

**METROPOLITAN
TRANSPORTATION
COMMISSION**

Meeting Transcript



OCTOBER 20, 2025

1 **REGIONAL NETWORK MANAGEMENT CUSTOMER ADVISORY GROUP**

2 **MONDAY, OCTOBER 20, 2025, 10:00 AM**

3

4

5 **CHAIR, ADINA LEVIN:** HELLO ONE AND -- ALL RIGHT. WITH THE
6 PEOPLE ARRIVING, FOLLOWING OUR VARIOUS DIFFERENT TRANSIT
7 DISRUPTIONS TODAY, WE'RE STARTING I'LL CALL TO ORDER THIS
8 MEETING OF THE REGIONAL NETWORK MANAGEMENT CUSTOMER ADVISORY
9 GROUP WHICH IS BEING WEBCAST ON THE MTC WEB SITE COUPLE
10 MEMBERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WHO
11 WISH TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR
12 NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME.
13 TELECONFERENCE ATTENDEES WILL BE CALLED ON BY THE LAST FOUR
14 DIGITS OF THEIR PHONE NUMBER. QUORUM FIRST? THE CLERK WILL
15 CALL ROLL

16

17 **CLERK, WALLY CHARLES:** LEVIN.

18

19 **CHAIR, ADINA LEVIN:** HERE.

20

21 **CLERK, WALLY CHARLES:** CUSHMAN.

22

23 **V. CHAIR, WARREN CUSHMAN:** HERE.

24

25 **CLERK, WALLY CHARLES:** ALAN?



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1

2 **SPEAKER:** HERE.

3

4 **CLERK, WALLY CHARLES:** BROWN? IS ABSENT. DEUTSCH-GROSS? IS

5 ABSENT. ELDRED? ABSENT. FABRIS? GLASER?

6

7 **GERRY GLASER:** HERE.

8

9 **CLERK, WALLY CHARLES:** HANKERSON IS ONLINE WILL BE ADDED LATER.

10 KALLINS IS ABSENT. LAVERY? LIEU? ABSENT. LOPER IS ABSENT.

11 PETTY?

12

13 **SEBASTIAN PETTY:** HERE.

14

15 **CLERK, WALLY CHARLES:** PIERCE? IS ABSENT. MEMBER RAYMOND DAVIS?

16

17 **ABIBAT RAHMAN-DAVIES:** HERE.

18

19 **CLERK, WALLY CHARLES:** SCOTT?

20

21 **TERRY SCOTT:** HERE.

22

23 **CLERK, WALLY CHARLES:** STANKE?

24

25 **BRIAN STANKE:** PRESENT.



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1

2 **CLERK, WALLY CHARLES:** WE HAVE QUORUM.

3

4 **CHAIR, ADINA LEVIN:** THIS IS WHERE WE DO 2449?

5

6 **CLERK, WALLY CHARLES:** CORRECT.

7

8 **CHAIR, ADINA LEVIN:** WILL THE CLERK SUPPORT REMOTE

9 PARTICIPATION?

10

11 **CLERK, WALLY CHARLES:** WE HAVE ONE REQUEST FOR REMOTE

12 PARTICIPATION UNDER AB 2449 FROM MEMBER DUANE HANKERSON.

13

14 **DWAYNE HANKERSON:** I'M REQUESTING TO PARTICIPATE REMOTELY UNDER

15 AB 2449 JUST CAUSE THERE IS NO ONE PRESENT IN THE ROOM OVER

16 18.

17

18 **CLERK, WALLY CHARLES:** THANK YOU MEMBER HANKERSON. YOUR REQUEST

19 IS NOTED, AND WE'RE MAKING YOU AS PRESENT.

20

21 **CHAIR, ADINA LEVIN:** OKAY. SO, FANTASTIC. WE WILL NOW MOVE ON

22 TO THE COMPENSATION ANNOUNCEMENT.

23

24 **CLERK, WALLY CHARLES:** AS AUTHORIZED BY STATE LAW, I AM MAKING

25 THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE



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1 TODAY WILL BE ENTITLED TO RECEIVE \$100 PER MEETING ATTENDED UP
2 TO A MAXIMUM OF \$500 PER MONTH PER AGENCY. THIS AMOUNT IS A
3 PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH
4 MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT. THANK YOU.

5

6 **CHAIR, ADINA LEVIN:** OKAY MOVING TO ITEM THREE FOR THE MINUTES
7 OF THE JULY 22ND, 2025 MEETING. DO I HAVE A MOTION AND SECOND
8 TO APPROVE THE CONSENT CALENDAR WITH THOSE MEETING MINUTES?

9

10 **TERRY SCOTT:** SO MOVED.

11

12 **CHAIR, ADINA LEVIN:** ANY SECOND?

13

14 **SPEAKER:** SECOND.

15

16 **CHAIR, ADINA LEVIN:** ALL RIGHT. ALL IN FAVOR, SAY AYE. [AYES]
17 AND DO WE NEED SUPPORT? DO WE NOT ROLL CALL VOTE FOR THIS?

18

19 **CLERK, WALLY CHARLES:** YES, BECAUSE WE HAVE ONE PERSON ONLINE.

20

21 **CHAIR, ADINA LEVIN:** FANTASTIC, CAN THE CLERK SUPPORT A ROLL
22 CALL VOTE? IF.

23

24 **CLERK, WALLY CHARLES:** OKAY. CHAIR LEVIN?

25



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1 **CHAIR, ADINA LEVIN:** YES.

2

3 **CLERK, WALLY CHARLES:** VICE CHAIR CUSHMAN?

4

5 **V. CHAIR, WARREN CUSHMAN:** ABSTAIN.

6

7 **CLERK, WALLY CHARLES:** ABSTAIN? MEMBER ALAN?

8

9 **SPEAKER:** AYE.

10

11 **CLERK, WALLY CHARLES:** BROWN IS ABSENT. DEUTSCH-GROSS IS

12 ABSENT. ELDRED IS ABSENT. FABRIS.

13

14 **DYLAN FABRIS:** YES.

15

16 **CLERK, WALLY CHARLES:** GLASER?

17

18 **GERRY GLASER:** ABSTAIN. HANKERSON?

19

20 **DWAYNE HANKERSON:** AYE.

21

22 **CLERK, WALLY CHARLES:** KALLINS IS ABSENT. LAVERY? MEMBER LIEU?

23 MEMBER LIEU IS ABSENT. MEMBER LOPER IS ABSENT. MEMBER PETTY?

24

25 **SEBASTIAN PETTY:** YES.



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1

2 **CLERK, WALLY CHARLES:** PIERCE? IS ABSENT. RAYMOND DAVIS?

3

4 **ABIBAT RAHMAN-DAVIES:** YES.

5

6 **CLERK, WALLY CHARLES:** SCOTT?

7

8 **TERRY SCOTT:** AYE.

9

10 **CLERK, WALLY CHARLES:** STANKE?

11

12 **BRIAN STANKE:** AYE.

13

14 **CLERK, WALLY CHARLES:** WE HAVE NINE YES AND TWO ABSTAIN. AND
15 THE VOTE PASSES.

16

17 **CHAIR, ADINA LEVIN:** ALL RIGHT.

18

19 **CLERK, WALLY CHARLES:** UNANIMOUSLY.

20

21 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANK YOU VERY MUCH. MOVING ON
22 TO AGENDA ITEM 4A WHICH IS GETTING AN UPDATE ON THE DRAFT MTC
23 TRANSIT PRIORITY POLICY FOR ROADWAYS AND WE'LL HEAR FROM
24 STAFF, INCLUDING JOEL SHAFFER OF MTC, AND MIKA MIYASATO OF AC
25 TRANSIT.



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1

2 **JOEL SHAFFER:** GOOD MORNING CUSTOMER ADVISORY GROUP MEMBERS MY
3 NAME IS JOEL SHAFFER, I WORK FOR MTC ON OUR TRANSIT PRIORITY
4 TEAM WITHIN THE REGIONAL NETWORK MANAGEMENT SECTION TODAY I'M
5 JOINED BY MIKA MIYASATO WHO WORKS AT AC TRANSIT. WE LAST CAME
6 TO YOU IN JULY WITH AN UPDATE ON THE BAY AREA TRANSIT PRIORITY
7 POLICY FOR ROADWAYS AND TODAY WE'RE COMING BACK TO YOU WITH AN
8 UPDATE ON THE DRAFT POLICY. NEXT SLIDE, PLEASE. SO, SOME OF
9 THESE SLIDES MAY LOOK FAMILIAR FROM LAST TIME BUT I'LL GO
10 THROUGH THEM SOMEWHAT QUICKLY. HERE IS A QUICK REFRESHER OF
11 MTC'S REGIONAL TRANSIT PRIORITY EFFORTS TODAY WE'RE HERE TO
12 TALK ABOUT TRANSIT PRIORITY POLICY FOR ROADWAYS IN ADDITION
13 COMPLEMENTARY PLANNING INITIATIVES LIKE THE TRANSIT PRIORITY
14 ROADWAY ASSESSMENT WHICH WE'LL TALK ABOUT LATER ALSO A SERIES
15 OF FUNDING TECHNICAL ASSISTANCE PROGRAMS LIKE TRANSIT
16 PERFORMANCE INITIATIVES BEST ACCELERATED INFRASTRUCTURE
17 DELIVERY OR BusAID AND INNOVATIVE DEPLOYMENTS TO ENHANCE
18 MATERIALS THEN ALSO DO A PROJECT DELIVERY THROUGH OUR FORWARD
19 PROGRAMS ON SOME OF THE BRIDGE CORRIDORS. QUICK REFRESHER THIS
20 POLICY IS COMING OUT OF OUR ESTABLISHED BAY AREA TRANSIT PLANS
21 INCLUDING PLANNED BAY AREA 2050 TRANSIT 2050+ AS WELL AS
22 TRANSIT TRANSFORMATION ACTION PLANS SO IT'S SPECIFICALLY AN
23 ACTION COMING OUT OF THAT PLAN SO JUSTIFICATION FOR WORKING ON
24 THIS AND MAKING THIS A PRIORITY. NEXT SLIDE. THIS IS A NEW
25 SLIDE BUT ESSENTIALLY ONE OF THE MAIN REASONS WE'RE TRYING TO



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1 DEVELOP A TRANSIT PRIORITY POLICY IS TO ENHANCE COORDINATION
2 THAT OCCURS BETWEEN LOCAL JURISDICTIONS THAT OWN ROADWAYS AND
3 TRANSIT OPERATORS THAT ACTUALLY RETURN THE BUSS ON THOSE ROAD
4 WAYS SOMETIMES THAT'S THE SAME AGENCY BUT OFTENTIMES IT'S NOT.
5 HERE IS AN EXAMPLE FROM SAN RAFAEL UP IN MARIN COUNTY. THERE
6 WAS A CONVERSION OF ONE OF THE STREETS IN SAN RAFAEL TO TWO-
7 WAY, IN ORDER TO IMPROVE PEDESTRIAN SAFETY. SO, A GOOD PROJECT
8 THAT NEEDED TO HAPPEN. BUT IN THE PROCESS, THERE WERE SOME
9 BOLLARDS THAT WERE INSTALLED ON THE CORNERS AT CERTAIN
10 INTERSECTIONS, AND AT FACE VALUE THIS SEEMED OKAY BECAUSE NO
11 BUSES RAN ON THE PARTICULAR STREET WHERE THE BOLLARDS WERE
12 INSTALLED. HOWEVER THIS STREET IS USED AS DETOUR ROUTE
13 FREQUENTLY BY MARIN TRANSIT AND GOLDEN GATE TRANSIT BUSS WHEN
14 4TH STREET WHICH HAS TRANSIT SERVICE IS SHUTDOWN FOR FARMERS
15 MARKETS AND OTHER EVENTS AT FACE VALUE DIDN'T LOOK LIKE A
16 PROBLEM BUT TURNED INTO AN ISSUE DURING DETOURS BECAUSE THE
17 BUSES WERE NOT LONGER ABLE TO TURN ON TO THE ALTERNATE STREET.
18 ESSENTIALLY CLOSER COORDINATION AND THE CITY CHECK IN WITH
19 TRANSIT AGENCIES THAT OPERATES SERVICE IN THE AREA COULD HAVE
20 AVOIDED THIS ISSUE OBVIOUSLY THIS WOULD BE THE CASE ON A
21 STREET THAT DOES HAVE TRANSIT SERVICE IN ADDITION TO THOSE
22 THAT HAVE TRANSIT ROUTES. THIS IS ONE EXAMPLE THAT WE'RE
23 TRYING TO AVOID WITH A POLICY THAT ENCOURAGES TWO-WAY
24 COORDINATION BETWEEN TRANSIT AGENCIES AND RIGHT OF WAY
25 AGENCIES. NEXT SLIDE. AND I'LL TURN IT OVER TO MIKA.



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1

2 **MIKA MIYASATO:** THE TRANSIT POLICY IS BEING DEVELOPED GUIDED BY
3 TWO DOCUMENTS SHOWN ON THE LEFT SO THIS POLICY EMPHASIZE
4 TRANSIT PRIORITY AND WILL BE IMPLEMENTED BY EXISTING COMPLETE
5 STREET CHECKLIST TO AVOID CREATING ADDITIONAL ADMINISTRATIVE
6 BURDEN THIS POLICY GOALS ESTABLISH A COMMON UNDERSTANDING WITH
7 TRANSIT PRIORITY REINFORCE STRENGTHS AND COLLABORATION ROADWAY
8 IMPROVEMENTS PROJECT CONSIDERATION OF ACCOMMODATIONAL TRANSIT
9 AND TRANSIT PRIORITY PROJECT. NEXT SLIDE PLEASE. SO,
10 DEFINITION TRANSIT. YOU PROBABLY HAVEN'T SEEN THIS SLIDE
11 BEFORE SO THIS TRANSIT PRIORITY COVERS BOTH POLICIES AND
12 INFRASTRUCTURE THAT CAN DECREASE TRANSIT VEHICLE TRAVEL TIME
13 AND ALSO MOVING TRANSIT RELIABLY SO THIS WOULD HELP RIDERS GET
14 TO THEIR DESTINATIONS AS INTENDED. THE POLICY WOULD MODIFY
15 TRANSIT AGENCY -- SOME OF THE TRANSIT PRIORITY CAN BE
16 IMPLEMENTED THROUGH SMALL CHANGES TO A PROJECT SO THOSE ARE
17 TWO EXAMPLES SHOWN HERE. FOR EXAMPLE, IF A PROJECT IS CROSSING
18 TO INSTALL SIDEWALK FOR PEDESTRIAN SAFETY PROJECT SPONSOR
19 CONSIDERS PROVIDING A BIGGER BULB-OUT FOR PEDESTRIAN AND ALSO
20 ISLAND COULD SEPARATE BICYCLE AND BUSES. THERE ARE EXAMPLES
21 THAT COULD BE APPLICABLE TO TRANSIT PRIORITY LOCATIONS AND CAN
22 BE SMALL OR BIG EMPHASIZING POLICY DOESN'T DICTATE DESIGN IT
23 ENCOURAGES AGENCY COORDINATION BETWEEN RIGHT OF WAY AGENCIES
24 AND TRANSIT AGENCIES AND THE DESIGN WILL BE THAT PROJECT
25 SPONSOR WOULD DESIGN SOMETHING APPROPRIATE FOR APPROPRIATE IN



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1 LOCAL CONTEXT. SO I JUST WANT TO EMPHASIZE THE POLICY DOES NOT
2 DICTATE DESIGN ITSELF. NEXT SLIDE. SO, YOU HAVE SEEN THIS
3 SLIDE BUT I WANT TO EMPHASIZE THIS IS THE MEAT OF THE POLICY,
4 THE TRANSIT PRIORITY POLICY WILL BE IMPLEMENTED THROUGH
5 COMPLETE STREETS CHECKLIST AND CURRENTLY PROJECTS SEEKING MORE
6 THAN \$250,000 OF REGION NAMELY DISCRETIONARY FUNDS ARE
7 REQUIRED TO COMPLETE STREET CHECKLIST SO THIS REQUIREMENT
8 WOULD REMAIN AND POLICY MODIFICATION TRANSIT AGENCY REVIEW
9 PORTION OF THE COMPLETE STREET CHECKLIST SO THE GREEN PORTION
10 OF THE REQUIREMENT 2020 COMPLETE STREET POLICY WOULD NOT
11 CHANGE SO THE PROJECT ACTIVE TRANSPORTATION NETWORK WOULD NEED
12 TO BE CONSISTENT WITH LOCAL COMPLETE STREETS PLANS AS WELL AS
13 FOLLOWING ALL AGES AND ABILITIES AND ACCESSIBILITY GUIDELINES
14 SO THOSE REQUIREMENTS REMAIN THE SAME. WHAT'S CHANGING IS OVER
15 ON THE RIGHT, ON THE BLUE PORTION, THE PROJECT ALONG TRANSIT
16 ROUTES WOULD NEED TO REVIEW FOR TRANSIT SERVICE IMPACTS IN
17 SUBSET OF THE STREET. THE PROJECT TRANSIT PRIORITY NETWORK
18 SHOULD FOLLOW THE BEST PRACTICE TRANSIT SUPPORTIVE DESIGN.
19 I'LL GO OVER DETAILS IN THE NEXT SLIDE. NEXT SLIDE PLEASE.
20 ROADWAY PROJECT WITH TRANSIT SERVICE WILL BE REQUIRED TO HAVE
21 TRANSIT AGENCY REVIEW NOT JUST TRANSIT ROUTES, SO THE CASE
22 THAT YOU HAVE SEEN THAT JOEL POINTED OUT THAT THE AGENCY DID
23 CHECK A TRANSIT ROUTE MAP, BUT THAT'S NOT SURF. SO, WHAT WE --
24 WHAT THE POLICY WOULD REQUIRES IS THAT TRANSIT -- THE PROJECT
25 SPONSOR, TO CHECK WITH TRANSIT AGENCY FOR THE SCHEDULED ROUTE



