICY FOR
15 ROADWAYS WE BROUGHT TO YOU IN NOVEMBER SHOWED FRAMEWORK OF HOW
16 WE'RE PLANNING TO DEVELOP THE POLICY PRESENTING BACKGROUND
17 INFORMATION AND DETAILS THEN I'M GOING TO HAND IT OFF TO MIKA
18 MIYASATO WHO IS GOING TO TALK THROUGH OUR OUTREACH PROCESS
19 THAT WAS USED TO INFORM THE DEVELOPMENT AND RELATED REGIONAL
20 ASSESSMENT THEN I'M GOING TO HAND IT TO MELANIE CHOY WHO IS
21 GOING TO GO THROUGH SOME OF THE FEEDBACK THAT WE HEARD FROM
22 OTHER RNM BODIES. NEXT SLIDE PLEASE. JUST QUICKLY, I WANT TO
23 FRAME WHERE THIS EFFORT FITS IN WITH OUR BROADER EFFORTS FOR
24 TRANSIT PRIORITY. WE'RE FOCUSING ON THE LEFT SLIDE, HALF OF
25 THIS SLIDE TODAY FOCUSING ON THE TRANSIT PRIORITY POLICY FOR



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1 ROADWAYS BUT OUR POLICY WORK DOES LEAD INTO EXPLAIN PLANNING
2 WORK THAT WE'LL GO THROUGH A TOUCH OF TODAY TALKING ABOUT OUR
3 TRANSIT PRIORITY ROADWAY ASSESSMENT. I WANT TO REMIND YOU THAT
4 WE DO LOOK AT THE WHOLE SCHEME OF TRANSIT PRIORITY SO OTHER
5 PARTS OF MTC ARE WORKING IN OTHER EFFORTS TO FUND -- ACTUALLY
6 SOME OF THAT IS HAPPENING WITHIN OUR GROUP -- TO FUND THIS
7 TRANSIT PRIORITY WORK AND TO PROVIDE TECHNICAL ASSISTANCE THEN
8 FINALLY WE'RE DELIVERING PROJECTS MOSTLY THROUGH THE FORWARD
9 INITIATIVES SUCH AS THE BRIDGE FORWARD PROJECTS. NEXT SLIDE.
10 WE WANT TO FOCUS ON WHY THIS TRANSIT PRIORITY WORK IS
11 IMPORTANT BASICALLY WE HAVE SHORT TRAVEL TIMES FOR BUSES WE
12 IMPROVE TRANSIT SERVICE WHICH MAKES IT MORE RELIABLE FOR
13 PEOPLE TO RIDE MORE ATTRACTIVE FOR PEOPLE TO RIDE BUT ALSO
14 MAKES IT BETTER FOR TRANSIT OPERATORS. RIGHT NOW RISING
15 OPERATING COSTS ARE REALLY A STRUGGLE AS WE'RE DEALING WITH
16 THE UPCOMING FISCAL CLIFF THAT IS ALREADY HERE IN MANY CASES
17 AND WE'RE REALLY TRYING TO FOCUS ON WAYS THIS WE CAN MAKE
18 TRANSIT CHEAPER TO OPERATE AND GET MORE PEOPLE RIDING IT. SO
19 THIS TYPE OF WORK IS SOMETHING THIS WE REALLY NEED TO FOCUS ON
20 BECAUSE WHEN WE HAVE MORE RELIABLE SHORTER TRIPS IT'S MORE
21 ATTRACTIVE FOR PEOPLE TO RIDE AND IT'S CHEAPER FOR TRANSIT
22 OPERATORS TO OPERATE IT. NEXT SLIDE. THIS WORK THAT WE'RE
23 DOING IS PART OF AN STASHED VISION FOR IMPROVING TRANSIT THAT
24 COMES OUT OF SOME FOUNDING DOCUMENTS FOR THE BAY AREA. THE
25 FIRST ON THE LEFT, WE HAVE PLANNED BAY AREA 2050 AND 2050+ HAD



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1 THE FINAL BLUEPRINT ADOPTED THIS PAST SUMMER. AND THEN WE ALSO
2 HAVE SOME SPECIFIC ACTIONS THAT WERE CALLED FOR US TO DEVELOP
3 A POLICY IN THE TRANSIT TRANSFORMATION ACTION PLAN THAT WAS
4 CRAFTED IN RESPONSE TO THE COVID-19 PANDEMIC. BOTH OF THESE
5 HAVE SPECIFIC ACTIONS THAT CALL FOR US TO IMPROVE TRANSIT
6 SPEED, FREQUENCY, CAPACITY, AND RELIABILITY, ALL OF WHICH ARE
7 ADDRESSED THROUGH THIS POLICY. NEXT SLIDE. WE'RE ALSO NOT
8 DOING THIS IN A VACUUM. WE'RE COORDINATING WITH STATE AND
9 REGIONAL EFFORTS, THERE IS THE SENATE BILL 125 TRANSPORTATION
10 TASK FORCE WHICH DEVELOPED POLICY RECOMMENDATIONS FOR
11 LEGISLATURE AND ADMINISTRATION TO CONSIDER. THERE IS ALSO THE
12 STATEWIDE CALTRANS DIRECTORS TRANSIT POLICY, THAT IS IN
13 DEVELOPMENT, AND THE CALTRANS BAY AREA TRANSIT PLAN THAT WAS
14 CRAFTED OVER THIS PAST YEAR. ALL OF THESE ARE LOOKING AT WAYS
15 THAT WE CAN IMPROVE TRANSIT PRIORITY. THESE EFFORTS REALLY ARE
16 FOCUSING ON CALTRANS RIGHT OF WAY AND CALTRANS METHODS SO THIS
17 POLICY IS DIFFERENT AND IT'S LOOKING AT ALL ROADWAYS WITHIN
18 THE BAY AREA BUT WE HAVE BEEN CLOSELY COORDINATING WITH THESE
19 STAKEHOLDERS AS WE DEVELOPED OUR POLICY. NEXT SLIDE, PLEASE.
20 SO, BEFORE WE GO INTO THE POLICY, I WANT TO KIND OF FRAME WHY
21 WE THINK THIS IS AN IMPORTANT THING FOR US TO BE TAKING ON.
22 AND, SO, I'M GOING TO DO THIS WITH A CASE STUDY, AND DON'T
23 WORRY, I GAVE A HEADS UP TO SAN RAFAEL BEFORE WE THROUGH THIS
24 IN HERE. BUT CENTERED A GREAT PROJECT TO CONVERT STREETS FROM
25 ONE WAY TO TWO WAY IN 2020 IT IMPROVES PEDESTRIAN SAFETY



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1 MAKING CIRCULATION PATTERNS CHANGE. THEY ADDED SOME BULB-OUTS
2 AT CORNERS AND ADDED BOLLARDS AT THE CORNERS THIS MADE IT
3 BETTER FOR PEDESTRIAN SAFETY BUT UNFORTUNATELY IF YOU LOOK AT
4 THE TRANSIT MAP YOU WOULDN'T HAVE NOTICED THERE WAS 100 BUSES
5 A DAY THERE IS A DETOUR CLOSE TO 4TH STREET FOR FARMERS
6 MARKETS AND STREET FAIRS SO WHAT HAPPENED WAS THESE BOLLARDS
7 AND THE NEW TWO WAY CONFIGURATION MADE IT HARDER FOR BUSES TO
8 TURN ON TO THE STREET AND ADDED NEW CONFLICT POINTS THIS WAS
9 SOMETHING NOT ON A TRANSIT MAP SO CITY OF SAN RAFAEL DIDN'T
10 KNOW THEY HAD TO REACH OUT TO GOLDEN GATE TRANSIT MARIN
11 TRANSIT TO COORDINATE, WE'RE HOPING TO AVOID SOMETHING LIKE
12 THAT BY HAVING THIS BAY AREA TRANSIT PRIORITY POLICY FOR
13 ROADWAYS. THIS IS BEING DEVELOPED IN RESPONSE TO THOSE GUIDING
14 DOCUMENTS THAT I MENTIONED EARLIER AND IT EMPHASIZES TRANSIT
15 PRIORITY THROUGHOUT THE REGION AND IT'S GOING TO RECOMMEND TO
16 BE IMPLEMENTED THROUGH THE EXISTING COMPLETE STREETS CHECKLIST
17 TO AVOID CREATING A NEW ADMINISTRATIVE PROCESS THE GOALS OF
18 THIS POLICY ARE TO ESTABLISH A COMMON UNDERSTANDING OF TRANSIT
19 PRIORITY, TO REINFORCE AND STRENGTHEN INTER-JURISDICTIONAL
20 COLLABORATION, TO REQUIRE THAT ROADWAY IMPROVEMENT PRODUCTS
21 CONSIDER ACCOMMODATION OF TRANSIT AND/OR TRANSIT PRIORITY AND
22 IT WILL INFORM THE PRIORITIZATION OF FUNDING FOR TRANSIT
23 PRIORITY PROJECTS. NEXT SLIDE. SO, THE FIRST THING, WHEN WE
24 TALK ABOUT HOW THIS CREATING A COMMON UNDERSTANDING OF TRANSIT
25 PRIORITY, WHEN WE'RE TALKING ABOUT IS HAVING TRANSIT SUPPORT



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1 OF INFRASTRUCTURE AND POLICIES THAT WILL DECREASE TRANSIT
2 TRAVEL TIMES AND IMPROVE RELIABLE. MOSTLY BY REMOVING BUSES
3 AND OTHER TRANSIT FORMS FROM TRAFFIC CONGESTION SUPERVISOR
4 MINIMIZING DELAYS. THIS APPLIES TO BOTH URBAN AND NON-URBAN
5 SITUATIONS, AND CAN BE IMPLEMENTED THROUGH SMALL CHANGES TO A
6 PRESENTLY DESIGN. SO, FOR EXAMPLE, IF YOU'RE PROPOSING TO PUT
7 A SIDEWALK BULB-OUT AT A CORNER FOR PEDESTRIAN SAFETY YOU CAN
8 SEE IN THE TOP RIGHT MAYBE IT WOULD BE BETTER TO PUT IN A BUS
9 BULB SO THAT YOU HAVE SPACE FOR PET PEDROZA SPACE FOR
10 PASSENGERS TO WAIT OR IN THE BOTTOM PUTTING IN A BIKE LANE
11 MAYBE YOU SHOULD PUT IN A BUS BOARDING ISLAND THAT BIKES AND
12 BUSES ARE NOT MIXING THE POLICY DOES NOT SPECIFICALLY DICTATE
13 DESIGN SOLUTION BUT ENCOURAGES AGENCIES COORDINATE SO THEY CAN
14 FIND THE BEST SOLUTIONS TO SUPPORT TRANSIT WITHIN THE LOCAL
15 CONTEXT. AS SAID THIS WILL BE IMPLEMENTED THROUGH THE COMPLETE
16 STREETS CHECKLIST THIS IS REQUIRED FOR ALL PROJECTS THAT ARE
17 REQUESTING FOR MORE THAN \$250,000 OF REGIONAL DISCRETIONARY
18 FUNDS. WHAT THIS POLICY WOULD BE ADDING IS IT WOULD MODIFY THE
19 WAY THAT TRANSIT AGENCY REVIEW HAPPENS THROUGH THE COMPLETE
20 STREETS CHECKLIST. TRANSIT REVIEW IS ALREADY REQUIRED, BUT
21 WHAT WE'RE REQUIRING IS MORE OF A CONVERSATION BETWEEN THE
22 TRANSIT AGENCIES AND THE LOCAL JURISDICTIONS, RATHER THAN THE
23 ONE WAY INFORMATION EXCHANGE THIS'S HAPPENING RIGHT NOW. MOST
24 STREETS, AS YOU CAN SEE IN THE LARGE GREEN CIRCLE, ARE ALREADY
25 HAVING A REVIEW DONE BASED ON PROJECTS THAT ARE ON THE ACTIVE



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1 TRANSPORTATION NETWORK, AND THOSE PROJECTS NEED TO BE
2 CONSISTENT WITH APPROVED COMPLETE STREETS PLANS, AND NEED TO
3 FOLLOW ALL AGES, ABILITIES, DESIGN PRINCIPLES AND
4 ACCESSIBILITY GUIDELINES. WHAT WE'RE PROPOSING IS THAT THE
5 TRANSIT PRIORITY POLICY FOR ROADWAYS WOULD APPLY TO STREETS
6 THAT HAVE TRANSIT ROUTES, MOST OF WHICH ARE ALREADY ON THE
7 ACTIVE TRANSPORTATION NETWORK. AND THEY WOULD NEED TO BE
8 REVIEWED FOR TRANSIT SERVICE IMPACTS. AND THEN A SMALL SUBSET
9 OF STREETS THAT ARE TRANSIT IMPORTANT STREETS, THOSE THAT ARE
10 ON THE TRANSIT PRIORITY NETWORK, WOULD NEED TO FOLLOW TRANSIT
11 SUPPORTIVE DESIGN PRINCIPLES. I'LL GO INTO THIS A BIT MORE ON
12 THE NEXT SLIDE. NEXT SLIDE PLEASE. SO, ALL PROJECTS IN
13 COMMUNITIES THAT HAVE TRANSIT SERVICE WILL BE REQUIRED TO HAVE
14 TRANSIT AGENCY REVIEW. THIS IS NOT JUST TRANSIT ROUTES THAT
15 YOU SEE ON THE SYSTEM MAP BUT ALSO JUST DOING THAT QUICK CHECK
16 IN TO SAY HEY DO YOU OCCASIONALLY RUN TRANSIT ON THE STREETS
17 SO THAT WE SHOULD CONSIDER IT SO THAT YOU CAN AVOID A
18 SITUATION SUCH AS THE ONE I LAID OUT IN SAN RAFAEL JUST MAKING
19 SURE IT'S NOT A RECURRING D TWO ROUTE OR PULLING ROUTE FOR
20 BUSES RETURNING TO THE GARAGE. THIS IS NOT A NEW REQUIREMENT
21 ALREADY TRANSIT AGENCIES ARE REQUIRED TO COORDINATE WITH --
22 SORRY -- PROJECT SPONSORS ARE REQUIRED TO COORDINATE WITH
23 TRANSIT AGENCIES BUT IT'S CURRENTLY A ONE-WAY REQUIREMENT. THE
24 PROJECT SPONSORS ARE REQUIRED TO INFORM THE TRANSIT AGENCIES
25 AND ENSURE THE TRANSIT AGENCY HAS ACKNOWLEDGE THAT THEY HAVE



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1 BEEN INFORMED. WHAT WE'RE RECOMMENDING IS THAT THE TRANSIT
2 AGENCY BE GIVEN A CHANCE TO PROVIDE FEEDBACK ABOUT THE
3 POTENTIAL IMPACTS. BASICALLY SAYING, CHANGING IT FROM BEING A
4 ONE WAY INFORMATION EXCHANGE TO A TWO-WAY THAT TRANSIT
5 INDUSTRY RESPOND BACK SAYS HEY WE USE THAT STREET AS A DETOUR
6 ROUTE MAYBE YOU COULD CONSIDER SOME CHANGES TO THE DESIGN TO
7 ACCOMMODATE THAT. MOST RECENT TRANSIT SERVICE CONFIRM WITH
8 TRANSIT AGENCIES TO IDENTIFY CHECK WITH TRANSIT TO IDENTIFY IF
9 THERE ARE ANY TRANSIT IMPACTS THEN TRY TO MITIGATE IMPACTS
10 ESSENTIALLY. STREETS THAT HAVE HIGHER TRANSIT IMPORTANCE THOSE
11 THAT ARE DESIGNATED ON TRANSIT PRIORITY NETWORK WOULD ARE
12 REQUIRED TO HAVE ADDITIONAL DESIGN REVIEW HYPOTHETICAL MAP ON
13 THE RIGHT STREETS THAT ARE SHOWN IN RED, THE REST OF THE
14 NETWORK WITH THE DASHED BLUE LINE, TRANSIT IMPORTANT STREETS
15 WITH THE DARK RED LINES NOW THIS IS HYPOTHETICAL MAP WE
16 HAVEN'T DEFINED TRANSIT PRIORITY NETWORK YET MIKA WILL EXPLAIN
17 HOW WE'RE PLAN DOG THAT, TRANSIT AGENCIES WOULD BE ABLE TO
18 GIVE SUGGESTIONS FOR WAYS THAT TRANSIT COULD BE IMPROVED ON
19 MOST STREETS IT'S DO NO HARM TO TRANSIT BUT ON TRANSIT
20 PRIORITY NETWORK YOU WANT TO LOOK AT WAYS THAT COULD IMPROVE
21 TRANSIT THOSE TRANSIT SUGGESTIONS TO PROJECT SPONSORS FOR
22 THEIR CONSIDERATION IN THEIR DESIGN PROCESS. SO WHAT IT COULD
23 LOOK LIKE IS A BETTER PRODUCT FOR EVERYBODY. WHEN YOU LOOK AT
24 HAVING A DESIGN THAT CONSIDERS BOTH ALL AGES AND ABILITIES
25 DESIGN AND TRANSIT SUPPORTIVE DESIGN TOGETHER, YOU WIND UP



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1 WITH A SAFER STREET FOR EVERYBODY AND ALSO IT COULD END UP
2 BEING FASTER FOR TRANSIT. AND THIS IS NOT SOMETHING THAT CAN
3 ONLY WORK IN URBAN AREAS IN CAN ALSO WORK IN SUBURB KNOW AREAS
4 IN DIFFERENT CONTEXT. IN THE URBAN CONTEXT AND SUBURBAN
5 CONTEXT ON THE LEFT WE HAVE A BIKE LANE THAT'S NOT PARKING
6 PROTECTED WITH BUS STOP IN IT YOU CAN SEE WHEN THE BUS IS
7 GOING INTO THE BUS STOP IT CROSSES THE BIKE PATH TRIES
8 CREATING CONFLICTS ON THE RIGHT SAN FRANCISCO WE HAVE SHOWN
9 HOW THEY HAVE USED A BUS BOARDING ISLAND AND ON FREMONT LEVEL
10 CYCLE TRACK TO REMOVE THAT CONFLICT BETWEEN THE BIKES AND
11 BUSES MAKING IT WORK BETTER NOT ONLY FOR PEEK BIKING BUT ALSO
12 FOR TRANSIT REDUCING DELAYS FOR TRANSIT RIDERS. NEXT SLIDE.
13 WE'RE PROPOSING AN OPTIONAL LOCAL RESOLUTION ON TRANSIT
14 PRIORITY. THE REASON WE'RE PROPOSING THIS IS BECAUSE OUR
15 POLICY WOULD APPLY TO MTC FUNDING, MTC DISCRETIONARY FUNDING
16 OVER \$2,500 WHAT -- \$250,000, WE'RE PROPOSING LOCAL
17 JURISDICTIONS BE ENCOURAGED TO APPLY LOCAL TRANSIT PRIORITY
18 POLICY OR UPDATE THEIR LOCAL COMPLETE STREETS RESOLUTION AND
19 WE HAVE PREPARED TEMPLATES THAT WOULD HELP LOCAL JURISDICTIONS
20 DO THAT THESE ARE NOT REQUIRED, SOMETHING WE'RE RECOMMENDING
21 LOOKING INTO HOW FUNDING INCENTIVES COULD BE APPLIED FOR
22 CERTAIN PROGRAMS ON A PROGRAM BY PROGRAM BASIS SO THAT LOCAL
23 JURISDICTIONS COULD BE ENCOURAGED DO THAT. SOME CITIES HAVE
24 ALREADY DONE THIS, SAN FRANCISCO, BERKELEY, SAN JOSE, ARE SOME
25 USUAL SUSPECTS THAT WOULD HAVE ADOPTED A TRANSIT POLICY. BUT



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1 EL CERRITO ALSO HAS A TRANSIT FIRST POLICY, SO IT'S NOT
2 SOMETHING YOU SEE IN JUST THE URBAN CONTEXT. I HAVE ONE SLIDE
3 LEFT, THEN I'M GOING TO HAND IT OVER TO MIKA. NEXT SLIDE
4 PLEASE. WE HEARD ABOUT ENCOURAGE COORDINATION TO HAPPEN
5 BETWEEN AGENCIES. AGAIN, WE'RE NOT DICTATING A ROADWAY DESIGN,
6 JUST ENCOURAGING AGENCIES COORDINATE AND COLLABORATE WITH EACH
7 OTHER AND THE DESIGN WOULD REMAIN A LOCAL DECISION. THE
8 POLICY, HOWEVER, ENCOURAGES EARLY AND PROACTIVE COORDINATION
9 BETWEEN AGENCIES AND PROVIDES A STRUCTURE FOR WHAT THAT
10 COORDINATION SHOULD LOOK LIKE. REGARDING WHAT TRANSIT IMPACTS
11 SHOULD BE LOOKED AT AND PREVENTS MTC FROM STEPPING INTO LOCAL
12 DECISION-MAKING OR INTO CONFLICT RESOLUTION ROLE. HOWEVER WE
13 KNOW THERE ARE SOME CASE WHERE IS SOMETIMES IT WOULD BE
14 HELPFUL TO HAVE A DISCUSSION. SO, MTC WOULD BE AVAILABLE TO
15 CONVENE A STAKEHOLDER MEETING TO HELP IN MOVING ALONG PROJECT
16 DISCUSSIONS BUT WE'RE NOT PROPOSING THAT MTC WOULD BE -- TAKE
17 A LEAD ROLE OR BE A MEDIATOR IN THOSE SITUATIONS. AND I'M
18 GOING TO HAND IT OVER TO MIKA.

19

20 **MIKA MIYASATO:** THANKS BRRIT. THIS IS MIKA MIYASATO. AC
21 TRANSIT. YOU CAN SEE IN THE TIMELINE ON THE RIGHT STAFF
22 ENGAGED IN GROUPS TO INFORM DEVELOPING THE POLICY EARLY IN THE
23 PROCESS WE RECEIVED INPUT FROM STAFF BASED ON WORKING GROUPS
24 OUR TWO MTC WORKING GROUPS WORKING GROUPS INCLUDING LOCAL
25 JURISDICTION COUNTY TRANSPORTATION AGENCY TRANSIT AGENCIES



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1 CALTRANS AND ADVOCACY GROUPS WE SHARED OUR DRAFT POLICY AT
2 STAFF LEVEL REGIONAL WORKING GROUPS THIS PAST WINTER AND THEN
3 THROUGH COUNTY TRANSPORTATION AGENCY WORKING GROUPS THIS
4 SPRING. AND DURING THE WINTER AND THE SPRING, 2025 ENGAGEMENT,
5 WE RECEIVED MORE THAN 500 INDIVIDUAL COMMENTS AT OVER 20
6 STAKEHOLDER MEETINGS. AND THERE ARE SOME KEY THEMES FROM THESE
7 STAKEHOLDER ENGAGEMENT. LOCAL JURISDICTION STRESS THE
8 IMPORTANCE OF A CONTEXT SENSITIVE TRANSIT SUPPORTIVE DESIGN,
9 WHICH WE HAVE ENCOURAGED. LOCAL JURISDICTION ALSO EXPRESS
10 INTEREST IN TECHNICAL ASSISTANCE TO LEARN MORE ABOUT A TRANSIT
11 SUPPORTED DESIGN ACROSS THE BOARD CTA TRANSIT AGENCY LOCAL
12 AGENCY THEY ARE INTERESTED IN CLARITY ON POLICY REQUIREMENTS
13 FOR INTER-AGENCY COORDINATION AND MTC'S ROLE, ESPECIALLY WHEN
14 THERE ARE CONFLICTS BETWEEN MODAL CONFLICTS ON THE PROPOSAL.
15 WE ALSO HEARD FROM TRANSIT AGENCY AND LOCAL AGENCY, THEY NEED
16 CLEAR GUIDANCE ABOUT THE TRANSIT REVIEW PROCESS AND THE POLICY
17 IMPLEMENTATION. AND WE RESPONDED TO THIS BY DEVELOPING PRIMER
18 FOR IMPLEMENTATION, WHICH IS INCLUDED IN THE MEETING PACKET,
19 AS WELL. AND, LASTLY, WE HEARD FROM TRANSIT AGENCY AND
20 ADVOCACY GROUPS THAT FUNDING INCENTIVES TO ENCOURAGE LOCAL
21 TRANSIT PRIORITY POLICIES IN THE REGULATIONS ARE VERY
22 IMPORTANT. MTC STAFF ARE SEPARATELY -- AS BRITT MENTIONED MTC
23 STAFF ARE SEPARATELY LOOKING INTO HOW INCENTIVES COULD BE
24 APPLIED TO FUNDING PROGRAMS. NEXT SLIDE PLEASE. SO, BRITT
25 MENTIONED ABOUT TRANSIT PRIORITY NETWORK IN THE PREVIOUS SLIDE