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1 AS WELL AS DETOURS AND NON-REVENUE ROUTES. SO, NON-REVENUE
2 ROUTES ARE WHERE THE BUSES GO IN AND OUT OF THE GARAGE SO BUSS
3 CAN GET TO THE BEGINNING OF SERVICE AND THEN ABLE TO GET BACK
4 TO WHERE THEY NEED TO GO BACK TO. SO FOR THOSE MAJORITY OF THE
5 TRANSIT STREETS THAT PROJECT SPONSOR WOULD NEED TO WORK WITH
6 TRANSIT AGENCY TO FIGURE OUT THE WAY TO MINIMIZE OR THEN
7 MITIGATE IMPACTS TO TRANSIT SO THAT ESSENTIALLY WE'RE CALLING
8 DO NO HARM TO TRANSIT PRINCIPLES FOR THE EASE OF THE TERM, AND
9 THE SUBSET OF A STREETS PROJECT ON KEY TRANSIT CORRIDORS
10 TRANSIT PRIORITY NETWORK WOULD BE REQUIRED TO CONSIDER TRANSIT
11 SUPPORTED DESIGN PRINCIPLES SO THIS IS A HIGHER LEVEL SO HOW
12 ON THOSE IMPORTANT STREETS HOW CAN WE IMPROVE THE TRANSIT
13 SERVICES. SO THERE IS A TWO TIER LEVEL. FOR EXAMPLE, WE'RE
14 SHOWING ON THE RIGHT THAT THE LOWER LEVEL THAT THE TRANSIT
15 SERVICE IS SHOWING IN THE BLUE DOTTED LINES, AND THEN HIGHER
16 IMPORTANT STREETS WOULD BE A SUBSET OF TRANSIT STREETS SHOWN
17 IN RED. JOEL WILL COVER LATER IN THE PRESENTATION THE TRANSIT
18 PRIORITY NETWORK THROUGH SEPARATE EFFORTS SUPPORTING THIS
19 POLICY. NEXT SLIDE PLEASE. YOU HAVE SEEN THIS SLIDE BEFORE.
20 SO, ALL AGES AND ABILITY DESIGN AND TRANSIT SUPPORTED DESIGN
21 COULD WORK TOGETHER. THESE ARE TWO EXAMPLES, AS SHOWN IN URBAN
22 CONTEXT FROM SAN FRANCISCO AND SUBURBAN CONTEXT FROM FREMONT.
23 AND BEFORE THE PROJECT, BUSES HAD TO CROSS A BIKE LANE TWICE
24 AND HAD THE CONFLICT POINT AND WITH THE TRANSIT SUPPORTED
25 DESIGN AND ALL AGES ABILITIES DESIGN PRINCIPLES IMPLEMENTED



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1 TOGETHER, BICYCLISTS AND BICYCLE -- BUS AND BICYCLE MOVEMENT
2 WERE SEPARATED FOR INCREASED COMFORT FOR BICYCLISTS AND BETTER
3 EFFICIENT TRANSIT OPERATIONS. NEXT SLIDE PLEASE. SO THIS IS
4 THE LAST SLIDE FOR ME. I JUST WANT TO COVER THE LOCAL
5 RESOLUTION FOR SUPPORTING TRANSIT PRIORITY. AS YOU POINTED OUT
6 AT THE LAST MEETING IN JULY, THAT MTC'S DISCRETIONARY FUNDING
7 IS ONE POT OF MONEY THAT MTC COULD CONTROL. HOWEVER, A LOCAL
8 AGENCY DO CONTROL MORE DIFFERENT TYPES OF PROJECTS FUNDED BY
9 DIFFERENT TYPE OF FUNDING SO WE WANT TO PROMOTE LOCAL
10 SUPPORTIVE TRANSIT PRIORITY AND MTC WOULD PROVIDE A VARIETY OF
11 TEMPLATES FOR LOCAL POLICY RESOLUTION, AND WOULD CONSIDER
12 FUNDING INCENTIVES COULD BE APPLIED ON THE PROGRAM, PROGRAM
13 BASIS, FOR JURISDICTIONS ADAPTING LOCAL TRANSIT PRIORITY
14 POLICIES. AND WE JUST HAVE A FEW EXAMPLES. SO, I WOULD EXPECT
15 LARGER CITIES, LIKE SAN FRANCISCO, AND SAN JOSE TO HAVE SUCH A
16 POLICY. I WANT TO ALSO POINT OUT THAT MIDDLE TIER CITIES AS
17 BERKELEY AND EL CERRITO, AND WE DIDN'T GO THROUGH EXHAUSTIVE
18 SEARCH OF CITIES WHICH HAVE LIST BUT I WANT TO INDICATE
19 TRANSIT PRIORITY AND POLICY. I'M GOING TO TURN IT OVER TO
20 JOEL.

21

22 **JOEL SHAFFER:** THANKS MIKA, OVERALL WE'RE TRYING TO ENCOURAGE
23 COORDINATION AND COLLABORATION BETWEEN THOSE ROADWAY OWNERS
24 AND TRANSIT OPERATORS AS MIKA MENTIONED THE POLICY DOES NOT
25 DICTATE ROADWAY DESIGN THAT SHOULD REMAIN A LOCAL DECISION.



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1 THE TRANSIT AGENCY AND CITIES IN WHICH THEY OPERATE SERVICE
2 ESSENTIALLY WHAT WE'RE TRYING TO DO IS PROVIDE A TOOL FOR MORE
3 EFFECTIVE INTER-AGENCY COORDINATION WITHOUT STEPPING INTO THAT
4 LOCAL DECISION-MAKING OR CONFLICT RESOLUTION THE FLOW CHART
5 HERE YOU SEE WHERE WE'RE TRYING TO ENCOURAGE EARLY PROACTIVE
6 COORDINATION WHEN THE PROJECT DEVELOPMENT PROCESS BEGINS AND
7 BEFORE AN AGENCY IS SEEKING THOSE MTC DISCRETIONARY FUNDS THAT
8 THIS POLICY APPLIES TO ONCE AN AGENCY DOES APPLY FOR THESE
9 FUNDS IN ITS COMPLETE STREETS CHECKLIST THIS POLICY SERVES TO
10 GUIDE AND DOCUMENT THAT INTER-AGENCY COORDINATION THAT IS
11 COMPLETE STREETS CHECKLIST PROCESS IS OCCURRING. IN UNLIMITED
12 CIRCUMSTANCES MTC COULD HOLD A STAKEHOLDER MEETING TO AID IN
13 DISCUSSION SO WE RECOGNIZE SOME PROJECTS MAY BE KIND OF STICKY
14 AND THERE MAY BE A LOT OF WORK WITH THEM BUT AGAIN MTC DOESN'T
15 WANT TO BE THE DECISION MAKER OR DICTATE ROADWAY DESIGN RATHER
16 CONVENE THE MEETING OR PROVIDE TECHNICAL ASSISTANCE. A LOT OF
17 STAKEHOLDER OUTREACH OVER THE COURSE OF TWO YEARS NOW OVER THE
18 COURSE OF OUTREACH THIS YEAR WE HAVE HEARD OVER 500 COMMENTS
19 KEY STAKEHOLDERS HERE ARE LOCAL JURISDICTIONS TRANSIT
20 AGENCIES, COUNTIES TRANSIT AGENCIES, MTC ADVOCACY GROUPS,
21 CALTRANS SO IT'S QUITE A DIVERSE SET OF STAKEHOLDERS AND
22 EVERYBODY HAS A DIFFERENT SET OF PRIORITIES AND INTEREST. SO,
23 WHAT WE'RE TRYING TO DO IS -- THE POLICY, IS THREAD THE NEEDLE
24 AND HEAR WHAT EVERYBODY HAS TO SAY, AND DO OUR BEST TO
25 INTEGRATE WHAT THEY HAVE TO SAY, BUT AS YOU CAN SEE IN THE



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1 TABLE, YOU KNOW, THERE ARE CERTAIN DESIRES THAT MAY BE IN
2 CONFLICT WITH EACH OTHER. SO, FOR EXAMPLE, SOME GROUPS MAY
3 WANT INCENTIVES ATTACHED TO THIS POLICY AND OTHERS MAY NOT.
4 AND SO, IT'S TRICKY, BUT WE'RE TRYING TO THREAD THE NEEDLE
5 AND, YOU KNOW, COME UP WITH A POLICY THAT WORKS FOR EVERYBODY
6 FOR THIS KIND OF FIRST ITERATION OF THE POLICY THEN
7 RECOGNIZING POLICIES ARE LIVING DOCUMENTS THAT CAN CHANGE OVER
8 TIME. AND YOU KNOW, THERE IS NO EXCEPTION WITH THIS POLICY. IT
9 COULD CHANGE OVER TIME AS DESIRED. NEXT SLIDE, PLEASE. SO, AS
10 MIKA MENTIONED, IN ADDITION TO THE POLICY, WE HAVE RECENTLY
11 KICKED OFF THE TRANSIT PRIORITY ROADWAY ASSESSMENTS. WE CALLED
12 THIS THE REGIONAL TRANSIT ASSESSMENT BEFORE, BUT WE THOUGHT
13 THAT NAME WAS TOO BROAD SO WE RE-BRANDED IT. THIS IS THE DATA-
14 DRIVEN ANALYSIS THAT'S GOING TO DEVELOP THE TRANSIT PRIORITY
15 NETWORK THAT IS CALLED FOR IN THE POLICY. SO IT TAKES A LOT OF
16 ANALYSIS AND DATA TO DEVELOP A NETWORK PROPERLY, AND SO WE
17 HAVE THIS SEPARATE INITIATIVES TO DO JUST THAT. AND IN
18 ADDITION TO DEVELOPING A TRANSIT PRIORITY NETWORK, THE
19 ASSESSMENT WILL ALSO IDENTIFY KEY HOTSPOT LOCATIONS THAT HAVE
20 DELAY AND RELIABLE ISSUES. AND SOME OF THE ANALYSIS COMING OUT
21 OF THAT COULD BE A HOTSPOT MAP OF LOCATIONS THROUGHOUT THE
22 REGION SHOWING LOCATIONS WITH, YOU KNOW, TRANSIT DELAY,
23 WEIGHTED BY THE NUMBER OF PASSENGERS ON THE BUSES, KIND OF
24 LIKE THIS EXAMPLE HOTSPOT MAP YOU SEE ON THE SLIDE HERE. SO,
25 THIS PROCESS JUST KICKED OFF A COUPLE MONTHS AGO, AND IS



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1 ANTICIPATED TO LAST ABOUT 18 MONTHS. SO WE'LL BE COMING BACK
2 TO THIS GROUP AND THE OTHER RNM BODIES WITH UPDATES ON THE
3 ASSESSMENT. NEXT SLIDE, PLEASE. SO, HERE IS OUR OVERALL
4 TIMELINE. SO, WE ARE IN LATE 2025, BETWEEN THE DRAFT POLICY
5 AND THE FINAL POLICY. OUR GOAL IS TO HAVE A POLICY ADOPTED
6 LATE THIS CALENDAR YEAR OR EARLY NEXT IN ADVANCE OF OBAG FOUR
7 GOING LIVE IN EARLY 2026. ONCE THE POLICY IS ADOPTED, THAT
8 FIRST TIER OF TRANSIT COORDINATION, SO, BASICALLY ANY STREETS
9 THAT HAVE TRANSIT SERVICE, INCLUDING -- INCLUDING THE DETOUR
10 ROUTES AND DEADHEAD SERVICE, THAT COORDINATION WOULD GO ONLINE
11 AS SOON AS THIS POLICY IS LIVE. MEANWHILE, WE'RE WORKING ON
12 THE TRANSIT PRIORITY ROADWAY ASSESSMENT, DEVELOPING OUT THAT
13 TRANSIT PRIORITY NETWORK, AND WHEN -- ONCE WE HAVE AN ADOPTED
14 TRANSIT PRIORITY NETWORK, WHICH IS ANTICIPATED LATE NEXT
15 CALENDAR YEAR, THEN THOSE TRANSIT PRIORITY NETWORK REVIEW
16 REQUIREMENTS WOULD START, WHERE WE HAVE THE KIND OF HOLD THOSE
17 -- THAT SUBSET OF STREETS TO HIGHER DESIGN STANDARDS. AND THEN
18 OF COURSE, THROUGHOUT THE PROCESS, ONCE THE POLICY IS ADOPTED,
19 THERE'S, YOU KNOW, WE'LL CONTINUOUSLY ENCOURAGE LOCAL
20 JURISDICTIONS TO ADOPT THEIR OWN LOCAL POLICIES OR RESOLUTIONS
21 IN SUPPORT OF THIS REGIONAL POLICY. NEXT SLIDE, PLEASE. SO
22 THAT'S ALL WE HAVE FOR YOU TODAY. AND WE'LL OPEN UP TO ANY
23 QUESTIONS AND ANSWERS. THANK YOU.

24

25 **CHAIR, ADINA LEVIN:** OKAY. SO, CAN FOLKS RAISE A HAND IF THEY -



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1 - ALL RIGHT, SO, WE'LL TAKE COMMENTS THIS TIME AROUND STARTING
2 ON THAT SIDE OF THE ROOM. LET'S SEE WHO'S GOT A -- ALL RIGHT,
3 GERRY GLASER?

4

5 **GERRY GLASER:** I HAVE A FEW COMMENTS. I READ THROUGH THE
6 MATERIAL, SO, BY THE WAY, THERE IS A TYPO UNDER THE
7 DEFINITIONS OF FOR TRANSIT PRIORITY. I CAN'T TELL WHAT THE
8 FIRST LINE SAYS. SO, ONE OF THE THINGS IN THE DOCUMENTS YOU
9 GAVE US GENERALLY FOUND THEM VERBOSE IT COVERED THE SAME
10 POINTS MULTIPLE TIMES IN THE SAME DOCUMENT AND THAT MADE IT
11 DIFFICULT TO PULL OUT KEY FEATURES IT WOULD BE NICE IF IT
12 COULD BE A LITTLE TIGHTER. AND I WANT TO MAKE SURE I
13 UNDERSTOOD TPN CORRECTLY SO I WROTE MY OWN PHRASE HERE.
14 BASICALLY THE IDEA IS TO PROVIDE FOR TRANSIT THAT USES PUBLIC
15 ROADWAYS, THE SAME BENEFICIAL ATTRIBUTES FOUND IN TRANSIT THAT
16 HAS DEDICATED RIGHT OF WAY. IS THAT BASICALLY WHAT THE THRUST
17 IS?

18

19 **JOEL SHAFFER:** SORRY. COULD YOU ASK THAT QUESTION ONE MORE
20 TIME?

21

22 **GERRY GLASER:** I WAS TRYING TO UNDERSTAND HOW TPN WORKS WHAT
23 THE GOAL IS, AND I WROTE DOWN ESSENTIALLY THIS IS TO PROVIDE
24 TRANSIT THAT USES PUBLIC ROADWAYS THE SAME BENEFICIAL
25 ATTRIBUTES FOUND ON TRANSIT THAT HAS DEDICATED RIGHT OF WAY?



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1

2 **JOEL SHAFFER:** YEAH, I MEAN IN SOME CASES TRANSLATE LIKE RAIL
3 TRANSIT FOR INSTANCE.

4

5 **GERRY GLASER:** DEDICATED RIGHT OF WAY.