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1 SO THIS TRANSIT PRIORITY NETWORK WILL BE DEVELOPED THROUGH
2 SEPARATE EFFORT CALLED TRANSIT PRIORITY ROADWAY ASSESSMENT.
3 SO, WE'LL BE TAKING A DATA-DRIVEN APPROACH TO DEVELOP THE
4 TRANSIT PRIORITY NETWORK. THE THINGS WE WOULD TAKE INTO
5 CONSIDERATION WOULD INCLUDE TRANSIT FREQUENCY AND RIDERSHIP,
6 EQUITY AND OTHER CONTEXTUAL CONSIDERATIONS. WE'LL ALSO REVIEW
7 APPROVED LOCAL TRANSIT AND PREP TRANSPORTATION PLANS. ALSO
8 MAKE SURE LOCAL PREFERENCES WOULD BE CONSIDERED AS WELL WE
9 DON'T WANT TO REINVENT WHEELS TO CREATE ANOTHER LEVEL OF
10 NETWORK. HERE ON THE RIGHT, WE HAVE A MAP OF THE AC TRANSIT
11 TRANSBAY ANALYSIS. AND WE'LL BE USING A TOOL TO DISPLAY THE
12 SPEED MAP THAT'S ONE OF THE INPUT WE WOULD HAVE FOR THIS
13 ANALYSIS. WE'LL ALSO BE DOING A HOTSPOT ANALYSIS FOCUSED ON
14 TRANSIT RELIABLE AND BOTH TRANSIT PRIORITY AND NETWORK HOTSPOT
15 WILL BE DEVELOPED IN CONSULTATION WITH WORKING GROUPS, AGAIN
16 THOSE INCLUDE TRANSIT AGENCIES, CITIES, COUNTIES,
17 TRANSPORTATION AGENCY, CALTRANS AND ADVOCACY GROUPS. NEXT
18 SLIDE PLEASE. AND HERE IS THE KIND OF OVERVIEW OF THE POLICY
19 DEVELOPMENT IMPLEMENTATION TIMELINE AND WE'RE HERE TO GET YOUR
20 FEEDBACK ON THE DRAFT POLICY. AND, AGAIN, WE HAVE PRESENTED
21 THIS AT THE RNM COUNCIL EARLIER, AND WE'LL BE TAKING THIS
22 ITEM, SHARE THIS ITEM WITH REGIONAL NETWORK MANAGEMENT
23 CUSTOMER ADVISORY GROUP, AND LATER THIS MONTH, AND WE PLAN ON
24 BRING BACK THE FINAL POLICY TO THIS GROUP, OR COMMITTEE, IN
25 NOVEMBER, DECEMBER TIME FRAME. OUR GOAL IS TO HAVE THIS POLICY



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1 IN PLACE BEFORE OBAG FOUR PROGRAM IS ADOPTED, AND OBAG FOUR
2 PROGRAM ADOPTION IS EXPECTED IN EARLY 2026. SO, ONCE THE
3 POLICY IS ADOPTED, THE REQUIREMENT FOR COORDINATION WOULD GO
4 INTO EFFECT FOR PROJECTS SEEKING OVER \$250,000, IN
5 DISCRETIONARY FUNDING, BUT ONLY THAT DO NO HARM LEVEL OF
6 REVIEW WOULD APPLY, AND PARTLY BECAUSE TRANSIT PRIORITY
7 NETWORK IS NOT ADOPTED BY THEN. SO, YOU CAN SEE THAT THERE ARE
8 PHASE IMPLEMENTATION ON THIS SCHEDULE. SO, WE ARE JUST
9 STARTING TRANSIT PRIORITY ROADWAY ASSESSMENT, AND WE EXPECT TO
10 HAVE A DRAFT TRANSIT PRIORITY NETWORK SOMETIME IN MIDDLE OF
11 THE NEXT YEAR, AND HAVE THAT TRANSIT PRIORITY NETWORK ADOPTED
12 TOWARDS THE END OF 2026. AND THAT MEANS THE REQUIREMENT FOR
13 THE HIGHER LEVEL REVIEW ALONG THE TRANSIT PRIORITY NETWORK
14 COULD GO INTO EFFECT AS EARLY AS 2027. AND THROUGH THE THIS
15 TIME, WE WOULD ENCOURAGE LOCAL JURISDICTIONS TO CONSIDER
16 ADOPTING LOCAL TRANSIT PRIORITY POLICY. NEXT SLIDE. SO, WE
17 HAVE THREE STAFF MEMBERS WORKING PRIMARILY ON THIS
18 DEVELOPMENTAL TRANSIT PRIORITY POLICY AND YOU CAN ALWAYS REACH
19 US AT TRANSIT PRIORITY AT BAYAREAMETRO.GOV AND TO CONCLUDE
20 THIS PRESENTATION I'LL HAND IT OVER TO MELANIE.

21

22 **MELANIE CHOY:** THANK YOU MIKA, AND ONE THING I'LL HIGHLIGHT IS
23 MIKA JOINS US FROM AC TRANSIT AND SHE IS PART OF WHAT WE'RE
24 DOING ON ALL OF THESE PROGRAMS WHICH IS EMBEDDING TRANSIT
25 AGENCY AND MTC STAFF INTO THE PROGRAM AND PROJECTS IN



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1 TREMENDOUS OF GUIDING THESE PROGRAMS THROUGHOUT, AND
2 CONTINUING TO SHOWCASE BRINGING IN SOME EXPERTISE AS WE
3 DEVELOP THESE POLICIES. SO ONE OF THE THINGS, AS MIKA
4 MENTIONED, IS THROUGHOUT, DURING THIS POLICY, THERE IS A LOT
5 OF ITERATIONS OF OUTREACH WITH A BROAD RANGE OF STAKEHOLDERS
6 AND VENUES AND I WANT TO FOCUS ON TWO PART FOCUS ON THE
7 ADVISORY BODIES, RNM COMMITTEE AND ADVISORY GROUP, I WANT TO
8 CALL OUT SOME OF THAT INPUT THEY HAVE PROVIDED US IN THE
9 DEVELOPMENT OF THIS POLICY JUST ON BRING THAT TO THE
10 FOREFRONT. THIS MEETING AND DRAFT POLICY WAS PRESENTED TO THE
11 COUNCIL AS A REMINDER IS MADE UP OF A SUBSET OF THE TRANSIT
12 AGENCY EXECUTIVES, AS WELL AS ANDREW FREMIER, FROM MTC, AS THE
13 MTC REP EXECUTIVE ON IT AND SOME OF THE THINGS THE COUNCIL
14 COMMENTED ON AND SOME KEY THINGS IS THE COUNCIL RECOGNIZES THE
15 CHALLENGES OF THIS POLICY. AND THEY REALLY DID -- AND THEY
16 APPRECIATE VERY MUCH THE WORK THAT HAS GONE INTO THIS AND THEY
17 ALSO SAW THAT THE POLICY DID EVOLVE BASED ON COMMENTS THAT WE
18 HAVE RECEIVED THROUGH THE, SO THERE IS A LEVEL OF APPRECIATION
19 AND RECOGNITION OF THAT. HOWEVER, THEY DO FEEL -- THEY DID
20 FEEL THAT THERE ARE SOME KEY AREAS THAT THEY WOULD LIKE TO SEE
21 THE POLICY STRENGTHENED. AND ONE OF THE KEY THINGS IS APPLYING
22 THE POLICY TO ALL ROADWAY FUNDING. AND, ALSO, HAVING
23 INCENTIVES OR REWARDS FOR JURISDICTIONS TO CONSIDER AND
24 INCORPORATE TRANSIT ELEMENTS AND IMPROVEMENTS INTO TRANSIT
25 RELATED PROJECTS. SO, ROADWAY FUNDING AND INCENTIVIZATION



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1 STRENGTHENING THAT. THE SECOND AREA THAT WE HEARD A COMMENT
2 FROM ON THE COUNCIL WAS THE DESIRE TO HAVE COUNTIES AND CITIES
3 AND LOCAL JURISDICTIONS ADOPT LOCAL POLICY RESOLUTIONS
4 CONSISTENT WITH THE -- OUR REGIONAL TRANSIT PRIORITY POLICY.
5 AND THESE WOULD JUST GO A LONG WAY, FROM THEIR PERSPECTIVE, IN
6 TERMS OF BUILDING THE DESIGN ELEMENTS INTO DESIGN ELEMENTS OF
7 TRANSIT, WHERE IMPACTS COULD BE MITIGATED. THE THIRD AREA IS
8 THAT THERE WAS INTEREST IN WAS LEADERSHIP IN RESOLVING
9 CONFLICTS. AND THERE IS AN INTEREST IN HAVING MTC TAKE A
10 STRONGER ROLE IN PROJECT DESIGN DISPUTES WHEN THEY ARISE
11 BETWEEN TRANSIT AGENCIES AND JURISDICTIONS. CURRENTLY THE
12 DRAFT POLICY HAS MTC IN ONE OF THE SLIDES BEING A CONVENER IN
13 LIMITED CASES. SO, THIS IS -- THESE ARE SOME OF THE COMMENTS I
14 WANTED TO CALL OUT AND THERE IS ALSO A LETTER IN YOUR PACKET
15 AND I WANT TO REITERATE SOME OF THE THINGS WE HEARD AT THE
16 COUNCIL MEETING. THE OTHER AREA, THE RNM CAG WHICH IS THE
17 STAKEHOLDER GROUP INVOLVING BUSINESS REPRESENTATIVES AS WELL
18 AS ADVOCACY GROUPS, COMMUNITY MEMBERS, AND CITIES AT LOCAL
19 JURISDICTIONS, FROM THAT GROUP, PRESENTED A PREVIEW OF THIS
20 POLICY IN JULY, AND THIS WILL ALSO GO TO THEM IN ABOUT A WEEK
21 AND A HALF. SO, THEY HAVE A MEETING ON THE 20th. SO FAR, THE
22 FEEDBACK THAT WE HAVE HEARD AND DISTILLED IS THAT THEY ALSO
23 FEEL VERY -- HAD SIMILAR COMMENTS, WHICH IS THAT THE POLICY
24 ONLY APPLIES TO MTC REGIONAL DISCRETIONARY FUNDING CURRENTLY,
25 AND THERE IS AN INTEREST THAT LOCAL JURISDICTIONS SHOULD BE



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1 ENCOURAGED TO COORDINATE WITH TRANSIT ON ALL PROJECTS AND NOT
2 JUST THE MTC FUNDED PROJECTS AND SECONDLY THAT THE POLICY
3 SHOULD ENCOURAGE AND INCENTIVIZE JURISDICTIONS TO ADOPT LOCAL
4 TRANSIT PRIORITY POLICIES TO PROMOTE COORDINATION WITH TRANSIT
5 AGENCIES WHEN THERE ARE SOME TRANSIT NEEDS ON ROADWAY FUNDING
6 -- ROADWAY PROJECTS. THEN LASTLY, THERE WAS ALSO AN INTEREST
7 IN DEVELOPING A REGIONAL DESIGN STANDARD FOR TRANSIT
8 SUPPORTIVE DESIGN. AND, SO, THAT SUMMARIZES SOME OF THE
9 COMMENTS THAT WERE MADE. WE, AS A TEAM, THE STAFF HAS TAKEN
10 ALL OF THESE COMMENTS, IN ADDITION TO ALL OF THE STAKEHOLDER
11 COMMENTS THAT WE HAVE HEARD THROUGHOUT AND WE'RE PROPOSING THE
12 POLICY BEFORE YOU TODAY BASED ON LOOKING AT ALL OF THE
13 COMMENTS WE HAVE RECEIVED IN A BALANCED LENS. I WANT TO CALL
14 AWE FEW KEY THINGS OUT THAT WE HAVE HEARD ALONG THE WAY. AND
15 WE -- I'LL TURN IT OVER TO, BACK TO CHAIR JOHN-BAPTISTE.