6

7 **JOEL SHAFFER:** FASTER MORE RELIABLE POTENTIALLY KIND OF. AS
8 MIKA HIGHLIGHTED IN THE TRANSIT PRIORITY DEFINITION SLIDE
9 THERE IS A TOOLBOX OF DIFFERENT TREATMENTS THE GOAL IS NOT
10 NECESSARILY TO PROVIDE EVERY BUS IN THE REGION WITH ITS OWN
11 DEDICATED RIGHT OF WAY. RIGHT? THERE IS LITTLE BUS SERVICE SO
12 PROBABLE WOULDN'T MAKE SENSE TO MAKE AN INVESTMENT IN THAT BUT
13 THERE IS DIFFERENT TOOLS IN THE TOOLBOX SMALL TRANSIT
14 PRIORITY, BIG TRANSIT PRIORITY SO EXAMPLE BIG WOULD BE
15 INSTALLING A BUS LINE AN EXAMPLE OF SMALL MAYBE MOVING A BUS
16 STOP FROM NEAR SIDE OF AN INTERSECTION TO THE FAR SIDE OF THE
17 INTERSECTION SO THAT'S A BIT LESS OF DELAY FOR THAT BUS AT A
18 PARTICULAR INTERSECTION THE GOAL OVERALL IS TO MAKE TRANSIT
19 THAT TRAVELS IN A MIXED TRAFFIC ENVIRONMENT FASTER AND
20 RELIABLE LIKE TRANSIT THAT DOES NOT -- [INDISCERNIBLE]

21

22 **GERRY GLASER:** I JUST WANTED TO CLARIFY THE POINT. IS THERE A
23 LIST OF CHARACTERISTICS FOR ROADWAYS THAT WOULD BE INCLUDED?

24

25 **JOEL SHAFFER:** WE'RE NOT NECESSARILY LOOKING AT SPECIFIC



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1 ROADWAY CHARACTERISTICS. WE DID HAVE A BULLETED LIST THERE FOR
2 DEVELOPMENT OF TPN THAT'S THINGS LIKE TRANSIT SERVICE LEVELS
3 IT'S ROADWAY TRANSIT SERVICE PROBABLE MORE IMPORTANT TRANSIT
4 ROADWAY LIKE RIDERSHIP AS WELL THERE IS A LOT OF RIDERSHIP.

5

6 **GERRY GLASER:** WHEN I WAS LOOKING THROUGH THE MATERIAL FOR THE
7 LIST I THOUGHT WOULD BE IMPORTANT FOR PEOPLE TO UNDERSTAND
8 WITH TPN, YOU'RE GIVING A LIST HERE.

9

10 **JOEL SHAFFER:** FOR MATERIALS THAT'S FOR THE POLICY TPN IS PART
11 OF THE ASSESSMENT WE JUST KICKED OFF AS THE ASSESSMENT
12 CONTINUES TO RAMP UP WE'LL PRODUCE DELIVERABLES AND PROVIDE
13 UPDATES, THERE WILL BE MORE OFFICIAL DOCUMENTATION AROUND IT.
14 PN THE LIST ON THE SLIDE IS A STARTING POINT WE'RE FLEXIBLE AS
15 WE GET INPUTS WE MAY CHANGE THE CRITERIA THAT WE USE TO
16 DEVELOP OUT THAT TPN THAT'S WHERE WE THINK WE NEED TO START
17 AND ONCE WE TRULY GET GOING WITH THE DEVELOPMENT OF THE TPN
18 WHICH WON'T BE UNTIL EARLY 2026 AND WE START DOING THE
19 OUTREACH ASSOCIATED WITH IT THAT'S WHERE YOU WILL SEE THAT
20 MORE EFFICIENTLY.

21

22 **GERRY GLASER:** HOW QUICKLY WILL BE TPN BE UPDATED AND HOW FAR
23 IN ADVANCE MIGHT A ROADWAY BE COMPLETED WOULD THE AGENCIES IN
24 TPN KNOW THAT?

25



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1 **JOEL SHAFFER:** THAT'S ANOTHER DELIVERABLE COMING OUT OF THE
2 ASSESSMENT IS THE IMPLEMENTATION PLAN. OKAY, WE THIS IS A
3 SNAPSHOT IN TIME WE NEED TO UPDATE AT CADENCE BECAUSE TRANSIT
4 OPERATIONS CHANGE RIDERSHIP CHANGES AT THIS POINT WE THINK
5 EVERY FIVE YEARS UPDATE IT UNTIL WE CONDUCT THAT
6 IMPLEMENTATION PLAN WE WENT HAVE AN EXACT NUMBER.

7

8 **GERRY GLASER:** IN FACT THERE MIGHT BE -- I'M THINKING OF THINGS
9 HAPPENING IN SONOMA COUNTY AND MARIN AS A RESULT OF THINGS
10 THAT HAPPEN WITH AGENCIES THAT MIGHT TRIGGER WE WANT TO UPDATE
11 THE TPN BECAUSE OF. OKAY. ON THE LAST THING IN THE DIAGRAM ON
12 STEP NUMBER 2A I WAS WONDERING HOW I GET TO STEP 2A. I WAS
13 WONDERING IT'S NOT IN THE DOCUMENTATION DO YOU KNOW WHAT I'M
14 TALKING ABOUT?

15

16 **JOEL SHAFFER:** I THINK I HAVE IT HERE HOW WOULD YOU END UP AT
17 STEP TWO. A?

18

19 **GERRY GLASER:** ABOVE THAT IT SAYS IS THIS A PROJECT FOR TPN OR
20 NOT.

21

22 **JOEL SHAFFER:** THE QUESTION BEFORE THAT SAYS DOES THE -- OKAY,
23 A SPONSOR HAS A PROJECT THEY'RE SEEKING DISCRETIONARY FUNDS
24 FOR, FIRST THING THEY DO, STEP ZERO/ONE IS REACHING OUT TO THE
25 TRANSIT AGENCY TO CONFIRM IF THERE IS SERVICE. SO, YOU KNOW,



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1 EITHER THAT'S AN OBSTACLE QUESTION BECAUSE THERE IS A MAP WITH
2 SERVICE, WITH PUBLISHED SERVICE AND OKAY THEY KNOW THIS IS A
3 BUS ROUTE BUS THAT OPERATES ON IT OR MAYBE IT'S NOT OBSTACLE
4 AND TRANSIT AGENCY SAYS WE DON'T RUN SERVICE THERE BUT THAT'S
5 A DEADHEAD ROUTE FOR BUSES GOING BACK TO THE GARAGE.

6

7 **GERRY GLASER:** NON-REVENUE BRING IT INTO IT. PN OTHER SIDE OF
8 THE FLOW CHART.

9

10 **JOEL SHAFFER:** TRANSIT SERVICE INCLUDING NON-REVENUE SERVICE
11 NEXT STEP IS TPN OR NOT AGAIN TWO TIERS IS THERE SERVICE OR
12 NOT DO WE NEED TO THINK ABOUT TRANSIT NEXT STEP IS IT ON THE
13 TPN IN ADDITION TO THINKING ABOUT TRANSIT YOU SHOULD DO AS THE
14 PROJECT SPONSOR WE SHOULD DO YOUR BEST TO INCORPORATE TRANSIT
15 SUPPORTIVE DESIGN INTO YOUR PROJECT OR WHEREAS THE PROJECT NOT
16 ON TPN YOU JUST THINK ABOUT TRANSIT AND TRY NOT TO MAKE
17 CONDITIONS WORSE FOR IT.

18

19 **GERRY GLASER:** ALL RIGHT. THANKS A LOT.

20

21 **CHAIR, ADINA LEVIN:** OKAY BRIAN, YOU HAD A HAND?

22

23 **BRIAN STANKE:** YES, THANK YOU ADINA. WARREN ADDRESSED A COUPLE
24 OF THINGS, THE CITY OF SAN JOSE PERSPECTIVE, THEN SOME
25 PROJECTS I'M AWAITING DIRECTLY RELATABLE TO THIS THEN BROADER



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1 REGIONAL NETWORK PERSPECTIVE. FIRST AS MENTIONED IN THE
2 PRESENTATION CITY OF SAN JOSE HAS ADOPTED ITS OWN TRANSIT
3 PRIORITY POLICY AND WE ARE SUPPORTIVE OF MTC MOVING FORWARD
4 WITH THIS TRANSIT PRIORITY POLICY. LOOKING AT THE SUBSTANCE OF
5 IT THE FLOW CHART IT MAKES A LOT OF ACCEPTS THAT IT'S REALLY
6 DOING TWO THINGS IT'S ASKING THE CITIES TO COORDINATE WITH THE
7 TRANSIT AGENCIES ABOUT PROJECTS AND THEN POINTING TO, SORT OF,
8 THE NATIONAL BEST PRACTICES GUIDANCE AS THINGS THAT BOTH
9 AGENCIES SHOULD BE LOOKING TO. AND I THINK THAT'S VERY
10 APPROPRIATE. IT'S SOMETHING WE HAVE MULTIPLE STANDING MEETINGS
11 WITH OUR TRANSIT AGENCY ABOUT BOTH THE OPERATIONS SIDE AND THE
12 PLANNING SIDE. SORT OF, ON THE BROADER -- A LITTLE BIT BROADER
13 THAN THAT, THOUGH, YOU KNOW, ONE OF THE THINGS YOU MENTIONED
14 THERE, THE VARIOUS MTC PROJECTS, TPI, BusAID, AS YOU
15 MENTIONED, BIG TRANSIT PRIORITY, SMALL TRANSIT PRIORITY, THESE
16 ARE VERY SMALL TRANSIT PRIORITY FUNDING SOURCES. VERY SMALL
17 SOURCES. IF WE LOOK AT HOW MUCH MONEY GOES THROUGH MTC ON
18 THAT, VERSUS THE OVERALL BUDGET OR ALL THE 100 PLUS
19 JURISDICTIONS FOR ROADWAY WORK, IT'S MULTIPLE ORDERS OF
20 MAGNITUDE MORE OF HOLE MONEY THAT'S REALLY DRIVEN BY LOCAL
21 POLICY. SO, IF WE'RE LOOKING AT THIS AS A REGION, HOW DO WE
22 MAKE THAT BIG SHIFT? IT REALLY IS THE OPTIONAL PART, WHICH IS
23 THE LOCAL JURISDICTIONS ADOPTING TRANSIT PRIORITY INTO THEIR
24 OWN THINKING OF DESIGN PROCESS THIS'S GOING TO MOVE LITERALLY
25 THOUSAND OF TIMES PULLING MONEY PER YEAR TOWARDS TRANSIT



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1 PRIORITY THAN WHAT COULD POSSIBLY BE FUNDED BY THOSE MTC
2 PROGRAMS AT THEIR CURRENT FUNDING LEVEL. SO REALLY TO DO MORE
3 THOUGHT ON THE, SORT OF, HOW DOES THE REGION MTC YOU KNOW
4 OPERATORS WORK PROACTIVELY WITH CITIES IN THE BIGGER WORLD BIG
5 ARE UNIVERSE OF FUNDING PLANNING RESOURCE FOR PROJECTS. I'LL
6 USE MYSELF AS AN EXAMPLE I'M MANAGING TWO PROJECTS ONE A QUICK
7 BUILD BUS LANE PROTECTED BIKE LANE PROJECT WHERE WE HAVE
8 WORKED WITH OUR TRANSIT OPERATOR TO APPLY FOR TPI BECAUSE. WAY
9 THE FEDERAL GOVERNMENT HAS MANAGED THEIR GRANT AWARDS IN THE
10 LAST COUPLE OF YEARS, THAT MONEY IS STILL OUTSTANDING SO WE'RE
11 FULLY FUNDING BOTH CONCEPTUAL DESIGN TRANSIT ANALYSIS AND
12 PROBABLY FINAL DESIGN ON ALL OUR OWN AS A CITY, AGAIN A
13 PROJECT THAT WAS FAR BIGGER THAN WHAT FUNDING WAS AVAILABLE AS
14 MANAGE LIKE TPI OR BUD AID. AND YOU KNOW, SO, ONE IS, YOU
15 KNOW, WE'RE PUTTING ACTUALLY MORE RESOURCES INTO THAT. AND
16 THEN WE HAVE A FOLLOW UP PROJECT THAT, YOU KNOW, THERE IS ONLY
17 SO MUCH YOU CAN DO WHEN YOU HAVE CONSTRAINED GEOMETRY,
18 CONSTRAINED BUDGET ON A QUICK BUILD PROJECT, SO COMPLETE
19 STREET PROJECT COMING IN AFTERWARDS TRYING TO TAKE CARE OF ALL
20 THE MUCH MORE EXPENSIVE THINGS YOU CAN'T DO WITH A QUICK BUILD
21 BUDGET. ON THE FURTHER DEVELOPMENT OF THE POLICY, GOING
22 THROUGH THE COMPLETE STREETS CHECKLIST, I THINK IT'S VERY
23 IMPORTANT THAT WE -- WHAT SHOULD BE PRIORITIZED AND WHAT
24 SHOULDN'T. SO, TRANSIT PRIORITY, IT'S REALLY TRYING TO GET THE
25 -- ALL THE AGENCIES INVOLVED TO SEE THE OPPORTUNITY WHERE



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1 TRANSIT PRIORITY MEANS FASTER BUSES, FASTER STREET CARS THAT
2 MEAN PEOPLE GET TO DESTINATIONS FASTER FOR THE SAME OPERATING
3 BUDGET YOU GET MORE SERVICE SO YOU GET BOTH FASTER SPEEDS AND
4 MORE FREQUENCY AND MORE REVENUE [LAUGHTER] AND THAT TRIPLE-WIN
5 SHOULD BE THE FOCUS AND I ALREADY SEE ON THE COMMITTEE STREETS
6 CHECKLIST YOU HAVE TO BE CAREFUL OF THE SHALLS. THERE IS A
7 SHALL ABOUT MUST FOLLOW NACTO AND PROWAG. AND WHAT HAPPENS
8 WHEN THOSE ARE IN CONFLICT? THERE WAS A PROPOSED AMENDMENT
9 THAT COULD PUT THOSE IN CONFLICT THAT COULD BE A PROBLEM FOR
10 MY PROJECT THAT THANKFUL WASN'T ADOPTED BY ONE OF THOSE. BUT
11 THE MORE YOU GET INTO DESIGN DETAILS AT THE REGIONAL LEVEL
12 IT'S REALLY GOING OFF TRACK SO IT'S HOW DO YOU KEEP THE FOCUS
13 ON THE TRIPLE WIN OF WHAT HAPPENS WITH TRANSIT PRIORITY AND
14 REALLY GETTING LOCAL JURISDICTIONS BOUGHT INTO THAT ON A MUCH
15 MORE PROACTIVE BASIS RATHER THAN, WELL, THE TEN THAT APPLIED
16 FOR BusAID, YOU KNOW, WILL HAVE TO DO THIS. FINALLY ON THE
17 REALLY BROAD REGIONAL THING, THE ONE THING I KEEP TALKING TO
18 DIFFERENT PEOPLE ABOUT IS THE EXAMPLE WE SAW IN SEATTLE WHERE
19 THEY HAD A REGIONAL FUNDING MEASURE, I KNOW [LAUGHTER] YOU
20 KNOW, THE RECENT ONE JUST KIND OF PASSED BUT A FUNDING MEASURE
21 WHERE THERE WAS A SALES TAX WHERE THEY PARTIALLY -- THE
22 TRANSIT PROVIDER PARTIALLY FUNDED OPERATIONS AND CITIES COULD
23 MAKE UP THE MATCHING OPERATING FUNDS BY TRANSIT PRIORITY. AND
24 IT REALLY TRANSFORMED IT FROM, LIKE, THIS IS A THING YOU HAVE
25 TO DO IN ORDER TO GET THIS GRANT TO, IF YOU SPEED UP THE BUSES



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1 BY X, YOU GET THE EXTRA BUS SERVICE. AND THAT REALLY SHIFTS
2 THE PRIORITY, IT GIVES A REALLY STRONG INCENTIVE TO LOCAL
3 JURISDICTIONS OF LIKE WE GET THIS EXTRA SERVICE FOR DOING THE
4 RIGHT THING WHICH MEANS THEY CAN LEVERAGE A LOT MORE MONEY AND
5 A LOT MORE CONTROL BECAUSE THEY DO ALL THE STREET WORK ANYWAY
6 TO GET THOSE TRANSIT PRIORITIES PUT IN. SO, WITH THAT SAID, I
7 THINK THIS IS A GREAT FIRST STEP. AND HOPE TO SEE ADDITIONAL
8 STEPS IN THE FUTURE.

9

10 **CHAIR, ADINA LEVIN:** DOES STAFF HAVE ANY COMMENTARY ON THAT?
11 AND THEN WE'LL GO AROUND AND GET MORE QUESTIONS AND COMMENTS.

12

13 **JOEL SHAFFER:** YEAH, JUST NOTED, LITERALLY, AND, YEAH, THAT WE
14 HAVE HEARD THIS, AND WE'RE TAKING IT INTO ACCOUNT AND WE KNOW
15 ONE OF OUR NEXT STEPS IS TO, YOU KNOW, START TO HAVE
16 CONVERSATIONS WITH OUR INDIVIDUAL FUNDING PROGRAM MANAGERS TO
17 TALK ABOUT, YOU KNOW, HOW WOULD THE POLICY APPLY FOR THEIR
18 PARTICULAR FUNDING PROGRAMS RECOGNIZING THAT OUR DISCRETIONARY
19 FUNDING IS JUST A SMALL SLICE OF THE PIE. WE DID A QUICK
20 ANALYSIS LAST WEEK, IT'S LIKE 6- 7%, IT'S NOT A HUGE CHUNK AND
21 ALSO RECOGNIZING THAT WE SHOULD BE ENCOURAGING AT THIS STAGE
22 THOSE LOCAL POLICIES AND MAYBE IN THE FUTURE THERE IS A
23 REQUIREMENT BUT FOR NOW WE'RE STARTING WITH STRONG
24 ENCOURAGEMENT.

25



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1 **GERRY GLASER:** [INDISCERNIBLE]

2

3 **SPEAKER:** AND IT DOESN'T NEED TO BE LIMITED TO THOSE BusAID
4 TPI. I FORGET THE NEW ONE. IT CAN BE OTHER THINGS WHERE HAVING
5 THESE POLICIES, COMPLETE STREETS, TRANSIT PRIORITY, GET YOU
6 PRIORITY IN MULTIPLE DISCRETIONARY FORMATS.

7

8 **CHAIR, ADINA LEVIN:** UH-HUH, AND I HAVE A QUICK QUESTION FOR
9 WHAT MEMBER STANKE -- AND THEN AN IDEA, AND THEN WE'LL GO
10 AROUND. SO, THE IDEA OF A CITY BEING ABLE TO GET FUNDING FOR
11 TRANSIT SERVICE, I VERY MUCH SEE HOW THAT WOULD MAKE SENSE AND
12 APPLY TO SAN JOSE, OR SAN FRANCISCO, WHERE THERE MIGHT BE A
13 BUS ROUTE THAT WOULD BE ENTIRELY INCLUDED WITHIN THE CITY OF
14 SAN JOSE OR DEFINITELY WESTERN THE CITY OF SAN FRANCISCO, BUT
15 THERE IS OTHER ROUTES THAT GO THROUGH MULTIPLE CITIES. SO, YOU
16 KNOW, LET'S SAY BELMONT DOES, AND SAN CARLOS DOESN'T HOW DOES
17 THAT APPLY TO THE ACR ROUTE THAT CROSSES BELMONT AND SAN
18 CARLOS IS THAT SOMETHING THAT YOU HAVE THOUGHT ABOUT OR EVEN
19 DOES THAT MAKE SENSE?

20

21 **BRIAN STANKE:** YEAH IT'S THE ROUTE MINUTES SAVED. IN THE
22 PRESENTATION SOMEWHERE THERE IS A MAP OF ALAMEDA AND OAK, AND
23 YOU SEE THESE LITTLE SEGMENTS. OPERATORS CAN MODEL WHAT THOSE
24 TRAVEL TIME SAVINGS ARE AND THAT -- OR ROUTE SEGMENT.

25



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1 **CHAIR, ADINA LEVIN:** BUT HOW WOULD YOU GET MORE SERVICE ON ECR
2 IF BELMONT DOES THE THING AND SAN CARLOS DOESN'T?

3

4 **BRIAN STANKE:** THE -- YOU STILL SAVE THE TIME BUT YOU ONLY SAVE
5 THE TIME THAT ONE OF THE CITIES DOES.

6

7 **CHAIR, ADINA LEVIN:** OKAY.

8

9 **BRIAN STANKE:** YEAH.

10

11 **CHAIR, ADINA LEVIN:** GOT IT. DYLAN, DID YOU HAVE ANYTHING?

12

13 **DYLAN FABRIS:** THANK YOU FOR THIS, AND I REALLY APPRECIATE THAT
14 PROCESS CHART THAT HELPS MY BRAIN UNDERSTAND IT. I THINK MY
15 MAIN QUESTION, I LIKE THE IDEA OF BRINGING -- OF THIS WHOLE
16 THING -- OF BRINGING THE TRANSIT AGENCIES IN ON THESE PROJECTS
17 AND PROJECT PLANS. I GUESS MY QUESTION IS FROM THE, LIKE,
18 COMMUNITY FEEDBACK SIDE OF THINGS. I DON'T SEE ANYWHERE ON
19 THIS SPREADSHEET WHERE IT'S -- OR ON THIS PROCESS CHART WHERE
20 IT'S CLEAR THAT THERE IS AN OPPORTUNITY FOR. PUBLIC FEEDBACK,
21 OR EVEN NECESSARILY PUBLIC OVERSIGHT. I GUESS MY CONCERN IS WE
22 IMPLEMENT THIS PROCESS BUT THEN A TRANSIT AGENCY KIND OF
23 RUBBER STAMPING WHATEVER COMES ACROSS THEIR DESK OR LOOKING
24 FOR IMPACTS BUT NOT LOOKING FOR IMPROVEMENTS SO WHAT IS THE
25 OPPORTUNITY FOR OVERSIGHT OVER THIS PROCESS HOW CAN THE PUBLIC



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1 GET A LOOK INTO SEE WHAT ARE THE DECISIONS BEING MADE, WHO ARE
2 MAKING THE DECISIONS, ARE THE TRANSIT AGENCIES ADVOCATING FOR
3 THEMSELVES TO THE EXTENT THAT THEY SHOULD AND WHO ARE THE
4 ROADBLOCKS TO PROGRESS ON ANY OF THESE THINGS? I GUESS, YEAH,
5 WHAT ARE THE PUBLIC ENGAGEMENT OPPORTUNITIES?

6

7 **JOEL SHAFFER:** YEAH, THAT'S A GOOD QUESTION. I THINK ONE PART
8 OF THAT IS DURING PROJECT DEVELOPMENT THERE IS PUBLIC
9 ENGAGEMENT, RIGHT? SO, KIND OF SEPARATE FROM THIS PROCESS, AS
10 THE PROJECT IS APPLYING FOR FUNDS, DEPENDING ON WHERE IT'S AT,
11 RIGHT? MAYBE IT'S IN THE DESIGN STAGE, MAYBE PLANNING STAGE
12 THEY'RE COMPLETING A COMPLETE STREETS CHECKLIST AND PART OF
13 THAT IS DEMONSTRATING OKAY WHAT OUTREACH HAVE YOU DONE UP TO
14 THIS POINT THAT'S PART OF THE DOCUMENTATION SO THAT'S ONE WAY
15 I SEE WHAT'S BEEN DONE SO FAR ANOTHER WAY IS ALREADY BAKED
16 INTO THE EXISTING COMPLETE STREETS PROCESS WHICH IS THE PAC
17 REVIEW BIKE PED ADVISORY COMMITTEE REVIEW THOSE ARE PUBLIC
18 MEETINGS ANOTHER WAY FOR THE PUBLIC TO WEIGH IN. THERE ISN'T
19 CURRENTLY A T-PAC OR TRANSIT FOCUSED EQUIVALENT OF THAT. I
20 THINK LONG-TERM WE WANT TO GET THERE, OR MAYBE CONVERT
21 [INDISCERNIBLE] TO MORE TRULY COMPLETE STREETS TYPE BODIES
22 THAT LOOK AT DIFFERENT MODES THAT'S NOT WHERE WE'RE CURRENTLY
23 AT THAT WILL TAKE SOME TIME TO SET UP SO WOULD THE TRANSIT
24 REVIEW TO YOUR POINT WHAT'S BEING PROPOSED RIGHT NOW THAT
25 WOULD BE ON THE TRANSIT AGENCY AND THEIR STAFF ADVOCATE FOR



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1 THEMSELVES AND REVIEW PROJECTS TO MAKE SURE THEY'RE NOT GOING
2 TO HARM TRANSIT AND THEY'RE BENEFICIAL TO TRANSIT BUT THERE IS
3 NO PUBLIC FORUM LIKE B PAC THAT COULD DO THAT COULD TALK ABOUT
4 IT IN A B PAC BUT THE NAMING IS UNFORTUNATE BECAUSE IT'S BY
5 PEDESTRIAN NOT BY TRANSIT ALTHOUGH THERE ARE SOME NOTABLE
6 EXAMPLES IN THE REGION THAT DO HAVE A BROADER TRANSPORTATION
7 FOCUS AND THAT'S KIND OF IN THE DIRECTION WE'RE WANT TO GO BUT
8 MAJORITY OF CITIES AREN'T THERE YET.

9

10 **SPEAKER:** HOW CAN THE PUBLIC GET INSIGHT INTO WHAT TRANSIT
11 AGENCIES ARE PASSING ON TO THE PROJECT SPONSORS?

12

13 **DYLAN FABRIS:** -- WHETHER THAT'S GOOD OR BAD?

14

15 **JOEL SHAFFER:** THAT'S A GOOD QUESTION. SO, THERE IS THE KIND OF
16 IN TANDEM WITH THIS, THE MTC COMPLETE STREETS CHECKLIST. THE
17 PUBLIC -- OR THE INTERFACE POWER IT IS CHANGING SO THERE IS
18 GOING TO BE THIS NEW PORTAL WHICH IS MENTIONED AND PART OF THE
19 SWITCHING OVER TO THE PORTAL THAT'S WHEN WE'RE INTEGRATING OUR
20 NEW TRANSIT FOCUS QUESTIONS. I'M NOT SURE YET SINCE I'M NOT ON
21 THE COMPLETE STREETS TEAM WHICH IS MANAGING THAT BUT HOW
22 PUBLIC THAT NEW PORTAL IS GOING TO BE. THAT'S A GOOD QUESTION
23 THOUGH, AND WE CAN PASS IT ON TO THEM. AS PART OF THE
24 SWITCHING OVER TO THE PORTAL IF THE DIFFERENT STEPS OF
25 APPROVAL WILL BE MADE PUBLIC OR NOT.



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1

2 **DYLAN FABRIS:** YEAH, I WOULD ENCOURAGE THAT. I KNOW TECHNICALLY
3 A LOT OF THIS -- NOT ALL OF THIS IS PUBLIC RECORD, BUT HAVING
4 IT VISIBLE AND ACCESSIBLE ON THE INTERNET RATHER THAN HAVING
5 TO MAKE PEOPLE GO THROUGH PUBLIC RECORDS REQUESTS AND ALL OF
6 THAT I THINK WOULD GO A LONG WAY AND I THINK ONLY ADVANCE THE
7 TWO, KIND OF, GOALS OF PEDESTRIAN SAFETY, STREET SAFETY, AND
8 TRANSIT PRIORITY.

9

10 **CHAIR, ADINA LEVIN:** GREAT. THANKS. SEBASTIAN?

11

12 **SEBASTIAN PETTY:** JUST A FEW HIGH-LEVEL COMMENTS FIRST
13 APPRECIATE ALL THE WORK THAT'S GONE INTO THIS AND IT'S GREAT
14 TO SEE THE STUDY FORWARD PROGRESS. I'M GOING TO MAYBE ECHO A
15 COUPLE OF COMMENTS THAT HAVE BEEN MADE BUT TAKING TO A
16 SLIGHTLY HIGHER LEVEL. I WOULD AGREE I THINK AS YOU THINK
17 ABOUT THIS SET OF MATERIALS AND PROCESS LENDING ITS WAY OUT TO
18 CITY COUNCILS OR THE MEDIA OR AUDIENCES LIKE THAT, REALLY
19 THINKING ABOUT HOW YOU SIMPLIFY, YOU KNOW, ESSENTIALLY, HOW
20 WOULD YOU EXPLAIN THIS TO A REPORTER WHAT YOU'RE DOING,
21 BECAUSE I THINK A LOT OF THE CONCEPTS AROUND TRANSIT PRIORITY
22 ARE ACTUALLY FAIRLY EASY FOR THE GENERAL PUBLIC TO UNDERSTAND
23 AND SO IT'S JUST MAYBE HELPFUL TO ELEVATE THOSE IN A WAY THAT
24 ARE EASIER FOR CITY STAFF TO KIND OF EXPLAIN TO AN ELECTED
25 OFFICIAL OR EXPLAIN TO MEMBERS OF THE PUBLIC RATHER THAN



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1 HAVING, YOU KNOW, THIS LEVEL OF DETAIL IS GREAT FOR A WONKY
2 GROUP OR FOR CITY STAFF BUT BESIDES THAT WITHIN WHAT I WOULD
3 PARTICULARLY EMPHASIZE IS WHEN SOME OF THE OTHER COMMENTS
4 DRAWING OUT THE IDEA OF GOAL CLARITY ON THIS BECAUSE THAT ALSO
5 IS SOMETHING THAT THE GENERAL PUBLIC AND ELECTED OFFICIALS ARE
6 CAPABLE OF UNDERSTANDING IT'S IMPORTANT FOR THEM TO SEE SO IF
7 IT'S ABOUT MOVING PEOPLE FASTER MORE RELIABLY AND TO SOME
8 EXTENT SAFETY I THINK IT'S IMPORTANT TO ARTICULATE THE KINDS
9 OF MEASURES THAT WOULD KEEP QUANTIFY THE REASON I SAY THAT I
10 THINK AS YOU THINK ABOUT THIS PROGRAM SCALING AND MOVING
11 FORWARD INTO THE TRANSIT PRIORITY NETWORK THINKING ABOUT
12 IDEALLY MORE JURISDICTIONS ADOPTING THEIR OWN TRANSIT PRIORITY
13 POLICIES ULTIMATELY THIS IS ABOUT MAKING SPECIFIC CHOICES
14 WHERE WE INVEST HEADING INTO A FUTURE FOR TRANSIT WHERE WE ARE
15 GOING TO HAVE TO MAKE CHOICES THAT THE RESOURCES WILL
16 HOPEFULLY BE MORE THEY'RE GOING TO BE INFINITY I THINK THE
17 MORE YOU CAN DO TO HAVE PEOPLE UNDERSTAND THE BASIS FOR THOSE
18 CHOICES THE MORE ABLE AGENCIES LIKE MTC TO ACTUALLY MAKE REAL
19 CHOICES, LASTLY ONE QUICK QUESTION PERHAPS I MISSED IT, INTO
20 THE TRANSIT PRIORITY NETWORK ARE YOU THINKING ABOUT EITHER
21 SHARED FACILITIES MAYBE TRANSIT PRIORITY FACILITIES THAT MIGHT
22 BE USED BY MEMBERSHIP TRANSIT OPERATORS OR TO WHAT EXTENT
23 YOU'RE GETTING INTO TRANSFERS EFFECTUATED AS PART OF THIS WORK
24 IT WOULD BE GOOD TO UNDERSTAND THE INTERSECTION OF SOME OF
25 THOSE ISSUES THAT ARE CORE TO THE RNM MISSIONS WITHIN THIS.



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1

2 **JOEL SHAFFER:** YEAH FOR THE TRANSIT PRIORITY NETWORK WE'RE
3 LOOKING AT AGNOSTIC OF WHO THE SERVICE PROVIDER IS IT'S MORE
4 WE'RE GOING TO TAKE ALL THESE INDIVIDUAL -- ALL THIS
5 INDIVIDUAL ROUTE DATA AND CONVERT IT INTO CORRIDOR BASED DATA
6 SO ON -- I'M TRYING TO THINK OF AN EXAMPLE WITH MULTIPLE
7 PROVIDERS, FOLSOM STREET HERE IN SAN FRANCISCO, YOU HAVE MUNI
8 AND ALSO SAMTRANS AND GOLDEN GATE PROVIDES SOME BUSES SO WE'RE
9 LOOKING AT ALL THE BUSES REGARDLESS OF WHO PROVIDES THE
10 SERVICE AND SEEING WHERE THEY GET DELAYED, WHAT DOES RIDERSHIP
11 LOOK LIKE THAT'S THE ANALYSIS AND ONE OF THE BIGGEST TASKS FOR
12 OUR CONSULTANT TO DO IS TO CONVERT THAT ROUTE BASE DATA TO
13 AGNOSTIC CORRIDOR BASED DATA. TO YOUR COMMENT ABOUT TRANSFERS
14 WE'RE NOT LOOKING INTO THAT AS PART OF THIS VERSION OF THE
15 STUDY MAYBE FUTURE ITERATIONS OF IT BUT NOW WE'RE FOCUSED ON
16 CORRIDORS WHICH NEED TO BE TRANSIT PRIORITY CORRIDORS AND
17 WHICH ONES HAVE SERVICE BUT MAYBE AREN'T AS IMPORTANT.

18

19 **CHAIR, ADINA LEVIN:** CHARLIE HAD.

20

21 **CHARLIE LAVERY:** I WOULD LIKE TO UNDERScore A COUPLE OF
22 COMMENTS ALREADY MADE. ONE, I THINK WE SHOULD LOOK AT
23 GUARDRAILS TO ENSURE WE'RE GETTING MEANINGFUL REVIEW FROM THE
24 TRANSIT AGENCIES, AND PRIORITIZE GATHERING, ROBUST COMMUNITY
25 AND USER FEEDBACK, I THINK THAT'S MISSING. THAT'S ALL I HAVE.