16

17 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU MELANIE, AND MIKA AND
18 BRITT FOR THE PRESENTATION. I'LL TURN IT OVER FOR PUBLIC
19 COMMENT.

20

21 **CLERK OF THE BOARD:** WE HAVE RECEIVED WRITTEN CORRESPONDENCE A
22 JOINT LETTER FROM SEAMLESS BAY AREA TRAFFIC VIOLENCE RAPID
23 RESPONSE TRANSBAY COALITION EAST BAY TRANSIT RIDERS THE SAME
24 LETTER THAT WAS SUBMITTED ON JUNE 8TH, 2025 ANOTHER JOINT
25 LETTER FROM AC TRANSIT SAMTRANS COUNTY CONNECTIONS AND ALSO



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1 COMMENTS RECEIVED FROM MEMBER SHAW. HOW MUCH TIME WOULD YOU
2 LIKE TO GIVE?

3

4 **CHAIR, ALICIA JOHN-BAPTISTE:** LET'S GIVE ONE MINUTE PLEASE.

5

6 **CLERK OF THE BOARD:** ONE MINUTE FIRST UP IS GOING TO BE ADINA
7 LEVIN. COME ON. RAVE

8

9 **ADINA LEVIN:** ALL RIGHT. ADINA LEVIN WITH SEAMLESS, SPEAKING TO
10 ELEMENTS IN THE LETTER, WHICH IS GOING TO BE REALLY HARD TO DO
11 IN ONE MINUTE. THE, IN GENERAL, WE'RE SUPPORTIVE OF THE GOALS
12 OF THE INITIATIVES, BUT THINK THAT THERE ARE A NUMBER OF
13 THINGS THAT CAN BE STRENGTHENED THIS FOCUSES ON MITIGATING THE
14 UNINTENDED NEGATIVE IMPACTS ON TRANSIT OF ACTIVE
15 TRANSPORTATION PROJECTS. THERE IS ANOTHER SET OF ISSUES WHERE
16 THERE ARE OFTEN MULTI-JURISDICTIONAL TRANSIT PRIORITY PROJECTS
17 THAT GET IMPACTED BY THE DIFFERENT WAYS THAT CITIES HANDLE
18 THINGS, AND THAT IS SOMETHING THAT WE WOULD LIKE TO HAVE THAT
19 ADDRESSED. SPEAKING TO THE COMMENTS ON FUNDING, WE WOULD LIKE
20 TO SEE A BIG PICTURE OF FUNDING, NOT JUST APPLYING TO ONE
21 FUNDING SOURCE. BUT LOOKING AT PLANNED BAY AREA OVERALL GOALS
22 OF TRANSIT PRIORITY HAVING A BIG PICTURE OF HOW TO ACHIEVE
23 THOSE GOALS AND THEN LOOKING AT HOW TO MARSHALL THE VARIOUS
24 DIFFERENT SOURCES OF FUNDING INCLUDING APPLYING THE POLICY AND
25 I THINK I AM AT TIME. THERE ARE SOME LATER THINGS I WILL ADD



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1 IN GENERAL PUBLIC COMMENT. THANK YOU.

2

3 **CHAIR, ALICIA JOHN-BAPTISTE:** MADAM CLERK, CAN I AMEND MY TIME
4 LIMIT? OR NO? CAN I MAKE IT TWO MINUTES NOW, PLEASE?

5

6 **CLERK OF THE BOARD:** UH-HUH.

7

8 **CHAIR, ALICIA JOHN-BAPTISTE:** APOLOGIES, ADINA.

9

10 **CLERK OF THE BOARD:** YOU HAVE ONE MORE MINUTE.

11

12 **ADINA LEVIN:** SPEAKING OF MITIGATING UNINTENDED CONSEQUENCES OF
13 ACTIVE TRANSPORTATION PROJECTS, TO DO SO IN THE WAY THAT'S
14 SERVING THE PUBLIC, WE WOULD LIKE TO SEE A PRINCIPLE OF SAFETY
15 FRONT AND CENTER TO MAKE SURE THAT IS WELL CONSIDERED. IN
16 TERMS OF ISSUES TO MITIGATE AND AMELIORATE, WE WOULD REALLY
17 LIKE TO SEE AN ELEMENT OF TECHNICAL SUPPORT FOCUSING ON THE
18 ISSUES OF PARKING AND TRAFFIC THAT CAN GET IN THE WAY OF
19 TRANSIT PRIORITY PROJECTS IF THEY ARE NOT WELL AND THANKFUL
20 AND PROACTIVELY ADDRESSED. WITH REGARD TO ADVISORY, WE THINK
21 THAT BRINGING SOMETHING TO A B PAC IS REASONABLE AND WANT TO
22 ENCOURAGE PROACTIVELY GROWING THOSE ADVISORY COMMITTEES TO BE
23 ABLE TO ADDRESS THE TRANSIT PRIORITY. AND THERE IS A LONGER
24 TERM STRATEGICAL BEYOND THE BOX OF THIS PROJECT THAT I WILL
25 MENTION IN GENERAL PUBLIC COMMENT. THANK YOU.



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1

2 **CLERK OF THE BOARD:** OUR NEXT PUBLIC SPEAKER WILL BE ROBERT DEL
3 ROSARIO.

4

5 **SPEAKER:** GOOD AFTERNOON. ROBERT DEL ROSARIO DIRECTOR OF
6 SERVICE DEVELOPMENT AND PLANNING FOR ALAMEDA COUNTY CONTRA
7 COSTA TRANSIT DISTRICT I'M HERE ON BEHALF OF MANAGER FOR AC
8 TRANSIT WHO CANNOT BE HERE TODAY SEND APOLOGIES WE'RE
9 APPRECIATIVE OF THE COPROJECT MANAGEMENT MODEL BETWEEN MTC AND
10 TRANSIT OPERATORS FOR RNM INITIATIVE INITIATIVES THERE ARE
11 SOME ITEMS THE TRANSIT OPERATORS WANT TO ADVOCATE FOR THREE
12 KEY POINTS ONE IS AN INCENTIVE PROGRAM SO THERE IS COMPLIANCE
13 WITH THE POLICY TO MAKE SURE TRANSIT IS INCORPORATED INTO ALL
14 PROJECTS. TWO, WE KNOW THAT MTC IS A MAJOR FUNDING PARTNER BUT
15 THERE ARE OTHER FUNDING PARTNERS AS WELL, CTA'S CONGESTION
16 MANAGEMENT AGENCIES AND WE WANT TO MAKE SURE THAT ADHERING TO
17 INCORPORATING TRANSIT PRIORITY AT ALL LEVELS IS ENCOURAGED.
18 AND THEREFORE WE NEED TO HAVE THAT COLLABORATION HAPPEN AND
19 ALSO HOLD THE LOCAL AGENCIES AND THE CTA'S ACCOUNTABILITY. AND
20 THEN THREE EVEN WITH STRONG COLLABORATION WE UNDERSTAND
21 CONFLICTS ARE INEVITABLE PARTICULARLY ROADWAY PROJECTS ARE
22 DIFFICULT TO GET TO CONSENSUS SO WE STRONGLY URGE MTC TO
23 DEVELOP A PROACTIVE FRAMEWORK TO ADDRESS AND RESOLVE THESE
24 CONFLICTS EARLY IN THE PROCESS WITHOUT SUCH AN APPROACH THE
25 EFFECTIVENESS OF OUR REGIONAL TRANSIT SYSTEM RISKS BEING



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1 DIMINISHED BY SMALL CUMULATIVE IMPACTS ON THESE ROADWAY
2 PROJECTS ALL THROUGHOUT THE BAY AREA SO THANK YOU FOR YOUR
3 CONSIDERATION AND CONTINUED PARTNERSHIP AND ADVANCING MORE
4 TRANSIT FRIENDLY SUSTAINABLE REGIONAL TRANSPORTATION SYSTEM.
5 THANK YOU FOR YOUR TIME. APPRECIATE IT.

6

7 **CLERK OF THE BOARD:** AND GEORGE SPEIS IN ZOOM.

8

9 **SPEAKER:** HELLO. MY NAME IS GEORGE SPEIS, WITH TRAFFIC
10 [INDISCERNIBLE] RAPID RESPONSE. I WANT TO SUPPORT GOALS HERE
11 OUR REGION SHOULD BE PRIORITIZING TRANSIT OVER CARS AND MODE
12 SHIFT AWAY FROM CARS BUT WHAT WE SEE HERE DOESN'T EXACTLY DO
13 THIS INSTEAD THIS DRAFT SEEMS CONCERNED WITH CITIES
14 IMPLEMENTING ROAD DIETS AND OTHER SAFETY ACTIVE TRANSPORTATION
15 PROJECTS WHERE BUS ROUTES OCCUR. THE CONCERN IS MISPLACED ON
16 TELEGRAPH AVENUE IN OAKLAND, AC TRANSIT OPPOSED THE ROAD
17 SAFETY PROJECT OUT OF CONCERN FOR BUS TRAVEL TIMES AFTER THE
18 PROJECT WAS BUILT THEY WERE UNABLE TO DISCERN NEGATIVE IMPACTS
19 TO BUS PERFORMANCE INSTEAD THE MAP YOU DISPLAYED SHOWS
20 GREATEST DELAYS ON STREETS THAT HAVE NO SAFETY PROJECTS
21 INSTALLED TRANSIT IS GETTING SLOWER, TRANSIT PRIORITY POLICY
22 NEEDS TO BE FOCUSING ON PRIORITIZING TRANSIT OVER CARS CAREFUL
23 CONSIDERATION SHOULD BE GIVEN TO TRANSIT REQUIREMENTS AS PART
24 OF THE CHANGES HOWEVER SHOULD NOT EQUATE WITH TRANSIT AGENCY
25 VETO OVER SAFETY PROJECTS WHICH WE UNDERSTAND TEXT READS NO



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1 EXCEPTIONS SEEMS TO HAVE BEEN MADE FOR SAFETY CONSIDERATIONS
2 IN THE DRAFT FINAL POLICY. THIS POLICY SHOULD BE AFFIRMATIVELY
3 DISTINGUISHING BETWEEN CONCERNS THAT ARE NON-NEGOTIABLE AND
4 THOSE THAT ARE A BALANCING TEST. REMEMBER, WHENEVER TRANSIT,
5 THERE ARE PEDESTRIANS AND CITIES HAVE AFFIRMATIVE DUTY TO
6 PROTECT THESE PEOPLE. INSTEAD TRANSIT TRAVEL TIMES SHOULD BE
7 ADDRESSED TO ANALYSIS OF CHOKE POINTS AND ADDRESSING THROUGH
8 COORDINATION OF RNM TO IMPROVE EFFORTS TO INSTALL TRANSIT
9 PRIORITY SIGNALING QUEUE JUMP LANES AND SPOT TREATMENTS FOR
10 KEY PERFORMANCE IMPROVEMENTS. EVEN SOMETHING LIKE MOVING MORE
11 OF YOUR CASH PAYING CUSTOMERS TO CLIPPER ARE GOING TO REDUCE
12 TIMES IMPROVE BUS PERFORMANCE WITHOUT INFRASTRUCTURE
13 INVESTMENT OR INTER-AGENCY CONFLICTS WE'RE GOING TO ENCOURAGE
14 ALL PARTIES TO COMMIT TO COLLABORATIVE APPROACH USE WEALTH OF
15 DATA BEING GENERATED BY OUR TRANSIT AGENCIES TO RESOLVE
16 PERFORMANCE ISSUES RATHER THAN ARBITRARILY PUTTING A THUMB ON
17 THE SCALE IN EFFORT TO BALANCE TRANSIT AND TRAFFIC SAFETY
18 MEASURES. THANK YOU VERY MUCH.

19

20 **CLERK OF THE BOARD:** THERE ARE NO OTHER MEMBERS OF THE PUBLIC
21 WISHING TO SPEAK ON THIS ITEM.