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1

2 **CHAIR, ADINA LEVIN:** ABI?

3

4 **SPEAKER:** I THINK I WOULD ECHO DYLAN'S COMMENTS ABOUT THE
5 PUBLIC HAVING OPPORTUNITY TO WEIGH IN. BUT I WOULD JUST SAY
6 THAT I APPRECIATE THE NACTO CALL-OUT BECAUSE I THINK IT GIVES
7 STANDARDIZATION TO THE PROCESS.

8

9 **CHAIR, ADINA LEVIN:** WE'RE GOING TO GO THIS WAY WANT TO ECHO
10 AND AMPLIFY A COUPLE OF THE POINTS IN TERMS OF THE FACT THAT
11 MONEY IS LOCAL IT WOULD BE REALLY POWERFUL TO HAVE A PICTURE
12 ABOUT HOW FUNDING WOULD BE AVAILABLE IN MULTIPLE SOURCES THEN
13 OUTCOMES OF FUNDING WHAT THOSE BENEFITS WOULD BE WOULD THAT BE
14 HELPFUL IN TERMS OF SUPPORTING DECISIONS OF POLICY MAKERS AT
15 MTC LEVEL AND CITY AND CAN LEVEL TO SEE, LIKE, HERE IS HOW YOU
16 GET MORE IMPROVEMENT FROM, YOU KNOW, HAVING THE LOCAL POLICIES
17 AND HAVING THAT AFFECT MORE OF THE FUNDING AVAILABLE TO THE
18 RESULTS. IN TERMS OF THE COMMENT ABOUT THE COMMUNICATIONS AND
19 WEBSITE, THAT WAS A REALLY GOOD IDEA, AND IT WOULD BE, LIKE,
20 MAYBE THERE IS SOME VIEW THAT'S, LIKE, A MAP VIEW, AND IT HAS
21 A DOT WHERE THERE IS SOME TRANSIT PRIORITY PROJECTS MOVING
22 FORWARD, SO SOMEONE CAN LOOK UP AND SEE WHERE AND WHICH ONES
23 THAT THEY MIGHT BE INTERESTED. BECAUSE IT'S REALLY DIFFICULT
24 TO LOOK CITY BY CITY BY CITY, AGENCY, BY AGENCY, BY AGENCY, SO
25 THAT'S SOMETHING DISTINCTIVELY THAT REGIONAL NETWORK



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1 MANAGEMENT WITH THAT NINE COUNTY, 27 AGENCY CAN PROVIDE. IN
2 TERMS OF THE ADVISORY COMMITTEE, THE -- SO, HAVING, YOU KNOW,
3 NOT ONLY ENCOURAGING IT TO COME TO A B PAC, BUT ENCOURAGING,
4 YOU KNOW, BROADENING THE SCOPE AND HAVING A MULTI-MODAL
5 COMMITTEE, I THINK IS A GOOD IDEA. I USED TO BE -- I TERMED
6 OUT OF THE MENLO PARK COMPLETE STREETS COMMISSION, THEY
7 STARTED OUT HAVING A SEPARATE B PAC AND SEPARATE
8 TRANSPORTATION COMMISSION, AND THEY MERGED TO BE ONE COMPLETE
9 STREETS COMMISSION. IT'S NOT ENTIRELY ACCIDENTAL. I THOUGHT
10 THIS WAS A GOOD IDEA ON DO BACK IN THE DAY AND ENCOURAGE THAT
11 TO HAPPEN, AND THAT WOULD BE A GOOD THING TO DO MORE BROAD HE.
12 IN TERMS OF THE -- TWO MORE POINTS, IN TERMS OF THE TRANSFER
13 AND THE UPDATE CADENCE, THE BIG SYNC IS ALREADY IN A
14 COMPLETELY REVENUE NEUTRAL WAY. I'M LOOKING ON IMPROVING
15 TRANSFERS. AND AS THEY ARE DOING SO, THEY ARE IDENTIFYING SOME
16 AREAS WHERE YOU CAN ONLY IMPROVE THE TRANSFER SO MUCH, BECAUSE
17 OF A TRANSIT PRIORITY ISSUE. AND, SO, IF IT WAS POSSIBLE FOR
18 THEM TO HAVE A BUCKET WHERE THEY WOULD PUT IN, HERE IS WHERE
19 WE WOULD BE ABLE TO INCLUDE THE TRANSFER FURTHER, WITH THE
20 TRANSIT PRIORITY TREATMENT, THAT WOULD BE HELPFUL. AND, LIKE,
21 THEY'RE ALREADY LOOKING AT THE TRANSFERS FROM THAT LENS. AND
22 THEN I SUSPECT THAT HAVING A CADENCE THAT WAS SOONER THAN FIVE
23 YEARS, THERE MIGHT BE SOME THINGS THAT WOULD TAKE MORE THAN
24 FIVE YEARS TO DO LIKE A FULL BRT BUT IF THERE'S AN IDENTIFIED,
25 IF WE FIX THE SIGNAL TIMING HERE THAT WOULD ENABLE US TO MAKE



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1 THE TRANSFER HAVING THE CADENCE THAT WAS ABLE TO LEARN FROM
2 THE BIG SYNC AND BEING ABLE TO MAKE THOSE IMPROVEMENTS
3 PROBABLE OF PROBABLY HAS SIGNIFICANT COST BENEFIT SO ENCOURAGE
4 TAKING A LOOK AT THAT. ANY OTHER COMMENTS? ONE MORE, WHICH IS
5 THAT IN TERMS OF THE PRINCIPLES IT WOULD BE GOOD AND HOPEFULLY
6 NOT TOO DIFFICULT TO HAVE SAFETY AS FIRST CLASS PRINCIPLE
7 BECAUSE THERE HAVE BEEN CASE WHERE IS TRANSIT PRIORITY
8 TREATMENTS HASN'T BEEN THE RIGHT BALANCE BETWEEN SAFETY AND
9 TRANSIT PRIORITY HAVING THAT AS A PRINCIPLE UP FRONT WOULD BE
10 HELPFUL AND THAT'S SOMETHING THAT COMPLETE STREETS ADVOCATES
11 HAVE BEEN ENCOURAGING TO DO. WARREN?

12

13 **V. CHAIR, WARREN CUSHMAN:** ALL RIGHT. THERE WE GO. GOOD. HI.
14 THIS IS WARREN. AND I WANT TO START BY AMPLIFYING MY
15 COLLEAGUE'S COMMENTS ON MORE SUPPORT FROM THE
16 ADVOCACY/COMMUNITY WITH REGARD TO THESE POLICIES. I THINK WE
17 DO NEED A PIECE THAT MORE ASSERTIVELY TALKS ABOUT WHETHER IT
18 BE SOME, SORT OF, A COMMITTEE PROCESS, WHETHER IT BE SOME,
19 SORT OF, URGING OF MORE OUTREACH TO COMMUNITY, I JUST THINK
20 THAT NEED TO BE MUCH MORE THOUGHT OUT IN TERMS OF THE
21 ENGAGEMENT AND INVOLVEMENT OF THE COMMUNITY. I THINK WE HEARD
22 THAT SEVERAL TIMES TODAY. ALSO, I WANT TO TALK ABOUT COMPLETE
23 STREETS A MOMENT. SOMETIMES COMPLETE STREETS CAN BE
24 CHALLENGING FOR PEOPLE WITH DISABILITIES, DEPENDING ON THE
25 CONVERSATION AND WHAT -- OR WHAT IS OR IS NOT INVOLVED. AND I



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1 THINK WE SHOULD BE AWARE OF DIFFERENT FOLKS CHALLENGES, AND
2 DIFFERENT ASPECTS OF WHAT THOSE CHALLENGES MAY BE. AND, ALSO
3 BE AWARE OF HOW TO WORK THROUGH CONFLICTS. IN THE DISABILITY
4 COMMUNITY, THERE USED TO BE QUITE A FEW CONFLICTS IN TERMS OF
5 FOLKS IN WHEELCHAIRS AND BLIND FOLKS TRYING TO NAVIGATE
6 THROUGH THE DETECTIBLE WARNINGS, THE DOMESTIC THAT ARE OUT
7 THERE. AND THAT HAD TO GET WORKED OUT THROUGH SOME PAINSTAKING
8 CONVERSATION AND SOME REAL HEART TO HEARTS. AND PING SOMETIMES
9 THOSE KINDS OF THINGS DO NEED TO HAPPEN. THANK YOU.

10

11 **CHAIR, ADINA LEVIN:** OKAY. ARE THERE ANY PUBLIC COMMENTS?

12

13 **CLERK, WALLY CHARLES:** YES, WE HAVE ONE PERSON ONLINE, ANNE
14 OLIVIA ELDRED. YOU MAY UNMUTE YOURSELF. YOU HAVE TWO MINUTES.
15 CHAIR LEVIN, TWO MINUTES?

16

17 **CHAIR, ADINA LEVIN:** SURE.

18

19 **ANNE OLIVIA ELDRED:** THANK YOU SO MUCH. THIS SHOULDN'T TAKE TWO
20 MINUTES. I REALLY APPRECIATE THE AMOUNT AND QUALITY OF WORK
21 THAT'S BEING PRESENTED TODAY AND WANT TO THANK STAFF FOR THIS
22 REALLY THOUGHTFUL PRESENTATION. I WANTED TO KIND OF HOLD UP
23 TWO COMMENTS THAT WERE MADE, AND ONE IS THE IMPORTANCE OF
24 INCLUDING SAFETY AS A CORE PRINCIPLE AND FOR IT TO BE REALLY
25 CLEARLY IDENTIFIED AND HELD UP IN THE PLAN, ALONG WITH THE



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1 SPEED AND FREQUENCY AND COST. IT'S ONE OF THE KEY ISSUES FOR
2 THE PUBLIC ESPECIALLY WHEN IT COMES TO MAKING THE DECISION TO
3 USE PUBLIC TRANSIT OR NOT, OR TO RIDE A BIKE OR ANYTHING. I
4 WOULD ALSO LIKE TO REINFORCE THE NEED FOR CLEAR AND INCLUSIVE
5 WAYS FOR THE GENERAL PUBLIC TO GIVE FEEDBACK AND LOOK AT AND
6 REVIEW THESE PLANS AS WE'RE MOVING FORWARD. THAT'S ALL. THANK
7 YOU SO MUCH.

8

9 **CLERK, WALLY CHARLES:** THERE ARE NO OTHER SPEAKERS. THERE ARE
10 NO OTHER SPEAKERS ONLINE. THERE WAS NOTHING RECEIVED IN
11 WRITING, AND THERE IS MOWN IN THE ROOM WITH SPEAKER CARDS.
12 THANK YOU.

13

14 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANK YOU VERY MUCH. THANKS TO
15 STAFF FOR ALL THE HARD WORK ON GETTING TO THIS POINT, AND
16 LOOKING FORWARD TO THE NEXT YEAR AND THE TRANSIT PRIORITY
17 NETWORK, ITSELF. WANTED TO MOVE ON TO THE NEXT ITEM ON THE
18 AGENDA, WHICH IS A REGIONAL MAPPING AND WAYFINDING UPDATE
19 WHERE WE WILL HEAR FROM GORDON HANSON AND JUMANA NABTI. AND
20 GIVEN THE FACT THAT WE STARTED LATE, IF -- FOR FOLKS WHO HAVE
21 COMMENTS, WE'RE HERE TO GIVE COMMENT, BUT ALSO BEAR IN MIND
22 AND ALSO BE CONCISE.

23

24 **GORDON HANSEN:** GOOD MORNING CHAIR LEVIN AND VICE CHAIR CUSHMAN
25 AND OTHER CAG MEMBERS. MY PARTNER HAS TAKEN A STEP OUTSIDE



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1 SHE'LL BE BACK IN JUSTICE A MOMENT. I'M GOING TO GET STARTED
2 GIVEN THE TIME PRESSURE. AGAIN HAPPY TO BE HERE TODAY WITH
3 YOU, IT'S BEEN A WHILE. YOU KNOW ME, I'M GORDON HANSEN,
4 MAPPING AND WAYFINDING MANAGER. WITH ME IS --

5

6 **JUMANA NABTI:** JUMANA NABTI, TRANSIT OPERATOR LIAISON FOR THE
7 REGIONAL MAPPING AND WAYFINDING PROJECT.

8

9 **GORDON HANSEN:** I THINK WE CAN ALL BE MINDFUL OF WHAT IT'S LIKE
10 TO HAVE PRESSING NEEDS LIKE THAT. NEXT SLIDE, PLEASE. TODAY
11 WE'LL BRING YOU AN UPDATE ON THE DEVELOPMENT OF THE REGIONAL
12 BUS STOP SIGNAGE DESIGN GUIDELINES THIS IS A PROCESS UNDERWAY
13 BETWEEN MTC PROJECT TEAM AND AGENCY STAFF. TODAY IS NOT TO
14 DISCUSS THE DESIGNS THEMSELVES TODAY IS HOW WE'RE WORKING
15 TOGETHER TO ARRIVE AT A NEW REGIONAL BUS STOP DESIGN, WHICH IS
16 ONE PIECE OF THE OVERALL PUZZLE. SO, WE'LL START, AS WE DO
17 EVERY TIME, BY REVISITING OUR PROJECT GOALS AND VALUES. NEXT
18 SLIDE, PLEASE. THANK YOU SO MUCH. SO, AS WE COME TO YOU EVERY
19 TIME AND FOR THOSE OF YOU BACK HOME, THE PROJECT GOALS ARE
20 FAIRLY SIMPLE. THEY INCLUDE INCREASING ACCESSIBILITY OF
21 TRANSIT, INCREASING RIDERSHIP AND IMPROVING THE OPERATIONAL
22 EFFICIENCY OF OUR AGENCY PARTNERS. NOW, THE PROJECT VALUES ARE
23 SOMETHING THAT WE -- THEY ARE THE CRITERIA THAT WE USE TO MAKE
24 DECISIONS. SOMETIMES INVOLVING DIFFICULT TRADE-OFFS TO ACHIEVE
25 THESE GOALS. THESE VALUES, IN ORDER OF IMPORTANCE, ARE



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1 DESIGNING FOR ALL RIDERS, SUPPORTING THE HARMONIZATION OF THE
2 REGIONAL SYSTEM AND DESIGN EXCELLENCE. ALL INFORMED AND
3 BALANCED BY THE NEED FOR WAYFINDING TO BE BOTH AFFORDABLE AND
4 PRACTICAL FOR ALL AGENCIES AROUND THE REGION. NEXT SLIDE,
5 PLEASE. EARLIER THIS YEAR, WE SUCCESSFULLY DELIVERED AND
6 COMPLETED PUBLIC EVALUATION OF THE PROTOTYPES AT EL CERRITO,
7 SANTA ROSA, AND POWELL STREET. RIGHT NOW WE'RE IN THE MIDDLE
8 OF DEVELOPING THE REGIONAL WAYFINDING STANDARDS, WHICH IS A
9 KEY DELIVERABLE OF THIS PROJECT. THE DEVELOPMENT IS OCCURRING
10 ITERATIVELY THINK LIKE CHAPTERS OF A BOOK. AGAIN WE'RE
11 PRIORITIZING DEVELOPMENT OF DESIGN GUIDELINES FOR BUS STOPS
12 AND THIS IS TO SUPPORT AGENCIES WHO HAVE SIGNAGE PROJECTS THAT
13 ARE FUNDED. MEANWHILE WE'RE ALSO WORKING WITH AGENCIES TO PLAN
14 FOR PILOT PROJECTS WHICH ARE EXPECTED TO BEGIN INSTALLATION
15 NEXT YEAR. NEXT SLIDE PLEASE. SO WHY ARE WE FOCUSED ON BUS
16 STOPS NOW? FOR ONE BUS RIDERS MAKE UP NEARLY 2/3, 64% OF THE
17 BAY AREA'S TRANSIT RIDERSHIP SO WE'RE SUPPORTING A WIDE SET OF
18 CUSTOMERS. THERE ARE ALSO 21,000 BUS STOPS ACROSS THE BAY AREA
19 AND EACH ONE OF THEM IS AN IMPORTANT ENTRY POINT TO THE
20 REGIONALLY INTERCONNECTED TRANSIT NETWORK. BUS STOPS ADMISSION
21 PROVIDE CRITICAL WAYFINDING FUNCTIONS BY THEMSELVES, SUCH AS
22 ORIENTING RIDERS TO THEIR CURRENT LOCATION AND PROVIDING
23 INFORMATION ABOUT WHICH ROUTES STOP THERE AND WHERE THEY GO.
24 AS MENTIONED BEFORE WE HAVE TRANSIT AGENCY PARTNERS LIKE
25 WESTCAT, COUNTY CONNECTIONS AS WELL AS SOLTRANS, THEY HAVE



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1 FUNDING TO REPLACE THEIR SIGNS NOW, AS WELL AS FUNDING TO
2 REPLACE BUS STOP SIGNAGE AT TRANSFER FACILITIES AND WE WANT TO
3 SUPPORT THESE AGENCIES TO EFFECTUATE THESE PROJECTS. NEXT
4 SLIDE PLEASE. WE HAVE BEEN WORKING ON BUS STOP SIGNAGE DESIGNS
5 FOR A WHILE NOW SINCE 2023 AS PART OF THE PLANNING FOR
6 PROTOTYPES THROUGH IN-PERSON WORKSHOPS AND NUMEROUS ONLINE
7 MEETINGS WITH AGENCY STAFF. WE MADE CHANGES TO THE PROTOTYPE
8 DESIGNS BASED ON THIS ENGAGEMENT WHICH MEANS THE PROCESS IS
9 WORKING AS IT SHOULD. CHANGES THAT WE MADE DURING THE PROCESS
10 INCLUDED SHOWING FREQUENCY ON SIGNS AND MAPS AND MAKING MORE
11 SPACE FOR AGENCY-SPECIFIC CUSTOMER SERVICE INFORMATION. DURING
12 THE PROTOTYPE EVALUATION WE RECEIVED POSITIVE FEEDBACK ABOUT
13 BUS STOP SIGNAGE AND HAVE BEEN INCORPORATING PUBLIC INPUT INTO
14 OUR WORK. THE CURRENT DEVELOPMENT PROCESS INCLUDING MANY
15 VARIABLES AND INPUTS INCLUDING BUT NOT LIMITED TO CONTINUED
16 AGENCY STAFF ENGAGEMENT, THE ACCESSIBLE WORKING GROUP, RESULTS
17 FROM PROTOTYPE EVALUATION AND OUR PROJECT VALUES AND OVERALL
18 CONSENSUS BUILDING APPROACH. NEXT SLIDE PLEASE. AND JUMANA
19 WILL WALK YOU THROUGH SOME OF THE BUS STOP DESIGN GUIDELINES
20 PROCESS.