22

23 **CHAIR, ALICIA JOHN-BAPTISTE:** MOVING TO COMMITTEE MEMBERS VICE
24 CHAIR ANDERSEN.

25



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1 **V. CHAIR, CANDACE ANDERSON:** THANK YOU SO MUCH. THANK YOU. AS A
2 MEMBER OF COUNTY CONNECTION BOARD OF DIRECTORS IN THE EAST BAY
3 I'M VERY SUPPORTIVE OF THESE PRINCIPLES AND AS I HAVE
4 MENTIONED PREVIOUSLY, MY BIG CONCERN IS I WANT TO MAKE SURE
5 WE'RE HAVING SUFFICIENT OUTREACH TO THE CITIES WHO WILL
6 AFFECTED BY THIS POLICY, AS WELL AS THE TRANSPORTATION
7 AUTHORITIES. AND, SO, I WAS LISTENING CAREFULLY, MELANIE
8 TALKED ABOUT WITH THE TAC, AND THERE WAS ALSO A STAKEHOLDER
9 GROUP THAT DID INCLUDE SOME CITIES, BUT I'M NOT HEARING ABOUT
10 IT AT ALL FROM MY CITY LEADERS AND CITY MANAGERS SO I'M
11 WONDERING HAS THERE BEEN OUTREACH SPECIFICALLY TO CITY
12 MANAGERS, TO TRANSPORTATION DEPARTMENTS, TO MAYOR'S
13 CONFERENCES? TO THE TRANSPORTATION AUTHORITIES? SO THEY REALLY
14 HAVE AN OPPORTUNITY TO WEIGH IN? BECAUSE, AGAIN, THESE ARE
15 VALID PRINCIPLES SOMETHING WE ALL SUPPORT BUT I WANT TO MAKE
16 SURE WE'RE ADDRESSING NUANCES, AND PARTICULARLY AS THE LAST
17 CALLER TALKED ABOUT SAFETY A LOT OF CITIES ARE ADOPTING AND
18 COUNTIES THIS VISION ZERO AND WE HAVE TO FIGURE OUT HOW THAT
19 WORKS WITH THIS, SO ANY SPECIFICS WITH REGARD TO OUTREACH
20 DIRECTLY TO CITIES, CTAS TO MAYORS, COUNSEL MEMBERS.

21

22 **BRITT TANNER:** HI. BRITT TANNER, I CAN ANSWER THAT QUESTION. I
23 WANT TO REFER TO ATTACHMENT C IN THE DOCUMENT WHICH INCLUDES
24 OUR STAKEHOLDER OUTREACH MEMO IN THE TABLE YOU WILL SEE GROUPS
25 THAT WE MET WITH AND YOU WILL SEE AS PART OF THE DEVELOPMENT



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1 OF THIS POLICY WE DID THREE PHASES OF OUTREACH, IN THE FIRST
2 PHASE IN WINTER OF 2025, WE WENT TO STAFF LEVEL WORKING
3 GROUPS, WHICH INCLUDED MANY CITY LEVEL STAFF, FOR EXAMPLE, THE
4 LOCAL STREETS AND ROAD PROGRAMMING AND DELIVERY WORKING GROUP
5 HAS MEMBERS THROUGHOUT THE CITY, ALSO THE ACTIVE
6 TRANSPORTATION WORKING GROUP INCLUDES CITY STAFF FROM MANY
7 CITIES. THEN IN THE SPRING, WE WENT TO THE TECHNICAL ADVISORY
8 COMMITTEES AND OTHER COMMITTEES AT EVERY TA THAT WAS
9 INTERESTED IN HOSTING US. I HAVE TO SAY THAT, BECAUSE SAN
10 FRANCISCO, PARTICULARLY WITH THIS UNIQUE MODEL WITH SFMTA
11 HANDLING BOTH STREETS AND TRANSIT THEY BASICALLY DEFERRED, BUT
12 EVERY OTHER WENT TO DIFFERENT ADVISORY COMMITTEES AND IN
13 PARTICULAR CONTRA COSTA COUNTY WE WENT TO ALL FOUR OF THE
14 GROUPS THERE, TRANCE PLAN, WIKTA, SPA AND TRANCE PLAN. WE HAVE
15 V DONE INDIVIDUAL MEETINGS FOR SOME CITIES AS WELL.

16

17 **V. CHAIR, CANDACE ANDERSON:** THANK YOU SO MUCH.

18

19 **CHAIR, ALICIA JOHN-BAPTISTE:** SHAW?

20

21 **DIANE SHAW:** COMMUNICATION IS INTERESTING BECAUSE IT SEEMS LIKE
22 NO MATTER HOW MUCH YOU DO THERE IS ALWAYS PEOPLE THAT SEEM TO
23 NOT HAVE HEARD. AND I THINK THAT'S PART OF THE ISSUE HERE I
24 DON'T THINK THE CITIES ARE TRYING NOT TO WORK AGAINST US BUT
25 SOMETIMES THEY DON'T KNOW SO WHOEVER TALKED ABOUT TRYING TO



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1 HAVE SOME MORE TECHNICAL ASSISTANCE FOR CITIES, I THINK THAT'S
2 A REALLY GOOD IDEA. ONE OF THE QUESTIONS I DID, BECAUSE THIS
3 IS VERY IMPORTANT FOR US TO GO FORWARD, BUT I THINK YOU TALKED
4 ABOUT THE LOCAL RESOLUTIONS WHICH I THINK WILL BE VERY
5 IMPORTANT TOO, AND MAYBE IF THEY DO A LOCAL RESOLUTION THAT'S
6 ONE WAY TO MAKE SURE THAT EVERYONE IN THE CITIES ARE ON BOARD
7 BECAUSE THEY WILL HAVE BEEN PART OF THAT LOCAL RESOLUTION SO I
8 REALLY ENCOURAGE US TO FIGURE OUT THAT FRAMEWORK THAT YOU
9 TALKED ABOUT DOING AND MAYBE THE TEMPLATE SUPERVISOR HAVING US
10 PURSUE THAT. YOU TALKED ABOUT THE -- A COUPLE OF SPEAKS TALKED
11 ABOUT THE FUNDING FROM DIFFERENT SOURCES. DO YOU HAVE ANY IDEA
12 WHAT THE VALUE OF THIS DISCRETIONARY FUNDS THAT ARE
13 POTENTIALLY SUBJECT TO THESE COMPLETE STREETS CHECKLIST? I
14 MEAN, WE'RE ONLY TALKING ABOUT 20% OF THE MONEY THAT GOES INTO
15 CITIES AND STREETS? ARE WE TALKING MORE? AND HOW DO WE ENSURE
16 THAT WE CAN EXPAND IT SO THAT YOU KNOW IT'S MEANINGFUL FOR
17 TRANSIT? ESPECIALLY FOR THE DO NO HARM PRINCIPLE.

18

19 **ALIX BOCKELMAN:** THROUGH THE CHAIR? SORRY. THROUGH THE CHAIR.
20 [LAUGHTER] ALIX BOCKELMAN, CHIEF DEPUTY EXECUTIVE DIRECTOR. I
21 BELIEVE THE COMPLETE STREETS CHECKLIST, I THINK, APPLIES TO
22 LOTS OF DIFFERENT FUND SOURCES. ONE OF THE LARGEST THAT I CAN
23 THINK OF IS THE ONE BAY AREA GRANT PROGRAM. THE LAST CYCLE OF
24 THAT, WHICH I THINK WAS FOUR YEARS, I HOPE I HAVE MY YEARS
25 RIGHT, WAS AROUND 800 MILLION IN TOTAL, AND THEN THERE WERE,



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1 SORT OF, SPECIFICALLY FUNDS THAT THE COUNTIES, I THINK IT
2 APPLIES TO MORE THAN THE COUNTIES, BUT, ANYWAYS, THAT WOULD
3 HAVE BEEN ABOUT 350 MILLION OR SO.

4

5 **DIANE SHAW:** SO THAT WOULD APPLY, THEN THEY WOULD ALL HAVE TO
6 COMPLY WITH THIS COMPLETE STREETS CHECKLIST?

7

8 **ALIX BOCKELMAN:** I BELIEVE SO. WE CAN GET BACK TO JUST TO MAKE
9 SURE I'M NOT MISSTATING THAT. BUT YES, I DO BELIEVE THAT THOSE
10 FUNDS WERE SUBJECT TO THE COMPLETE STREETS CHECKLIST.

11

12 **DIANE SHAW:** OKAY. BECAUSE I THINK THAT'S WHAT'S GOING TO BE
13 IMPORTANT HERE IS THAT THIS IS THE BIGGER PORTION I KNOW
14 SOMEBODY TALKED ABOUT HAVING INCENTIVES AND I THINK THAT WOULD
15 BE GREAT IF WE CAN FIGURE OUT HOW TO MAKE THAT WORK TO REALLY
16 GIVE PEOPLE THE CARROT TO DO THESE THINGS AND WANT TO DO IT
17 AND HOW TO BEST MAKE IT WORK FOR BOTH SIDES. SO, I REALLY LOOK
18 TO DOING THAT. AND OF COURSE YOU TALK ABOUT SAN FRANCISCO AND
19 SAN JOSE WHO DON'T HAVE AS BIG OF AN ISSUE, BECAUSE THEIR
20 STREETS AND THEIR TRANSIT ARE ALL TOGETHER. BUT THEN YOU TALK
21 ABOUT AC TRANSIT WHO HAS TO GO TO 13 DIFFERENT CITIES AND IN
22 CONTRA COSTA THEY HAVE THE SAME ISSUE WITH MULTIPLE CITIES,
23 SAN MATEO COUNTY HAS THE SAME ISSUE. THERE IS DEFINITELY GOING
24 TO BE SOME HELP THAT'S GOING TO BE NEEDED, I THINK, TO
25 FACILITATE SOME OF THAT HAPPENING. AND I THINK WE JUST NEED TO



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1 FIGURE OUT HOW TO MAKE THAT POSSIBLE. SO, THANK YOU VERY MUCH.

2 AND I LOOK FORWARD TO MOVING FORWARD WITH THIS. THANK YOU.

3

4 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU MEMBER SHAW. MEMBER

5 PAPAN, BURT, THEN MEMBER NOACK.

6

7 **GINA PAPAN:** THANK YOU. YEAH, I THINK THE BASIC CONCEPT IS

8 GREAT HERE, AND I NOTICED, YOU KNOW, WHO YOU MET WITH IN MY

9 COUNTY, AND I HAVE CHAIRED ONE OF THOSE COMMITTEES. I THINK IT

10 HAS PROGRESSED THOUGH, I'M A LITTLE SENSITIVE TO THE ISSUE OF

11 HAVING IT APPLY TO ALL STREETS, I THINK THAT WAS MENTIONED.

12 THAT COULD BE SOMEWHAT PROBLEMATIC, AND AS WAS NOTED TOO, WE

13 HAVE 20 DIFFERENT CITIES, SO THE OVERLAP. SO THE BAY -- AND IT

14 REALLY WASN'T PRESENTED TO US IN THAT FASHION WHEN IT CAME TO

15 SAN MATEO COUNTY, BUT, AGAIN, OVERALL, I THINK THE PROJECT IS

16 GOOD AND WE CAN BENEFIT FROM THIS, AND I THINK THE BEST THING

17 BROUGHT FORWARD HERE WAS REALLY ADVISING AND ENCOURAGING

18 PEOPLE HERE. I WOULD NOT LIKE TO SEE -- YOU KNOW, I'M HOPING,

19 BECAUSE YOU HAVE DIFFERENT TRANSIT OPERATORS MIXED INTO

20 TOGETHER, ESPECIALLY WITH SOME JURISDICTIONS IN THE EAST BAY

21 THERE THAT COULD BE MORE PROBLEM MAT PICK HERE, THAT IT

22 DOESN'T SLOW DOWN PROJECTS, BUT THE OVERALL I THINK EARLY

23 INTERVENTION, I GUESS THAT'S WHAT IT'S CALLED [LAUGHTER] SO

24 WHEN YOU ARE PLANNING HOW TO PROCEED HERE TO MAKE THIS HAPPEN,

25 BECAUSE WE HAVE A MAJOR THOROUGHFARE THAT'S GOING TO BE ON A



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1 DIET, EL CAMINO AND ALL THIS STUFF IS VERY IMPORTANT TO US SO
2 I JUST HESITATE WHEN YOU MENTION ALL STREETS AND ALL CITIES, I
3 THINK THAT MIGHT BE SOMEWHAT OF A PROBLEM. THANK YOU.

4

5 **MELANIE CHOY:** MELANIE CHOY, IN REGARDS TO THE ALL STREETS,
6 THERE WAS ONE COMPONENT THAT BRITT MENTIONED IN TERMS OF THE
7 SLIDE SHOULD IS THERE IS TIERING OF THE DO NO HARM KIND OF
8 ANALYSIS OF THE TWO WAY CONVERSATION FOR ALL ROADWAYS SO I
9 THINK IT'S DEGRADATIONS OF HOW AND LEVEL OF DETAIL
10 SPECIFICALLY IN THE POLICY WHICH IS ALL ROADWAYS IN TERMS OF
11 HAVING A TWO WAY CONVERSATION THAT'S WHAT WE'RE TRYING TO DO
12 IS NOT HAVE IT KIND OF A ONE WAY CHECKLIST. SO THAT'S ONE
13 COMPONENT THEN THE SECONDARY ONE IN TERMS OF LOOKING AT
14 IMPROVEMENTS IS THE SECOND TIER WHICH IS ON THE NETWORK ITSELF
15 THAT WE WILL IDENTIFY AT A FUTURE DATE THROUGH ANALYSIS. SO I
16 WANT TO CALL THAT OUT IN TERMS OF ALL ROADWAYS VERSUS SUBSET
17 OF ROADWAYS AND WHAT THAT APPLIES TO WHAT. THANK YOU.

18

19 **CHAIR, ALICIA JOHN-BAPTISTE:** MEMBER BURT?

20

21 **PAT BURT:** THANK YOU. SO, I WANTED TO SUPPORT SOMETHING THAT
22 MELANIE HAD BRUT UP WHICH IS FIGURING OUT HOW TO MAKE THESE
23 GUIDELINES BE APPLICABLE EVEN WHERE WE'RE NOT PROVIDING
24 FUNDING THROUGH MTC. AND TO GIVE AN EXAMPLE, EL CAMINO, WHICH
25 IS STATE HIGHWAY AND MOST OF OUR JURISDICTIONS, IN MOUNTAIN



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1 VIEW AND PALO ALTO, WE JUST WENT THROUGH A VERY EXTENSIVE
2 PROGRAM OF REMOVING ALL PARKING AND PUTTING BIKE LANES ON EL
3 CAMINO. INITIALLY CALTRANS HAD NO INTENTION NOR FUNDING TO MAKE
4 ANY PROTECTIONS TO THE BIKE LANES ORDEAL WITH HAZARDS THAT
5 CROSS STREETS AND INTERSECTIONS, AND FORTUNATELY, WE WERE ABLE
6 TO GET CTC FUNDING TO SUPPORT THOSE MEASURES. BUT AN EXAMPLE
7 THAT YOU HAD IN YOUR SLIDE DECK WAS AT BUS STOPS, WHICH WE
8 HAVE A MYRIAD OF BUS STOPS IN THOSE AREAS, AND CALTRANS HAD NO
9 CONSCIOUSNESS OF THE ISSUE WHEN PRESSED ON IT THEY SAID, WELL,
10 I GUESS BIKES WOULD WAIT BEHIND THE BUS UNTIL ALL THE LOADING
11 OCCURRED AND EVERYTHING. AND I SAID GOOD LUCK WITH THAT, AND
12 THEY SAID WELL THEN THEY WILL SWERVE OUT INTO THE LANE WITH
13 HIGH VOLUME HIGH SPEED TRAFFIC RATHER THAN OF THE MODELS YOU
14 SHOWED IS HOW DO WE DIVERT AND HAVE BIKE LANES PERHAPS ON
15 SIDEWALKS AND NO ONE SIZE FITS ALL HERE AND ON THE OTHER HAND
16 PILOTED SOME VERY EXPENSIVE STATIONS THAT SEPARATE BUS LOADING
17 FROM THE BIKEWAY. NEITHER OF THE AGENCY HAS REALLY BEEN
18 CONSCIOUS OF SOME OF THE THINGS THAT YOU'RE RECOMMENDING WHICH
19 LOOK LIKE BETTER ALTERNATIVES IN MANY CIRCUMSTANCES. SO, I
20 REALLY WANT TO SUPPORT THAT, AND I ALSO WANT TO SUPPORT THE
21 RECONSIDERATION OF WHETHER ALL STREETS SHOULD APPLY TO MAKE
22 SURE THAT WE'RE LOOKING AT REALLY WHICH ONES LEND THEMSELVES
23 TO THESE PRACTICES IN TERMS OF EXISTING DESIGNS AND CONTEXT,
24 AND I DON'T HAVE THE ANSWERS TO THAT, BUT I DO WANT TO MAKE
25 SURE THAT WE ARE LOOKING AT CONTEXT.



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1

2 **CHAIR, ALICIA JOHN-BAPTISTE:** NOACK?

3

4 **SUE NOACK:** SO, I JUST -- YOU KNOW, I'M THINKING OF, SORT OF,
5 EASTERN PART OF CONTRA COSTA COUNTY AND PROBABLY SOME OF THE
6 NORTHERN COUNTIES, AND OF COURSE I DON'T KNOW WHERE THAT
7 TRANSIT PRIORITY NETWORK IS. BUT, YOU KNOW, I THINK OF COUNTY
8 CONNECTION CANDACE WAS TALKING ABOUT WE CHANGE OUR ROUTES A
9 LOT OF TIME BECAUSE OF A LOT OF NEW CONSTRUCTION WHICH
10 OBVIOUSLY IS GOING TO BE CALLED UPON. AND, SO, HOW -- HOW DO
11 YOU ADDRESS EVERY STREET IF YOU DO BULB-OUTS FOR BUSES AND
12 THEN BUSES GET MOVED TO A DIFFERENT STREET BECAUSE OF NEW
13 CONSTRUCTION, I JUST THINK WE HAVE TO, IN THOSE SUBURBAN AND
14 RURAL AREAS I THINK WE V NEED TO BE REALLY CONSCIOUS OF MAKING
15 ALL THESE CHANGES WHEN THE BUS MAY ONLY GO ONCE EVERY HOUR OR
16 IT'S REALLY NOT A TRANSIT PRIORITY CORRIDOR. SO, I DON'T KNOW
17 HOW WE ADDRESS THAT. BUT I THINK THAT'S SOMETHING WE HAVE TO
18 CONSIDER WITH MANY OF THOSE CITIES AND THOSE AREAS.

19

20 **SPEAKER:** DO YOU WANT TO ANSWER FOR THAT?

21

22 **BRITT TANNER:** SORRY. I NEED A PRIMER ON THE PROTOCOLS FOR THIS
23 MEETING. I APOLOGIZE. [LAUGHTER] SO GOING BACK TO WHAT WE WERE
24 TALKING ABOUT, ARE THE TRANSIT PRIORITY NETWORK YOU DON'T KNOW
25 BECAUSE WE DON'T KNOW. WE HAVEN'T DEVELOPED IT YET BUT I ALSO



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1 NEED TO TIE BACK TO THAT DO NO HARM PRINCIPLE THAT WE KEEP
2 MENTIONING AND ALSO HOW IT CONNECTS TO SOME OF THE COMMENTS WE
3 HAVE HEARD ABOUT HOW THIS GIVES TRANSIT A WAY TO SAY NO TO
4 PROJECTS. WE DON'T LITERALLY MEAN DO NO HARM TO TRANSIT LIKE
5 IF THERE IS A PRESENTLY WHERE ROAD HAS -- [INDISCERNIBLE]
6 RECOMMENDED BY THE COMMITTEE STREETS PLAN TRANSIT RUNS THAT
7 STREET WE'RE SAYING WHEN DESIGNING A PROJECT SO THAT YOU CAN
8 MINIMIZE IMPACT TO TRANSIT AND HAVE A CONVERSATION ABOUT IT SO
9 IF YOU ARE GOING TO PUT PEDESTRIAN BULB ON A CORNER WHERE A
10 BUS IS TURNING, WE WOULD SAY TO THAT. THAT WOULD BE A
11 SITUATION WHERE WE WOULD SAY THIS WHERE YOU NEED TO CONSIDER
12 THE NEEDS OF TRANSIT. HOWEVER IF YOU'RE DOING A ROAD BECAUSE
13 THAT'S PART OF THE COMPLETE STREETS PLAN PRIORITY FOR THE
14 COMMUNITY, YOU WOULD TRY TO ACCOMMODATE THE TRANSIT AS MUCH AS
15 YOU CAN MINIMIZE IMPACTS TO IT. BUT WE'RE NOT SAYING THAT THE
16 TRANSIT AGENCY WOULD BE ABLE TO SAY NO TO A PROJECT. THERE
17 NEEDS TO BE A CONVERSATION. DOING NO HARM WAS HOW WE TRIED TO
18 MAKE IT MORE UNDERSTANDABLE, BUT I UNDERSTAND HOW THAT COULD
19 HAVE BEEN MISINTERPRETED IN OUR INTENT. REGARD HOW IT WOULD MY
20 TO ALL STREETS, AGAIN BACK TO THOSE TWO LEVELS, FOR IT
21 APPLYING TO A STREET WHERE A BUS RUNS ONCE AN HOUR WE PROBABLY
22 WOULDN'T PUT A BUS BULB ON A STREET WHERE A BUS RUNS ONCE AN
23 HOUR. THE PLACES WHERE WE CONSIDER MAKING INVESTMENT TRANSIT
24 PRIORITY WOULD BE THOSE PLACES ON TRANSIT PRIORITY NETWORK,
25 WHICH ARE LIKELY NOT TO CHANGE AS OFTEN AS YOU WOULD BE MAKING



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1 SMALL ROUTE CHANGES, AND SO THE INVESTMENTS WILL BE FOCUSED ON
2 THE MORE IMPORTANT STREETS THE REST OF THE NETWORK FOCUSING ON
3 THE CAVEAT OF THE OF DO NO HARM PRINCIPLE. AGAIN, HAVING APPLY
4 TO ALL STREETS NOT JUST TRANSIT, JUST REALLY HAVING CHECK-IN
5 TO MAKE SURE YOU DON'T HAVE A DETOUR THAT HAS 100 BUSES GOING
6 DOWN THAT STREET THAT YOU FORGOT ABOUT WHEN DESIGNING THE
7 STREET. IT'S REALLY JUST MAKING SURE THAT, OH THIS ISN'T WHERE
8 WE HAVE A BUS MAKING A TURN TO MAKE A PULL-IN AND IF WE PUT A
9 CHICANE IN HERE AND IT NARROWS THE STREET TO 14 FEET AND THE
10 BUS CAN'T GO ON THAT STREET ANYMORE; THAT COORDINATION NEEDS
11 TO HAPPEN. IT SHOULD BE A QUICK CONVERSATION, HEY DOING A
12 PROJECT ON ABC STREET. THAT'S FINE; GO AHEAD. OR, I HAVE A
13 PROJECT ON ABC STREET. OH, IT TURNS OUT I HAVE A BUS THAT
14 NEEDS TO GO ON THAT STREET WHENEVER YOU CLOSE IT FOR STREET
15 FAIR. THOSE CONVERSATIONS NEED TO BE HAPPENING. IT'S NOT AN, I
16 VETO THAT PROJECT; YOU CAN'T DO IT. IT'S A CONVERSATION. I
17 HOPE THAT ANSWERED YOUR QUESTION.