21

22 **JUMANA NABTI:** ALL RIGHT. THANK YOU VERY MUCH GORDON. SO WE'RE
23 -- NEXT SLIDE, PLEASE. HERE WE GO. ALL RIGHT. WE'RE IN THE
24 MIDDLE OF AN INTENSIVE DESIGN AND DEVELOPMENT PROCESS WITH
25 AGENCY STAFF. IN JUNE, WE PRESENTED OPTIONS FOR FEEDBACK AND



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1 CONDUCTED A SECOND ROUND OF REFINEMENTS FOR REVIEW IN
2 SEPTEMBER BASED ON WHAT WE HEARD. OUR GOAL IS TO DELIVER THE
3 FINAL DRAFT AGENCY PARTNERS LATER THIS YEAR. THE PROCESS IS
4 COLLABORATIVE AND TRANSPARENT SEEKING TO MAXIMIZE FEEDBACK
5 FROM AGENCIES, ALL OF THE AGENCIES, LARGE AND SMALL, AND
6 DURING EACH REFINEMENT ROUND, THE PROJECT TEAM HAS PROVIDED A
7 SHARED COMMENT FORM SO THAT ALL AGENCIES CAN SEE WHAT THE
8 OTHERS HAVE WRITTEN. WE HAVE ALSO SCHEDULED ON-DEMAND OFFICE
9 HOURS WITH THE PROJECT TEAM AND AGENCIES TO ASK QUESTIONS AND
10 DISCUSS AS NEEDED, AND OFFERED TO MEET WITH INDIVIDUAL
11 AGENCIES FOR CLARIFICATION ON THEIR FEEDBACK. WE CONTINUE TO
12 RECEIVE CRITICAL INPUT FROM AGENCIES ABOUT OPERATIONAL NEEDS
13 THAT WE'RE USING TO INFORM THESE REVISED DESIGNS. WE ALSO
14 ASKED FOR FEEDBACK FROM THE PUBLIC ON DRAFT SIGNAGE DESIGN
15 LAST MONTH, WITH OVER 400 RESPONSES. THIS INPUT HAS ALSO BEEN
16 REALLY VALUABLE IN HELPING US TO EVALUATE THE FINAL DESIGN.
17 NEXT SLIDE. SO, FOR A QUICK OVERVIEW OF THE TASK AT HAND VERY
18 COMPLICATED TASK AT HAND [LAUGHTER] WE'RE WORKING WITH 20
19 PUBLIC AGENCIES THAT PROVIDE BUS SERVICE EACH HAS THEIR OWN
20 SIGN DESIGN AND THE DESIGNS VARY WIDELY. SO TO BEGIN TO TACKLE
21 THE CHALLENGE OF COMING UP WITH A SINGLE APPROACH, WE TESTED
22 SOME BASIC DESIGNS DURING THE PROTOTYPE PHASE THEY INCLUDED
23 NEW REGIONAL NETWORK IDENTITY THAT IS USED ACROSS ALL NEW
24 WAYFINDING MATERIALS INCLUDING GOLD LIGHT BLUE AND DARK BLUE
25 COLORS PRIORITIZATION OF MODAL I COPS INCLUSION OF BUS STOP



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1 NAME TYPES WE RECEIVED POSITIVE FEEDBACK DURING THE PUBLIC
2 EVALUATION BUT STILL WORK TO BE DONE TO ENSURE THE NEW DESIGNS
3 WILL WORK FOR ALL AGENCIES THROUGHOUT THE REGION GOAL IS TO
4 DEVELOP ONE HARMONIZED DESIGN THAT BALANCES THE AGENCIES NEED
5 FOR FLEXIBILITY WITH REGIONAL STANDARD. NEXT SLIDE. AS PART OF
6 THE DEVELOPMENT PROCESS WE IDENTIFIED SEVERAL BUS RIDER NEEDS
7 FOR BUS STOP SIGN INCLUDING CLEAR INFORMATION CONSISTENT WITH
8 ADA REQUIREMENTS PRIORITIZING THE BUS ROUTE NUMBER AND
9 DESTINATION HOW OFTEN THE BUS COMES AND HOW TO GET MORE
10 INFORMATION ABOUT THE SERVICES THE PROCESS OF WORDS
11 OPPORTUNITIES AS WELL AS WHILE THE NEW SIGNS WILL LOOK
12 DIFFERENT FROM MOST EXISTING BUS STOPS WE'RE ABLE TO LEVERAGE
13 AND INCORPORATE BEST PRACTICES FROM AGENCIES THROUGHOUT THE
14 REGION AND INCREASE BASELINE LEVEL OF INFORMATION REGIONALLY
15 IT'S A CHALLENGE SO AGENCIES HAVE A WIDE RANGE OF SERVICES AND
16 PRIORITIZE DIFFERENT INFORMATION ON THEIR SIGNAGE EVEN BASE
17 ELEMENTS DIFFER. NEXT SLIDE. SOME EXAMPLE OF THAT IS THAT
18 THROUGHOUT THE REGION AGENCIES USED EITHER WHITE OR DARK OFTEN
19 BLUE COLORS OR MIXTURE OF TWO AS THE BACKGROUND TO ROUTE
20 NUMBERS AGENCIES HAVE DIFFERENT RATIONALES FOR THEIR CHOICES
21 SOME CHOOSE WHITE BACKGROUNDS FOR ACCESSIBILITY AND/OR
22 VISIBILITY AT NIGHT OTHERS CHOOSE DARK BACKGROUNDS ALSO FOR
23 ACCESSIBILITY AND/OR AESTHETIC REASONS THIS IS THE TOPIC WHERE
24 OUR PROJECT VALUES HELP US EVALUATE THE TRADEOFFS AROUND
25 DIFFICULTY FUNDAMENTAL CHOICE. ONE OF THE OTHER CHALLENGES IS



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1 THAT AGENCIES HAVE A WIDE VARIETY OF WAYS TO SHOW ROUTE
2 INFORMATION SOME AGENCIES CURRENTLY DISPLAY NONE WHILE OTHERS
3 DISPLAY QUITE A BIT WITH A LOT OF VARIABILITY IN BETWEEN HERE
4 WE'RE SEEKING A BALANCE BETWEEN FLEXIBILITY AND STANDARD
5 APPROACH PRIORITIZING ROUTE NUMBER AND DESTINATION AND ALSO
6 ALLOWING AGENCIES TO CHOOSE WHATEVER OTHER INFORMATION THEY
7 WISH TO DISPLAY. NEXT SLIDE. SO, BACKGROUND COLOR AND ROUTE
8 INFORMATION ARE TWO MAJOR ELEMENTS OF BUS STOP SIGNS, BUT
9 THERE IS A LOT WE'RE WORKING ON, AS WELL. FOR INSTANCE, WE'RE
10 DEVELOPING GUIDANCE FOR SHARED STOPS, SO AS PART OF THIS
11 PROJECT, AGENCIES SERVING THE SAME STOP LOCATION WILL NOW ALSO
12 SHARE THE SAME SIGN, WHICH IS A BIG CHANGE FOR AGENCIES AND
13 FOR THEIR CUSTOMERS. WE'RE LOOKING AT WAYS TO INCREASE THE
14 AMOUNT OF AGENCY SPECIFIC CUSTOMER SERVICE INFORMATION ON THE
15 SIGN, WHICH HAS BEEN A CONSISTENT REQUEST, AND THEN WE'RE ALSO
16 LOOKING AT WHAT INFORMATION IS CRITICAL TO DELIVER AND WHEN.
17 FOR EXAMPLE, WHAT IS NECESSARY FOR THE FIRST SIGNAGE
18 REPLACEMENT PROJECT, OR WHAT CAN WAIT OR WHAT REQUIRES MORE
19 CONVERSATION WITH AGENCIES TO GET IT RIGHT. AND I'LL HAND IT
20 OVER.

21

22 **GORDON HANSEN:** NEXT SLIDE PLEASE. THANK YOU FOR THE LEVEL OF
23 DETAIL. AS YOU CAN SEE THERE IS A LOT OF COMPLEXITY IN
24 DESIGNING A BUS STOP SIGN THAT'S WHY WE HAVE TO KEEP THE
25 PROJECT VALUES SO WE CAN KEEP AN EYE ON OUR NORTH STAR WHILE



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1 ALSO SEEKING CONSENSUS HERE. OUR PROJECT VALUES COME INTO PLAY
2 FOR EXAMPLE, WHEN WE'RE THINKING ABOUT DESIGNING WE NEED TO
3 ENSURE THAT WE HAVE MINIMUM ADA TEXT SIZE ON THE SIGN AS WELL
4 AS ADEQUATE COLOR CONTRAST FOR THE TYPE OF INFORMATION ON THE
5 SIGN WHEN WE THINK ABOUT OPERATIONAL VIABILITY FOR AGENCIES WE
6 NEED TO MAKE SURE THE DESIGN WILL FIT THE DIVERSE SET OF
7 OPERATING ENVIRONMENTS INCLUDING FOGGY AREAS WITH LOW LIGHT SO
8 THERE IS A LOT OF DIFFERENT WAYS THAT THESE TYPES OF
9 PRIORITIES CAN CONFLICT AND AGAIN THAT'S WHY WE HAVE VALUES
10 THAT HELP US MOVE THROUGH THESE CHALLENGING CHOICES. NEXT
11 SLIDE. AS WE LOOK AHEAD TO WHAT'S COMING NEXT OUR TOP PRIORITY
12 RIGHT NOW ON THIS PROJECT IS TO 35 THESE GUIDELINES SO THAT
13 AGENCIES, AGAIN, LIKE, COUNTY CONNECTION, ARE WESTCAT, AND
14 SOLTRANS WILL HAVE A SET OF GUIDELINES AND STANDARDS TO MOVE
15 FORWARD THERE FUNDED PROJECTS. BUT WE'RE WORKING ON
16 IMPLEMENTATION FOR WAYFINDING SIGNS SOME OF THE LARGER PIECES
17 OF INFRASTRUCTURE THAT WE HAVE WE'RE IN THE PLANNING STAGES
18 WITH OUR PARTNER AGENCIES FOR THOSE LOCATIONS AROUND THE BAY
19 AND LOOK FORWARD TO BEGIN IMPLEMENTATION NEXT YEAR. AND WITH
20 THAT, THANK YOU VERY MUCH FOR YOUR TIME AND ATTENTION, AND WE
21 WELCOME ANY QUESTIONS OR COMMENTS THAT YOU HAVE.

22

23 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANK YOU VERY MUCH FOR THIS
24 UPDATE ON THIS IMPORTANT PROJECT FOR THE EASE OF USE OF BAY
25 AREA TRANSIT. AND WE'RE GOING TO GO AROUND, WARREN, STARTING



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1 WITH YOU AND AROUND THAT DIRECTION.

2

3 **V. CHAIR, WARREN CUSHMAN:** THERE, NOW IT'S ON. ALL RIGHT. SO,
4 THIS IS WARREN CUSHMAN HERE FROM COMMUNITY RESOURCES FOR
5 INDEPENDENT LIVING. AND I'M GOING TO FIRST OF ALL SAY THIS
6 WAYFINDING PROJECT, AS A WHOLE, IS VERY IMPORTANT FOR PEOPLE
7 WITH DISABILITIES. THERE IS A LOT OF FOLKS WITH DISABILITIES
8 WHO FACE CHALLENGES IN THE BUILT ENVIRONMENT, AND THIS
9 WAYFINDING PROJECT AS CONCEIVED, WILL HELP MITIGATE BARRIERS
10 FOR FOLKS. I ALSO WANT TO SAY THAT, UNFORTUNATELY, THERE HAVE
11 BEEN CHALLENGES IN A NUMBER OF WAYS TO THIS PROCESS AND
12 PROJECT AND THAT WE NEED TO FIGURE OUT A WAY AROUND THESE
13 CHALLENGES BECAUSE IT'S VERY IMPORTANT TO PEOPLE WITH
14 DISABILITIES. SPECIFIC TODAY, I'M GLAD THAT THE SIGNAGE IS
15 BEING WORKED THROUGH, THERE ARE CERTAINLY A LOT OF CHALLENGES
16 TO CONSIDER, I KNOW GORDON AND JUMANA AND THEIR TEAM TO BE
17 VERY DELIBERATE IN TERMS OF WORKING THROUGH THESE CHALLENGES,
18 I KNOW THEY ALSO HAVE INPUT FROM THE ACCESSIBILITY WORKING
19 GROUP OTHER AND FOLKS. WE'RE LOOKING FORWARD TO THE PILOT
20 PROJECTS, AS WELL AND TESTING OUT THOSE AS SOON AS POSSIBLE.
21 THIS WAYFINDING PROJECT HAS AN IMPORTANT MESSAGE TO SEND
22 THROUGHOUT THE REGION. WE NEED TO BE VERY SUPPORTIVE, BECAUSE
23 THERE ARE FOLKS WHO WONDER ABOUT THE -- HOW SUCCESSFUL THIS
24 PROCESS MAY BE. SO, IT'S IMPORTANT TO ACTUALLY STEP OUT AND
25 SUPPORT IT. I DO SO, AND I WILL SERVE AS A SUPPORTER IN YEARS



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1 TO COME. THANK YOU VERY MUCH.

2

3 **CHAIR, ADINA LEVIN:** THANKS. ABI? CHARLIE?

4

5 **CHARLIE LAVERY:** YOU TALKED ABOUT WHERE MULTIPLE AGENCIES WERE
6 SERVED IN THE SAME SPOTS, I JUST HAD AN EXPERIENCE IN NEW
7 JERSEY IN -- I'M TRYING TO THINK OF THE NAME OF THE TOWN --
8 JUST NORTH OF NEWARK. IT WAS GETTING SERVED BY NEWARK BUSES,
9 GETTING SERVED BY MANHATTAN BUSES, AND IT WORKED -- YOU KNOW,
10 IT SEEMED TO BE REALLY CLEAR. AND I'M NOT A REGULAR BUS
11 REQUIRED, BUT IT WAS REALLY INTUITIVE. I'M JUST WONDERING IF
12 YOU ARE LOOKING AT SIMILAR GEOGRAPHIES, MUNICIPALITIES AROUND
13 THE COUNTRY? AND HOW THEY'RE HANDLING THIS? AND WHAT WORKS? SO
14 WE'RE NOT COMPLETELY REINVENTING THE WHEEL?

15

16 **GORDON HANSON:** YEP WE'RE ABSOLUTELY TAKING A LOOK AT WHAT
17 OTHER FOLKS ARE DOING. ALTHOUGH THIS PROJECT IS ONE OF THE
18 LARGEST TYPES OF INTEGRATION EFFORTS FOR OUR CUSTOMER SERVICE
19 INFORMATION THAT WE KNOW OF BUT YEAH DEFINITELY LOOKING TO
20 OTHERS FOR HELPING AND SUPPORT. CORRECT.