18

19 **SUE NOACK:** WELL, SORT OF. EXCEPT YOU MENTIONED THE DISCUSSIONS
20 ABOUT WHEN YOU'RE IN NO CONFLICT HAVING MTC BE THE ARBITRATOR.
21 I'M NOT SURE IN THAT CONVERSATION HOW DOES IT LEAD TO THE
22 ARBITRATION CONCEPT, RIGHT? I DON'T KNOW WHERE THE TWO --
23 WHERE THE LINE IS DRAWN ON THAT. AND THE OTHER PIECE OF THAT
24 IS, DOES THAT RESULT IN MORE MONEY GOING TOWARD THE TRANSIT
25 PRIORITY ROADS INSTEAD OF ALL THE OTHER ROADS THAT REQUIRE



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1 COMMITTEE STREETS? BECAUSE I KNOW IN MY CITY WE HAVE DONE A
2 LOT OF COMPETE STREETS. BUT DON'T HAVE A LOT OF TRANSIT GOING
3 THROUGH PLEASANT HILL. A LITTLE BIT; BUT NOT A LOT. AND SO,
4 WOULD IT IMPACT TO THE ABILITY TO GET FUNDING IF IT'S NOT A
5 TRANSIT PRIORITY AREA? IS THE -- ARE THE FUNDING GOING TO GET
6 SKEWED TO TRANSIT PRIORITY ROADWAYS THEN?

7

8 **MELANIE CHOY:** JUST TO ANSWER THAT QUESTION IN TERMS OF THE
9 INCENTIVE, THE LAST PIECE OF IT, YOU ASKED TWO PIECE, BUT THE
10 LAST PIECE HARDING THERE IS NO INCENTIVIZATION IN TERMS OF THE
11 CRITERIA, SO THIS POLICY IS ABOUT THE PROCESS IT'S ABOUT HOW
12 AGENCIES COME TOGETHER AND TALK AND CONCEIVE OF PROJECTS AND
13 DESIGN PROJECTS FROM THE BEGINNING THAT'S THE INTENT IS TO
14 BUILD IN THAT PRACTICE AND HAVE IT, OF COMMUNICATION. BUT, WE
15 DO NOT HAVE ANYTHING THAT INCENTIVIZES AN EXTRA POINTS, OR TO,
16 YOU KNOW, FOR ADDING A TRANSIT ELEMENT TO YOUR PRESENTLY OR
17 NOT ADDING A TRANSIT ELEMENT, IT IS REALLY TRYING TO EMPHASIZE
18 THE PARTNERSHIP COMPONENT OF HAVING THESE CONVERSATIONS EARLY
19 ON.

20

21 **CHAIR, ALICIA JOHN-BAPTISTE:** MEMBER MOULTON-PETERS?

22

23 **V. CHAIR, STEPHANIE MOULTON PETERS:** YEAH. THANK YOU. I JUST
24 WOULD LIKE TO THANK YOU FOR BRINGING THIS TO US AND BUILD ON
25 THE COMMENTS OF MY COLLEAGUES THAT, YOU KNOW, WE'RE UNDERGOING



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1 THE MASCOTS PROJECT UP IN MARIN COUNTY, WHERE SAN RAFAEL IS
2 ALSO LOCATED AS THE PEOPLE THAT DIDN'T HAVE THAT CONVERSATION,
3 BUT OUR ROUTES WILL CHANGE, AND IN SUBURBAN NEIGHBORHOODS THEY
4 CAN CHANGE QUITE A LOT. BECAUSE WE DON'T HAVE SO MANY FIXED
5 ARTERIALS WHERE THERE IS ALWAYS GOING TO BE TRANSIT, TEND TO
6 BE THE HIGHWAY FOR US. SO, I'M THINKING THAT WHEN YOU BRING
7 THIS BACK FOR MORE DISCUSSION, MIGHT BE HELPFUL TO HAVE SOME
8 EXAMPLES OF TREATMENTS THAT ARE MORE FLEXIBLE, MAYBE QUICK
9 BUILD TYPES OF THINGS THAT CITIES COULD DO TO ALLOW THEM TO
10 PROVIDE THIS EXTRA SAFETY ON ROUTES, BUT, ALSO, CHANGE -- EASY
11 TO CHANGE, AND DON'T INVOLVE SO MUCH CAPITAL IMPROVEMENT. AND
12 I THINK YOU TOUCHED ON THIS, MELANIE, IN YOUR COMMENTS ABOUT
13 TIERED APPROACHES, AND, SORT OF, A TOOLKIT. I THINK WOULD MAKE
14 IT EASIER FOR CITIES TO ENVISION WHAT IS POSSIBLE AND NEEDED
15 THAT WON'T REQUIRE THE CAPITAL EXPENDITURE BUT WILL PROVIDE
16 SOME SAFETY. SO THAT WOULD JUST BE A SUGGESTION.

17

18 **CHAIR, ALICIA JOHN-BAPTISTE:** MEMBER MASHBURN?

19

20 **MITCH MASHBURN:** THANK YOU, MA'AM. REALLY QUICKLY JUST TO KIND
21 OF BUILD OFF OF WHAT CHAIR NOACK WAS ASKING EARLIER, ONE OF
22 OUR COUNTY -- MY COUNTY, WHICH IS A NORTHERN COUNTY, NORTH
23 EASTERN COUNTY, PROBABLY THE MOST RURAL COUNTY OF THE COUNTY
24 THAT WE HAVE IN THIS GROUP, IN MY COUNTY, 11% OF MY COUNTY,
25 WHICH IS 844 SQUARE MILES, 11% OF THAT IS INCORPORATED, THE



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1 REST OF IT IS ALL UNINCORPORATED SPACE. SO WHEN WE TALK ABOUT
2 ALL ROADS, A LOT OF THOSE ROADS ARE JUST COUNTY ROADS THAT WE
3 RUN TRANSIT ON. AND A LOT OF -- NOT A LOT -- SEVERAL OF THE
4 CITIES, OF I HAVE GOT SEVEN IN MY ENTIRE COUNTY, ARE VERY
5 SMALL CITIES. YOU KNOW, RIO VISTA HAS LESS THAN 12,000
6 RESIDENTS. AT THEIR CITY HALL, WHEN THEY'RE GOING TO BE
7 WORKING THROUGH A PROCESS AND THEY'RE WORKING ON A ROAD OR
8 CONSIDERING WORKING ON A ROAD OR ANY OF THESE THINGS, ADDING
9 TIME AND ADDING A REPORTING, ADDING AN ANALYZATION, ATTING ANY
10 OF THOSE THINGS ON TO ONE STAFF MEMBER WHO DOES ROADS IN THE
11 CITY OF RIO VISTA IS PART OF THEIR TIME DURING PART OF THEIR
12 DUTIES IS SIGNIFICANT AS COST TO THAT CITY I JUST WOULD LIKE
13 FOR US TO CONSIDER THAT WHEN WE TALK ABOUT ROADS THE COST OF
14 THAT TO THESE SMALLER MUNICIPALITIES, TO COUNTY, WHEN THEY
15 HAVE TO DO THESE ANALYZATIONS FOR POLICY AND THEY HAVE TO DO
16 THESE INTERACTIONS WITH VARIOUS TRANSIT AGENCIES THE AMOUNT OF
17 TIME IT ADDS TO THE PROJECT, AND TIME IS MONEY, THE AMOUNT OF
18 TIME AND STAFF EFFORT THAT HAS TO GO INTO THAT IN ORDER TO
19 COMPLY WITH THIS POLICY BECAUSE THAT IS ALSO AN EXPENSE TO A
20 CITY THAT HAS A VERY TIGHT BUDGET WHEN I LOOK AT YOUR
21 EXCEPTIONS IN THE POLICY OVER HERE IT TALKS ABOUT THE ONE, IN
22 PARTICULAR, DISPROPORTIONATE COST, AT 20%. FOR A LARGE
23 MUNICIPALITY, YOU KNOW, 20%, THAT'S BUDGET DUST. FOR THE CITY
24 OF RIO VISTA, 20% IS A BIG DEAL. THAT'S THE DIFFERENCE BETWEEN
25 THAT ROAD GETTING PUT IN OR NOT. AND, SO, I THINK THERE NEEDS



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1 TO BE A CONSIDERATION MAYBE FOR SOME OF THE MORE RURAL AREAS
2 WHEN WE TALKING ABOUT EXCEPTIONS. SOME CONSIDERATION OF THE
3 MORE RURAL AREAS IN THIS REGION.

4

5 **DAVID CANEPA:** THANK YOU VERY MUCH. I CAN ALIGN MY COMMENT WITH
6 SOME OF MY COLLEAGUES. ONE OF THE THINGS I FOUND WAS
7 INTERESTING WAS THE SAN RAFAEL CASE STUDY AND I DON'T THINK
8 IT'S JUST SAN RAFAEL ITSELF I WOULD ASSUME THERE IS OTHER
9 EXAMPLES OF THIS THROUGHOUT THE REGION. I THINK YOU'RE ON THE
10 RIGHT PATH AS YOU MOVE FORWARD. I THINK GETTING OUT AHEAD OF
11 IT, COORDINATION, COLLABORATION, I THINK IS CRITICAL. AND
12 HAVING THOSE CONVERSATIONS UP FRONT, AND WE'RE AN
13 ORGANIZATION, I THINK IT'S HARD, YOU KNOW IF MTC WAS TO LEAD
14 IN PARTNERSHIP WITH THE TRANSIT AGENCY FROM THAT COUNTY I
15 THINK WE SHOULD BE AT THE TABLE. I THINK AT THE END OF THE
16 DAY, THERE ARE -- WE HAVE 21 CITIES IN OUR COUNTY, 20 CITIES
17 IN OUR COUNTY, AND SOME TOWNS, THE RESOURCES, AS MANY OF YOU
18 MAY KNOW, NO DIFFERENT THAN RIO VISTA AND OTHER COUNTIES
19 SMALLER CITIES, IS THE ISSUE OF HOW DO YOU ALLOCATE RESOURCES
20 AND WHETHER IT'S TIME OR MONEY. BUT I JUST, YOU KNOW, I THINK
21 IN TERMS OF HOW THIS IS LAID OUT, AND I THINK WHAT WE'RE
22 TRYING TO SOLVE, I THINK FOR THE REGION, IT'S BENEFICIAL.
23 BECAUSE YOU CAN ONLY IMAGINE, YOU BUILD THESE THINGS OUT, AND
24 THEN YOU, SORT OF, REALIZE BY BUILDING OUT WHAT THE ADDITIONAL
25 COSTS ARE. SO, I THINK WHAT STAFF IS TRYING TO DO PRUDENTLY



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1 AND WISELY IS TO GET OUT AHEAD OF IT. NOW SOME OF MY
2 COLLEAGUES HAVE SPOKE, AND I CAN AGREE, THESE COSTS FOR
3 SMALLER CITIES, AND EVEN MID-SIZED CITIES, YOU KNOW, COULD BE
4 AN ISSUE, BUT I DON'T THINK THAT SHOULD PRECLUDE US FOR BEING
5 IN DIALOGUE WITH PLANNERS AND THE CITY. SO, WHAT I WOULD JUST
6 SAY IS THIS NEEDS TO BE TIGHTENED UP A LITTLE. I THINK THE
7 COMMENTS BY MY COLLEAGUE, SORT OF, ADDRESS SOME OF THE
8 CONCERNS. WHAT I WOULD SAY, IN TERMS OF THE PATH WE'RE GOING,
9 I THINK WE'RE GOING IN THE RIGHT PATH AND TRYING TO SOLVE. AND
10 I DON'T THINK IT'S A SAN RAFAEL PROBLEM. I THINK -- YOU KNOW,
11 WHEN I WAS ON THE CITY COUNCIL IN DALY CITY, I THINK THERE WAS
12 ONE ISSUE, THIS IS GOING BACK YEARS AGO, AROUND THE BART
13 STATION WE HAD TO DEAL WITH IS ACTUALLY WITH SAMTRANS. SO, I
14 JUST APPRECIATE STAFF'S WORK AND I THINK YOU'RE ON THE RIGHT
15 PATH AND SEE WHAT WE CAN DO TO TIGHTEN THINGS UP A BIT. WE'LL
16 BE ALL RIGHT.