21

22 **CHAIR, ADINA LEVIN:** SEBASTIAN?

23

24 **SEBASTIAN PETTY:** THANK YOU FOR THE UPDATE SUPER HELPFUL AND
25 GETS TO SOME OF THE QUESTIONS I HAVE HAD AROUND THIS EFFORT



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1 FOR A WHILE. SO REALLY APPRECIATE IT. A FEW INITIAL QUESTIONS.
2 YOU MENTIONED THERE ARE SEVERAL AGENCIES AND I THINK YOU NAMED
3 A FEW OF THEM THAT ARE IN THE PROCESS OF DOING SIGN
4 REPLACEMENT. DO YOU KNOW HOW MANY TOTAL SIGNS OUT OF 21,000
5 ARE KIND OF IN THAT INITIAL?

6

7 **GORDON HANSEN:** WESTCAT HAS ABOUT 200. COUNTY CONNECTION, 1200,
8 SOLTRANS HAS ABOUT 400.

9

10 **SEBASTIAN PETTY:** OKAY AND, HAVE AGENCIES AGREED HOW THEY'RE
11 GOING TO USE THE STANDARDS THAT COME OUT OF THIS?

12

13 **GORDON HANSEN:** YEAH, SO, WE'RE LOOKING AT THIS THAT THESE
14 FIRST VERSION OF THE GUIDELINES, SO WE'RE CALLING THEM
15 GUIDELINES, FIRST OF ALL, THAT THESE WILL BE VOLUNTARILY USED
16 BY AGENCIES. THE APPROVAL PROCESS FOR THE STANDARDS, OVERALL,
17 IS SOMETHING THAT WE'RE IN DISCUSSION WITH AGENCIES ABOUT.

18

19 **SEBASTIAN PETTY:** I THINK THAT'S SUPER HELPFUL. AND YOU KNOW,
20 THE THOUGHT THAT OCCURS TO ME IS IT MIGHT BE HELPFUL, AS THIS
21 PROJECT ADVANCES, TO, AT SOME POINT IN THE FUTURE, BEGIN
22 THINKING ABOUT HOW YOU PUT, SORT OF, AN OVERALL TIMELINE, OR,
23 SORT OF, TRACKING METER TO BEGIN TALKING ABOUT, YOU KNOW, WHAT
24 PERCENTAGE OF SIGNAGE CONFORMS WITH GUIDELINES, WHAT
25 PERCENTAGE OF SIGNAGE IS, YOU KNOW, ON TRACK TO BE UPDATED. I



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1 THINK THAT IS ONE TOOL TO HELP EVERYONE UNDERSTAND EVEN THOUGH
2 THAT TYPE TIMELINE IS PROBABLE GOING TO BE 15 YEARS LONG. I
3 THINK THAT'S SUPER HELPFUL. THE OTHER THING I WOULD -- AND I'M
4 SURE YOU'RE DOING THIS ALREADY, BUT ACKNOWLEDGING WITHIN THOSE
5 21,000 BUS STOPS I'M ASSUMING THAT VTA, AC TRANSIT, MTA
6 ACCOUNT FOR A HUGE SHARE OF THOSE SO MAKING SURE THAT EVEN IF
7 THEY'RE NOT IN THE INITIAL QUEUE OF AGENCIES THAT MAY BE
8 CONFORMING THAT INPUT JUST IMPORTANT BECAUSE WHENEVER YOU MOVE
9 THE MAJORITY OF THE NUMBERS AGAIN I KNOW YOU'RE PROBABLY
10 ALREADY DOING THIS BUT THOSE ARE JUST SOME OF THE THOUGHTS BUT
11 AGAIN APPRECIATE THE WORK. REALLY HELPFUL.

12

13 **CHAIR, ADINA LEVIN:** DYLAN?

14

15 **SPEAKER:** JUST WANT TO REITERATE REALLY APPRECIATE THE WORK
16 UPDATE AND THE WORK YOU'RE DOING THE CHALLENGE, JUST WONDERING
17 FOR INDIVIDUALS AND AGENCIES THAT ARE INTERESTED IN THIS BUT
18 NOT DIRECTLY INVOLVED YOU MENTIONED THE LIMITED PUBLIC REVIEW
19 THAT THE FINAL DRAFT HOW DO WE ACCESS THOSE?

20

21 **GORDON HANSEN:** THE DRAFTS ARE NOT AVAILABLE THROUGH THE PUBLIC
22 YET WE WOULD EXPECT TO RELEASE THE VERSION ONE GUIDELINES AT
23 THIS POINT IT'S GOING TO BE I THINK SHOOTING FOR DECEMBER OR
24 JANUARY, THAT'S WHEN IT WILL BE AVAILABLE TO THE PUBLIC AS AN
25 ATTACHMENT TO THAT BUT BECAUSE WE'RE STILL IN THE MIDST OF



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1 DESIGN DEVELOPMENT PROCESS THE DOCUMENTS ARE NOT AVAILABLE
2 BEYOND OUR IMMEDIATE PARTNERS.

3

4 **SPEAKER:** THE LIMITED PUBLIC REVIEW?

5

6 **GORDON HANSEN:** THE LIMITED PUBLIC REVIEW SURVEY WE PUT OUT
7 LAST MONTH PROVIDED A FEW OPTIONS FOR FOLKS TO CONSIDER
8 DESIGNS THAT WE'RE CONSIDERING ASKING FOR FOLKS'S OPINIONS
9 ABOUT HOW EASY OR DIFFICULT THEY WERE TO UNDERSTAND OR SOME
10 KEY CONCEPTS. THAT'S OCCURRED.

11

12 **SPEAKER:** THANK YOU.

13

14 **CHAIR, ADINA LEVIN:** GERRY?

15

16 **GERRY GLASER:** MY OTHER QUESTIONS, I JUST NOTICED IT TODAY
17 RIDING ON THE TRAIN AND I SAW TWO ROUTE 24 BUSS FROM TWO
18 DIFFERENT AGENCIES SO ONE QUESTION IS I KNOW I BROUGHT THAT UP
19 BEFORE IS THAT GOING FORWARD AND THEN WE TALKED IN THE
20 AGENCIES IN FACT IS IT POSSIBLE FOR US TO THINK AT SOME POINT
21 MAYBE A CONCERTED EFFORT TO SIT DOWN AND SAY WELL AGENCY ROUTE
22 NUMBERING WILL BE DONE THIS WAY ACROSS THE AREA BASED ON
23 DIFFERENT AGENCIES THAT'S ONE QUESTION. WHO PAYS FOR THE
24 SHARED SIGNS? THAT WAS ANOTHER QUESTION OF THE NOBODY HAS EVER
25 MENTIONED THAT ONE. AND IN GENERAL, I THINK YOU PARTIALLY



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1 EXPLAINED THIS ONE BUT FOR THOSE AGENCIES THAT WANTED TO
2 IMPLEMENT EARLIER BECAUSE THEY HAVE FUNDS AND NEED TO MAKE
3 CHANGES WHAT SPECIFICALLY ARE WE DOING TO MAKE SURE THAT
4 ADDITIONAL COSTS AREN'T SHOWING UP OR HOW THAT FITS? AND THE
5 LAST ONE A MECHANICAL QUESTION, I REMEMBER WHEN YOU SHOWED US
6 THE FIRST MAPS SHOWING FREQUENCY USING BOTH WIDTH AND COLOR, I
7 WANTED TO MAKE SURE THAT THE CURRENT CONSISTENT WITH SIGNS IS
8 CONSISTENT WITH COLOR THAT GOES ON THE MAPS.

9

10 **JUMANA NABTI:** I'LL ATTEMPT TO REMEMBER ALL THE QUESTIONS LAST
11 ONE YES THE COLOR ON THE SIGN WILL BE CONSISTENT WITH THOSE ON
12 THE MAPS. THE OTHER ONES? [LAUGHTER] OH, I CAN'T -- OH --
13 [LAUGHTER] THE --

14

15 **GORDON HANSEN:** FIRST ONE ABOUT COORDINATING THE NUMBERS.

16

17 **JUMANA NABTI:** YES, WE HAVE DEFINITELY STARTED THINKING ABOUT
18 AREAS WHERE THEY'RE IN -- WHERE ROUTE NUMBERS OR NAMES ARE
19 REPEATED. SO FAR WHAT WE HAVE FOUND FOR BUS STOPS AND BUS
20 ROUTES, THERE ARE NO TWO ROUTES BY DIFFERENT AGENCIES THAT
21 SHARE THE SAME STOP. THERE ARE ROUTE -- RAIL ROUTES THAT ARE
22 LIKE THIS SO, THE ORANGE LINE, VTA'S ORANGE LINE MEETS UP WITH
23 BART'S ORANGE LINE AT MILPITAS, SO IT'S SOMETHING THIS WE'RE
24 IN VERY EARLY KIND OF DISCUSSIONS. AND MORE BROADLY, WE ARE
25 PLANNING ON LOOKING AT, FROM THE TRANSIT OPERATOR SIDE MOST



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1 LIKELY, WHAT A CONSISTENT ROUTE NAMING STRUCTURE MIGHT BE.

2

3 **GERRY GLASER:** YEAH GOOD. I'M JUST GOING TO PIPE IN NOW I'M

4 GOING TO USE OPINION WHICH I DON'T DO OFTEN HERE I USUALLY ASK

5 QUESTIONS. BUT THE OPINION IS THIS, WE HAVE 27 DIFFERENT

6 TRANSIT AGENCIES. OKAY, WE CAN'T AGREE TO HAVE ONE TRANSIT

7 AGENCY OR EVEN BASED ON TECHNOLOGY, BUSES ARE ONE AGENCY

8 TRAILS, ET CETERA, SO WE WANT TO MAKE IT LOOK LIKE IT IS.

9 [LAUGHTER] SO, EVEN IF WE DON'T HAVE THE SAME BUS, YOU KNOW,

10 NUMBER, SHOWING UP IN TWO DIFFERENT AGENCIES IN ONE AREA, IT

11 WOULD BE NICE FROM A POINT OF VIEW OF THE CUSTOMER TO SAY OH I

12 WAS ON THE 24, THEY DON'T HAVE TO SAY IT'S MARIN, SONOMA,

13 MUNI. I WAS ON THE 24. AND SOMEBODY GIVING HELP WOULD SAY OH

14 THE 24, YOU'RE IN THE RIGHT PLACE. THAT'S WHERE I WAS GOING

15 WITH T.

16

17 **JUMANA NABTI:** YEAH IT'S DEFINITELY ON OUR MIND IT WILL BE A

18 LONGER LEAD ITEM. OKAY. SO ANOTHER QUESTION, HOW DO WE ENSURE

19 THAT AGENCIES THAT DON'T -- THAT ARE KIND OF MOVING FORWARD

20 WITH EARLY PROJECTS AREN'T SPENDING MONEY NOW THAT THEY'RE

21 GOING TO HAVE TO REPLACE. AND THIS IS ACTUALLY ONE OF THE

22 REASONS THAT WE'RE STARTING WITH THE BUS STOP SIGNAGE DESIGN

23 GUIDELINES RIGHT NOW. BECAUSE THE AGENT -- MOST OF THE

24 AGENCIES THAT ARE MOVING FORWARD WITH PROJECTS ARE DOING BUS

25 STOP SIGNS. EVEN BART'S PROJECT THEY WERE MOVING FORWARD WITH



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1 IS ACTUALLY THE BUS BEING NUMBERING SO IT'S ONE OF THOSE SIGN
2 TYPES THAT WILL BE IN THOSE BUS STOP SIGNAGE DESIGN
3 GUIDELINES. WE'RE GETTING AHEAD OF IT SOME THINGS WE NEED TO
4 CONTINUE AND REFINE BUT WE'RE MAKING SURE THAT THOSE ARE NOT
5 ITEMS THAT ARE INCLUDED IN THESE EARLY PROJECTS.

6

7 **GORDON HANSEN:** WHO PAYS FOR SIGN DESIGN, RIGHT NOW WE HAVE
8 SOME FEEDBACK FROM THEM IT SEEMS FAIRLY UNIVERSAL THE
9 SUGGESTION FROM AGENCIES IS THAT THE HOME AGENCY SHOULD BE
10 RESPONSIBLE FOR O SIGNS SO WHOEVER OPERATES IN THAT AREA
11 AGENCIES SEEM TO AGREE WITH THAT APPROACH BUT IT'S GOING TO BE
12 NEW.

13

14 **JUMANA NABTI:** THOSE ARE OVERALL GUIDELINES DETAILS WITHIN
15 THAT.

16

17 **CHAIR, ADINA LEVIN:** SCOTT?

18

19 **TERRY SCOTT:** THANK YOU FOR THE PRESENTATION AND THE
20 ELUCIDATIONS ON YOUR FINDINGS IT'S HELPFUL. I DON'T REALLY
21 HAVE A QUESTION AT THIS POINT. I WOULD LIKE TO COMMENT THOUGH
22 AS YOU KNOW THE SENIOR ADULTS ARE THE FASTEST GROWING SEGMENT
23 OF THE BAY AREA POPULATION SO THIS IS SOMETHING THAT'S GOING
24 TO CONTINUE TO BE A MAJOR -- I WOULD SAY A PRIORITY GROUP FOR
25 MASS TRANSPORTATION, AND THE VARIOUS SYSTEMS. AND I WOULD LIKE



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1 TO ARTICULATE WHAT I BELIEVE ARE THEIR PRIORITIES OF THIS
2 OLDER ADULT COMMUNITY. NUMBER ONE IS PERSONAL SAFETY. NUMBER
3 TWO WOULD BE CONVENIENCE AND A COMBINATION OF TIMELINESS AND
4 PART OF THAT WOULD BE EASE OF UNDERSTANDING OF THE WAYFINDING
5 PROCESS. AND THE INDICATORS THAT ARE AVAILABLE TO THEM. THIRD
6 WOULD BE COST. MANY OF THE OLDER GENERATION ARE RETIRED OR
7 WORKING PART-TIME, OR WHAT HAVE YOU, THEY JUST DON'T HAVE THE
8 SAME INCOME STREAM THAT THEY ORIGINALLY HAD. NUMBER FOUR WOULD
9 BE RELIABLE AND TRANSIT SPEED. HOW QUICKLY CAN WE GET THEM
10 FROM WHERE THEY ARE TO WHERE THEY WANT TO GO AND RETURN THEM?
11 NUMBER FIVE WOULD BE EASE OF CONNECTIVITY. AND THIS WOULD BE
12 WITH THE OTHER TRANSIT SYSTEMS THAT THEY HAVE TO INTERFACE
13 WITH TO GET TO WHAT -- WHERE THEY'RE TRYING TO GO AND RETURN
14 FROM THERE. AND THE LAST ITEM WOULD BE PHYSICAL COMFORT OF
15 EACH TRANSIT SYSTEM AND EACH STAGE THAT THEY'RE IN. AND THOSE,
16 FROM MY UNDERSTANDING, AS A MEMBER OF THAT OLDER COMMUNITY
17 NOW, THAT'S WHAT I WOULD APPRECIATE. AND I THINK THE MAJORITY
18 OF MY COMPATRIOTS WOULD AS WELL. THANK YOU FOR YOUR
19 PRESENTATION.

20

21 **CHAIR, ADINA LEVIN:** THANKS FOR THOSE GOOD PRINCIPLES. IS THERE
22 ANYTHING YOU WANT TO TARGET TO THE CURRENT WAY FINDING? OR
23 JUST WANTED TO SHARE THOSE OVERALL GOOD PRINCIPLES?

24

25 **TERRY SCOTT:** WELL, SPECIFICALLY, OBVIOUSLY, I MENTIONED



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1 WAYFINDING AS PART OF THE NUMBER TWO CONCERN OF THIS COMMUNITY
2 GROUP IT'S DIFFICULT FOR ME TO ARTICULATE SPECIFIC
3 RECOMMENDATIONS BECAUSE AS I HAVE SAID BEFORE NAPA IS THE
4 SMALLEST OF THE BAY AREA COUNTIES AND WE ARE TO THE BAY AREA
5 WHAT SWITZERLAND IS TO THE EUROPEAN UNION. VERY SMALL. AND WE
6 DON'T HAVE DIRECT ACCESS WITH THE NUMBER OF TRANSIT SYSTEMS
7 THAT SERVE THE REST OF THE BAY AREA. AND OUR UTILIZATION IS IN
8 A MUCH MORE LIMITED FORM THAN OTHERS. SO, I TRUST WHAT YOU ARE
9 PRESENTING AND WHAT YOU HAVE CONVEYED AS FAR AS THE GREATER
10 BAY AREA AND THE LARGER COMMUNITIES AND COUNTIES WITHIN IT.
11 BUT I -- I THINK YOU'RE ON THE RIGHT TRACK THAT YOU'RE MAKING
12 GOOD PROGRESS.