17

18 **SPEAKER:** IF I COULD CLARIFY A COUPLE OF THINGS THE EXCEPTION
19 ABOUT COST IS ONLY FOR THE PROJECTS THAT ARE ON THE TRANSIT
20 PRIORITY NETWORK SO THE TRANSIT PRIORITY STREETS IS WHERE IF A
21 PROJECT WERE TO COME THROUGH IT WAS ON THE TRANSIT PRIORITY
22 NETWORK AGENCY RECOMMENDED CHANGES THAT'S WHERE 20% WOULD COME
23 IN THERE IS NOT COST DISCUSSION FOR JUST CHECKING IN LEVEL OF
24 PROJECTS AND SECOND HE WHETHER THIS APPLIES TO ALL STREETS IN
25 AREAS SUCH AS SOLANO OR OTHER UNINCORPORATED AREAS IF THERE IS



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1 NOT TRANSIT SERVICE THAT SERVES THAT AREA THERE IS NO
2 DISCUSSION THAT NEEDS TO BE HAD WE JUST MEAN IF YOU'RE IN AN
3 AREA WHERE THERE IS TRANSIT SERVICE YOU SHOULD CHECK IN WITH
4 TRANSIT AGENCY TO MAKE SURE THERE'S NOT AROUND THERE.

5

6 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. ANY FURTHER COMMENTS.
7 I'LL WRAP UP ONE THING I WANTED TO REMIND US ALL AS WE'RE
8 THINKING ABOUT THIS POLICY AND ALSO THE WORK OF THIS COMMITTEE
9 THAT WHO THE WHOLE CONCEPT OF REGIONAL NETWORK MANAGEMENT WAS
10 BEING DISCUSSED KIND OF STOOD UP AS STRUCTURE AT MTC THERE WAS
11 A LOT OF DISCUSSION ABOUT WHO NEEDS TO BE AT THIS TABLE AND
12 HOW DO WE MAKE THIS TABLE WORK, AND THERE IS A LOT OF
13 DIFFERENT PERSPECTIVES, STAKEHOLDERS, AND VOICES. WHILE WE'RE
14 ALL PRESENT, WHO WE REPRESENT, NOT EVERYBODY WHO CARES IS AT
15 THIS PARTICULAR TABLE. SO, THE STRUCTURE, AS I RECALL, WAS SET
16 UP TO HAVE A COMPLETE OF MTC WITH SUBSEQUENT ACTION BY MTC AS
17 A WHOLE BUT ALSO OTHER COMMITTEES THE KIND OF OF ADVISORY
18 GROUP COMMITTEE WHICH REPRESENTED BROAD STAKEHOLDERS THEN THE
19 COUNCIL WHICH REPRESENTED TRANSIT OPERATORS THE STAFF TEAM HAS
20 THE JOB OF INTEGRATING THE INPUT FROM EACH OF THOSE BODIES AND
21 WE'RE ALL ESSENTIALLY INTENDED TO HAVE KIND OF EQUAL
22 PARTICIPATION IN THIS PROCESS, ALTHOUGH WE END UP STILL BEING
23 THE FINAL DECISION MAKERS ON THIS. AND, SO, I JUST WANT TO
24 ACKNOWLEDGE THAT YOU ARE RECEIVING A LOT OF DIFFERENT INPUT
25 AND SOMETIMES CONFLICTING INPUT, AND OFTEN TIMES THE BEST



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1 THING WE CAN DO IS THE ONE CLEAR STEP. AND TO ME WHAT THIS
2 REPRESENTS IS ONE CLEAR STEP. BECAUSE WHAT IT IS ASKING FOR IS
3 DIALOGUE. AND I THINK THAT WE CAN COMMIT TO DIALOGUE. I THINK
4 THAT THERE IS ALWAYS A COST TO COORDINATION, BUT THERE IS ALSO
5 A COST TO ISOLATION. AND THAT IS A GREATER COST, IN MY
6 PERSPECTIVE. SO, I APPRECIATE THAT THIS IS -- IT DOESN'T GO AS
7 FAR AS MANY PEOPLE WOULD LIKE IT TO GO, AND IT ALSO IS A STEP
8 FORWARD AND FEELS TO ME LIKE A REASONABLE DEFENSIBLE STEP
9 FORWARD. SO, I JUST WANT TO APPRECIATE THE WORK THAT YOU HAVE
10 PUT INTO THIS. THANK YOU. OH, AND I GUESS THAT -- I'M NOT USED
11 TO CHAIRING. SO, I THINK THAT MEANS WE'RE DONE WITH THIS ITEM.
12 OKAY. GREAT. I WAS -- [LAUGHTER] GOING TO JUST DROP THE MIC
13 AND GO. THAT TAKES US TO AGENDA ITEM FOUR WHICH IS PUBLIC
14 COMMENT. IS THERE ANY GENERAL PUBLIC COMMENT FOR ITEMS NOT
15 LISTED ON OUR AGENDA TODAY?

16

17 **CLERK OF THE BOARD:** YES. WE HAVE ONE MEMBER OF THE PUBLIC IN-
18 HOUSE THAT WOULD LIKE TO SPEAK ON THIS ITEM. ADINA LEVIN. COME
19 ON UP. I'M GOING TO SET THE TIMER ON MY PHONE. HOLD ON.
20 BECAUSE MY COMPUTER FROZE. ALL RIGHT.

21

22 **ADINA LEVIN:** SO, TO THE GOOD POINT FROM CHAIR JOHN-BAPTISTE
23 THAT THIS IS A FIRST STEP AND NOT THE END OF THE ROAD, I WOULD
24 LIKE TO TALK FOR A FEW MINUTES ABOUT WHAT THE ROAD MIGHT LOOK
25 LIKE AND, YOU KNOW, STARTING A DIALOGUE IS GOOD OF THE HAVING



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1 A VISION OF A TRANSIT NETWORK IS GOOD, AND IN A PROCESS THAT
2 WOULD TAKE MORE THAN ONE STEP, THAT MIGHT LEAD TOWARD A VISION
3 OF A NETWORK THAT NOT ONLY HAD LINES ON A MAP, BUT HAD TRAVEL
4 TIME GOALS, FREQUENCY GOALS, TRANSFER TIME GOALS THAT, ARE AN
5 INTERNATIONAL BEST PRACTICE. THE INITIAL VERSION OF THE
6 TRANSIT NETWORK WILL NOT LOOK AT TRANSFERS, WHICH REASONABLE,
7 THEY'RE TRYING ON GET IT DONE BY THE OBAG PROGRAM, NOT TRYING
8 TO BOIL THE OCEAN. BUT SEEING THIS AS A FIRST STEP AND LOOKING
9 AT FUTURE STEPS IT WOULD BE GOOD TO HAVE THAT PICTURE OF WHAT
10 THOSE GOALS ARE, INCLUDING THIS IS JUST SAYING CONTEXT
11 SENSITIVE, EVERY CITY DOING IT YOUR OWN WAY BUT WITH A SHARED
12 INTENT HEADING TOWARDS MORE SHARED STANDARDS NOT THAT SAN
13 FRANCISCO IS THE SAME AS FREMONT, BUT YOU KNOW, SOME MORE SO
14 THAT YOU DON'T HAVE LITTLE CITIES REINVENTING THE WHEEL. AND
15 THEN LASTLY TO THE POINT ABOUT COMMUNICATION, REGIONAL NETWORK
16 MANAGEMENT STARTS OUT BY THINKING ABOUT MTC IN 27 AGENCIES,
17 BUT THIS TOUCHES 101 JURISDICTIONS, AND, SO, I'M THINKING
18 ABOUT BUILDING UP THE MUSCLES AND THE PROCESSES THAT WILL
19 REALLY MOST EFFECTIVELY REACH THOSE 101 JURISDICTIONS, HAVING
20 A MEETING SAYING, HEY, IF YOU ARE IN A CITY, COME TO THIS
21 MEETING, THAT'S FINE AND NOT WRONG. BUT ESPECIALLY WHEN THERE
22 IS THAT NETWORK MAP SAYING EACH AND EVERY CITY THAT IS ON THAT
23 MAP, COME HERE, SO THAT WE DO NOT HEAR AT THE END OF THE DAY,
24 COMES TO MTC AND SAYS I NEVER HEARD -- EVEN THOUGH YOUR CITY
25 IS ON THE MAP. THANK YOU.



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1

2 **CLERK OF THE BOARD:** THANK YOU. WE HAVE ONE SPEAKER THAT WOULD
3 LIKE TO SPEAK ON THIS ITEM. LUCKY MAXWELL. GO AHEAD UNMUTE
4 YOURSELF. YOU HAVE TWO MINUTES.

5

6 **SPEAKER:** HELLO MY NAME IS LUCKY MAXWELL, I'M THE PROGRAM
7 COORDINATOR FOR THE TRANSPORTATION PROGRAM AT THE CENTER FOR
8 INDEPENDENT LIVING SERVING NORTHERN ALAMEDA COUNTY IN THE EAST
9 BAY SPECIFICALLY. I CAME TO THIS MEETING TO DISCUSS ISSUES
10 THAT I HAVE BEEN HAVING WITH CLIPPER START CUSTOMER SUPPORT.
11 FRANKLY, NO ONE IS RECEIVING CALLS BACK FROM CUSTOMER SUPPORT
12 WITHIN A PERIOD, AS FAR AS I KNOW, OF SIX MONTHS. I HAVE FOUND
13 VARIOUS REDDIT THREADS ONLINE THAT DESCRIBE PEOPLE WONDERING
14 WHY THEY'RE NOT GETTING CALLS BACK, AND TRYING TO FIGURE OUT
15 THESE ISSUES AMONGST THEMSELVES. SO, I -- WITHOUT RECEIVING
16 CALLS BACK ABOUT APPLICATIONS, THIS MAKES THE SERVICE TOTALLY
17 UNACCEPTABLE TO PEOPLE WHO CANNOT PROGRESS PAST THE
18 APPLICATION. THERE IS ALSO NO TRANSPARENCY ON THE LACK OF
19 STAFFING OR THE INTENTION FOR THE CUSTOMER SERVICE LINE. I HAD
20 TO CONTACT A PROGRAM COORDINATOR THAT WORKS WITHIN CLIPPER TO
21 EVEN GET ANY, SORT OF, GENERAL UPDATE ON WHEN THE STAFFING
22 WOULD BE HAPPENING OR WHEN NEW STAFF WOULD BE COMING ON THE
23 LINE, OR EVEN WHY -- I LEARNED -- SORRY -- EXCUSE ME -- I'M
24 TRYING TO RUSH. I LEARNED THAT THEY DO NOT HAVE LIVE STAFF
25 MEMBERS AND PEOPLE ARE JUST SIMPLY CALLING THEM BACK SO THAT'S



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1 NOT AN EFFECTIVE OF COURSE, WAY TO PROVIDE SERVICE. THEN
2 FINALLY IT'S INCREDIBLY PROBLEMATIC FOR CLIPPER START
3 SPECIFICALLY NOT TO HAVE CUSTOMER SUPPORT BECAUSE THIS IS THE
4 LOW-INCOME PROGRAM AND OUT OF ALL PROGRAMS YOU CHOSE THE LOW-
5 INCOME PROGRAM TO NOT PROVIDE LIVE STAFF TO SUPPORT REQUESTS.
6 SO, YEAH, I WOULD REALLY LIKE A DIRECT CONTACT TO BE ABLE TO
7 DISCUSS THIS ISSUE WITH. IT'S INCREDIBLY INACCESSIBLE, AND
8 VERY CONCERNING. LET ME KNOW HOW I CAN PROVIDE MY E-MAIL AND
9 WHO WOULD BE HELPFUL TO CONTACT. THANK YOU.

10

11 **CLERK OF THE BOARD:** AND THERE ARE NO MORE MEMBERS OF THE
12 PUBLIC WISHING TO SPEAK ON THIS ITEM.

13

14 **ALIX BOCKELMAN:** WE WILL FOLLOW UP WITH THE CALLER, I BELIEVE
15 THEY'RE WITH THE CENTER FOR INDEPENDENT LIVING, I THINK THAT'S
16 CORRECT. SO, WE WILL FOLLOW UP.

17

18 **SPEAKER:** THANK YOU.

19

20 **CHAIR, ALICIA JOHN-BAPTISTE:** OKAY THAT TAKES US TO AGENDA ITEM
21 FIVE, ADJOURNMENT. THE NEXT MEETING OF THE REGIONAL NETWORK
22 MANAGEMENT COMMITTEE WILL BE HELD NOVEMBER 14TH AT NINE AT THE
23 BAY AREA METRO CENTER, 375 BEALE STREET, SAN FRANCISCO. ANY
24 CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC.
25 THIS MEETING IS ADJOURNED. [ADJOURNED]