13

14 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANKS. BOB ALLEN? NO. DOES
15 MEMBER HANKERSON HAVE A HAND?

16

17 **DWAYNE HANKERSON:** I REALLY APPRECIATE YOUR PRESENTATION. VERY
18 CLEAR LIKE ALWAYS. I HAVE A REALLY SIMPLE QUESTION. LIKE, WITH
19 THE REGIONAL APPROACH. IS THERE ANY WAY THAT WE CAN MAKE ALL
20 THE SIGNS IN THAT REGION THE SAME? INSTEAD OF MAKING IT WHERE
21 THE TRANSIT AGENCY DESIGNS, WHAT SIGNS THEY WANT? I MEAN IT'S
22 KIND OF CONFUSING IF YOU ARE TRAVELLING FROM ONE COUNTY TO THE
23 OTHER COUNTY AND ALL THE SIGNS, LIKE, THEY START CHANGING?
24 THANK YOU.

25



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1 **CHAIR, ADINA LEVIN:** ALL RIGHT. IF STAFF CAN SPEAK TO THAT?

2

3 **GORDON HANSEN:** I CAN ANSWER THAT, YOU HAVE ARTICULATED THE
4 VERSION OF THIS PROJECT, WHICH IS THAT IT IS VERY CONFUSING
5 RIGHT NOW, AND THE VISION OF COMING UP WITH ONE SIGN DESIGN IS
6 FOR THERE TO BE ESSENTIALLY NO SUBSTANTIAL DIFFERENCE BETWEEN
7 THE TYPE OF SIGN BETWEEN COUNTIES AND BETWEEN AGENCIES. SO
8 WE'RE NOT GOING TO GET THERE RIGHT AWAY, BUT OVER THE LONG
9 HAUL, THAT'S THE VISION. SO, WE'RE ALIGNED.

10

11 **CHAIR, ADINA LEVIN:** AND THEN LAST FROM ME, A COMMENT AND A
12 QUESTION THAT IN THE INTEREST OF TIME, IF -- EITHER ONLINE OR
13 OFFLINE, FOR THE PILOT, THE COMMENT IS, AS SOON AS INFORMATION
14 IS AVAILABLE, CLEARLY COMMUNICATING THE SCHEDULE IS VERY, VERY
15 HELPFUL. 2026 WILL BE A PARTICULARLY IMPORTANT YEAR FOR
16 COMMUNICATION ABOUT ANY PROGRESS THAT IS BEING MADE TOWARDS
17 MAKING OUR TRANSIT SYSTEM EASIER TO USE. AND, SO, THAT CLEAR
18 COMMUNICATION WILL HAVE OVERARCHING BENEFITS, AND I WILL LEAVE
19 IT AT THAT. IN THE -- HAS IT BEEN DETERMINED WHAT THE METRICS
20 AND KPIS ARE FOR THIS INITIATIVES? I MEAN, LIKE, THE SURVEY
21 RESULTS WERE FANTASTIC SHOWING THAT, LIKE, 30 PERCENTAGE
22 POINTS IMPROVEMENT IN PEOPLE SAYING I CAN FIND MY WAY AROUND
23 AT EL CERRITO, DEL NORTE. IS THERE A SET OF KPIS THAT ARE
24 GOING TO BE USED OVER START OFFING TO GET PILOTS OVER WHAT THE
25 OUTCOMES ARE?



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1

2 **GERRY GLASER:** GOOD IDEA.

3

4 **GORDON HANSEN:** WE ARE DEVELOPING THOSE. WE ARE IN THE PROCESS
5 NOW OF BRINGING OUR EVALUATION FIRMS BACK UNDER CONTRACT TO
6 HELP US PLAN FOR THE EVALUATION OF THE PILOTS. AND THAT IS
7 DEFINITELY ONE OF THE THINGS THAT WE ARE ASKING THEM TO LOOK
8 AT, ESPECIALLY GIVEN 2026 BEING AN IMPORTANT YEAR, AS YOU
9 ALLUDE, TO WE'RE TAKING A LENS OF THAT AS WELL, FOR HOW WE CAN
10 BEST ENGAGE MEMBERS OF THE PUBLIC, COMMUNICATE THE VALUE OF
11 THE PROGRAM.

12

13 **CHAIR, ADINA LEVIN:** OKAY. THANK YOU. AND JUMANA, DID YOU HAVE
14 A -- NOPE?

15

16 **JUMANA NABTI:** I WAS GOING TO SAY, BASICALLY, THE SAME THING HE
17 SAID. [LAUGHTER]

18

19 **CHAIR, ADINA LEVIN:** OKAY. I HAVE SOME DETAILED QUESTIONS ABOUT
20 RIDERSHIP AND WHAT ADDITIONAL INFORMATION MIGHT BE AVAILABLE
21 UPON THE SHIP OF CLIPPER TWO, BUT I WILL SEND THAT BY E-MAIL
22 IN THE INTEREST OF TIME.

23

24 **GERRY GLASER:** I JUST WANTED TO SAY I APPRECIATE YOUR LAST
25 POINT. BECAUSE FOR SO MANY OF THE THINGS THAT WE DO WE



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1 SOMETIMES THINK THAT THE THING THAT WE'RE DOING IS THE GOAL,
2 BUT IN REALITY, WE'RE DOING THAT THING IN ORDER TO ACCOMPLISH
3 CERTAIN GOALS. AND HAVING A LIST OF KPIS, WE TALKED ABOUT
4 EARLY THIS WHEN THIS GROUP WAS FORMED, HAVING THE KPIS TO SAY,
5 HERE IS THE KPIS, TO SAY OH WE HAVE LESS SERVICE CALLS, WE
6 HAVE MORE PEOPLE RIDING, IT DOESN'T HAVE TO DO WITH THE SIGNS
7 HOLDING UP -- IT'S A GOOD IDEA I THINK IT'S REALLY IMPORTANT
8 GREAT THAT YOU BROUGHT THAT UP. THANKS.

9

10 **CHAIR, ADINA LEVIN:** GREAT. THANKS VERY MUCH FOR THIS UPDATE ON
11 THIS INITIATIVES THAT, LIKE, BASED ON THE SURVEYS, IT'S
12 STARTING TO MAKE BAY AREA TRANSIT EASIER FOR PEOPLE TO
13 NAVIGATE AND MORE ACCESSIBLE. SO, THANK YOU. YES, DO WE HAVE
14 ANY -- SORRY -- ANY PUBLIC COMMENT ON THIS ITEM?

15

16 **CLERK, WALLY CHARLES:** YES, WE DO. WE HAVE ONE PERSON ONLINE.
17 ALETA DUPREE, YOU MAY UNMUTE YOURSELF. YOU HAVE TWO MINUTES TO
18 SPEAK.

19

20 **SPEAKER:** THANKS, CHAIR ADINA LEVIN AND MEMBERS. ALETA DUPREE
21 FOR THE RECORD, SHE AND HER WITH TEAM FOLDS. I CAN'T BE WITH
22 YOU IN-PERSON TODAY. MUCH AS I WOULD LIKE TO. I ALWAYS ENJOY
23 THESE PRESENTATIONS ESPECIALLY IN SEEING THE PICTURES THAT
24 SHOW ALL THE DIFFERENT BUS STOP SIGNS THAT WE HAVE. IT REMINDS
25 ME OF WHEN I GO TO THE NEW YORK TRANSIT MUSEUM AND SEE THE



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1 COUNTLESS DISPLAYS OF HISTORICAL SIGNS THAT HAVE BEEN SAVED
2 OVER THE LAST CENTURY. I DO BELIEVE IN THE UNIFORMITY OF THIS,
3 AND MAYBE THIS IS ALWAYS GOING TO BE ABOUT DESIGN OF SIGNAGE,
4 AND I DID GET TO GO BY EL CERRITO DEL NORTE A FEW WEEKS AGO
5 AND SAW SOME OF THAT. THOUGH, I WAS MOVING THROUGH THE STATION
6 VERY QUICKLY. BUT I DO LIKE THE COLORS THERE, ESPECIALLY THE
7 LIGHT BLUE AND THE DARK BLUE, BECAUSE THEY'RE VERY SIMILAR TO
8 THE DARK BLUE AND LIGHT BLUE OF TEAM FOLDS. HOW DO WE GO
9 FORWARD WITH THIS? I GUESS WE'RE GOING TO HAVE TO FIND A
10 COMPANY THAT'S GOING TO MAKE THOUSANDS AND THOUSANDS OF SIGNS,
11 WHICH, I HOPE WE DO. AND I LIKE THE IDEA OF CONSISTENCY. AT
12 THE ASSIGNMENT TIME HOW DO WE MAKE SURE THAT WE'RE NOT ERASING
13 THE PAST? I BELIEVE THAT BOTH CAN COEXIST. I BELIEVE THAT WE
14 DO HAVE TO PRIORITIZE THE STANDARDIZATION OF THE SIGNS ALL
15 ACROSS THE NETWORK AS OUR PRIMARY MISSION OF SERVING THE
16 PUBLIC, WITH THE EXPECTATIONS OF ACCURACY AND INFORMATION. BUT
17 AT THE SAME TIME, WE DON'T WANT TO ERASE THE DISTINCTIONS THAT
18 WE HAVE WITH SOME SIGNS. I KNOW MUNI HAS THIS DISTINCTIVE
19 LOGO. I'M NOT AN EXPERT ON BUS SIGNS I'M MORE ABOUT THE
20 SUBWAY. BUT THANK YOU

21

22 **CLERK, WALLY CHARLES:** THANK YOU. THERE ARE NO OTHER SPEAKERS
23 ONLINE NOTHING RECEIVED IN WRITING AND NO SPEAKER CARDS IN THE
24 ROOM.

25



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1 **CHAIR, ADINA LEVIN:** ALL RIGHT. GREAT. THANKS TO STAFF FOR THE
2 PRESENTATION UPDATE. WE HAVE ONE MORE SUBSTANTIVE ITEM ON THE
3 AGENDA FOR TODAY AND WE DID START QUITE LATE, THANKS TO OUR
4 ISSUES WITH OUR SYSTEM TODAY, AND DRENNAN, THANK YOU VERY MUCH
5 FOR BEING HERE ALL I WAY THROUGH. I JUST WANTED TO MAKE SURE
6 IN THE INTEREST OF MAKING SURE THAT WE GET TO HEAR AND COMMENT
7 ON THIS ITEM, WE WILL LOSE QUORUM IF WE LOSE ANYBODY. SO, DOES
8 -- IS THERE ANYONE WHO HAS A PARTICULAR HARD STOP? AND IF SO,
9 CAN YOU SHARE WHAT IT IS TO MAKE SURE WE CAN GET THROUGH THE
10 NEXT ITEM? OKAY GREAT. SO LET US -- SO, DRENNAN, WITH EXTREME
11 APOLOGIES TO YOU, WARREN, WOULD YOU RATHER RESCHEDULE THIS
12 ITEM AND IS THERE ANYTHING THAT IS TIME SENSITIVE ON THIS
13 DRENNAN BEING AWARE THAT YOU HAVE JUST TAKEN A LOT OF YOUR
14 TIME TODAY? IT'S TIME SENSITIVE?

15

16 **CLERK, WALLY CHARLES:** CHAIR LEVIN, I CHECKED WITH THE LEGAL
17 DEPARTMENT YOU CAN HAVE THE PRESENTATION JUST NO DISCUSSION
18 EVEN IF MEMBER ALAN NEEDS TO LEAVE.

19

20 **CHAIR, ADINA LEVIN:** OKAY. ALL RIGHT. LET US GET THE
21 PRESENTATION, AND PEOPLE CAN -- IF WE RUN OUT OF TIME FOR
22 DISCUSSION, MAKE THEIR COMMENTS IN WRITING.

23

24 **DRENNAN SHELTON:** THANKS FOR HAVING US. I'M DRENNEN SHELTON
25 FROM MTC. WE HAVE TWO UPDATES ON PARA TRANSIT RELATED PILOTS



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1 FOR YOU. CAN WE GET THE SLIDE PRESENTATION? MAKE SURE IT'S THE
2 RIGHT ONE. PERFECT. SO, WE HAVE THESE TWO UPDATES FOR YOU THAT
3 WILL HOPEFULLY TACKLE THE CHALLENGES OF PARATRANSIT TRANSFER
4 TRIPS WITH FIXED ROUTE WHEN YOU CROSS THE SERVICE AREA
5 BOUNDARY YOU HAVE TRANSFER FROM ONE SYSTEM TO ANOTHER THAT'S
6 ALSO TRUE ON PARATRANSIT. WE'RE GOING TO TALK ABOUT THESE TWO
7 UPDATES I'M JOINED BY JOHN SANDERSON FROM COUNTY CONNECTION
8 ALSO AHMED ALSO FROM MTC SO THE FIRST PILOT WE'RE GOING TO
9 TALK ABOUT COMES TO US FROM THE TRANSFORMATION ACTION PLAN
10 WHICH IS THE REGIONAL PARATRANSIT PILOTS OR ONE-SEAT RIDES
11 MANY OF YOU HAVE HEARD ABOUT THIS AND THEN THE OTHER PILOT
12 SEEKS TO STREAMLINE COORDINATION BETWEEN AGENCIES, SORT OF, ON
13 THE BACK END WHEN BOOKING PARATRANSIT TRANSFER TRIPS THAT'S
14 THE REGIONAL PARATRANSIT TRIP BOOKING PILOT WE TALKED ABOUT
15 PARATRANSIT RIDERS AND LOOK AT THE SYSTEM AS A WHOLE OBVIOUSLY
16 CHALLENGES WITH THE PARATRANSIT TRANSFER TRIPS WE LESSEN
17 OPERATIONAL IMPACTS OF TRANSFER TRIPS IN RECOGNITION THAT
18 PARATRANSIT TRANSFER TRIPS ARE LIKELY ALWAYS TO EXIST WE'RE
19 WANT TO STREAMLINE BOOKING THOSE TRIPS. WE'RE GOING TO START
20 FIRST WITH JOHN WHO IS GOING TO TALK ABOUT CHALLENGES. NEXT
21 SLIDE.

22

23 **SPEAKER:** OKAY. SO TRADITIONALLY, PARATRANSIT TRIPS ARE PAINFUL
24 FOR BOTH AGENCIES AND RIDERS, IF YOU KNOW YOU KNOW. IT CAN
25 TAKE AN EXTENDED EFFORT TO BOOK THEM, THERE IS A LOT OF



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1 COORDINATION BETWEEN THE TWO AGENCIES INVOLVED. AND THEY CAN
2 BE JUST EXHAUSTING FOR THE RIDERS, PARTICULARLY HALF A DAY IS
3 NOT AT ALL UNCOMMON AND CAN BE BURDENSOME ESPECIALLY IF THE
4 TRANSFER POINT DOES NOT HAVE AN ACCESSIBLE RESTROOM FOR
5 TRANSIT AGENCIES THERE ARE MOST DIFFICULT TRIPS TO SERVE
6 BECAUSE OF COORDINATION, THE MEET UP WITH OTHER AGENCIES TENDS
7 TO BE VERY COMPLICATED IT'S PRONE TO DISRUPTION ANY TIME
8 ANYTHING GOES WRONG ANYWHERE IN EITHER THE SYSTEM, BEFORE YOU
9 KNOW IT YOU'RE HAVING A TERRIBLE DAY WITH THE PHONE RINGING
10 OFF THE LOOK. SO, WE HAVE BEEN ABLE TO BASICALLY GET BY AND
11 KIND OF MAKE THIS WORK FOR MANY YEARS BUT WE DON'T REALLY HAVE
12 SPECIFIC EFFECTIVE TOOLS THAT ADDRESS THE ISSUES DIRECTLY AND
13 THAT'S WHY IT'S NICE TO HAVE THESE PILOTS AS DRENNAN SAID
14 SOMETIMES TRANSFER TRIPS WILL ALWAYS BE NECESSARY NO MATTER
15 WHAT SO IT'S GREAT THAT WE HAVE GOT A TOOL COMING ONLINE FOR
16 THAT ONE-SEAT RIDE.

17

18 **DRENNAN SHELTON:** THE TRANSFORMATION ACTION PLAN ARE TO
19 FINISHED ONE-SEAT PARATRANSIT RIDES SO THIS WILL STREAMLINE A
20 TRIP TO A RIDER'S DESTINATION WITHOUT TRANSFER WHEN CROSSING
21 SERVICE AGENCY BOUNDARIES. MTC HAS BEEN WORKING WITH TRANSIT
22 AGENCIES FOR, I DON'T KNOW, MORE THAN A YEAR, TO IDENTIFY
23 AREAS WHERE WE CAN DO THESE PILOTS. AND WE HAVE THE
24 OPERATIONAL GOALS AND OBJECTIVES TO IMPLEMENT THESE PILOTS
25 WITHOUT NEW VEHICLES OR WITHOUT NEW STAFF. WE WANT TO ENHANCE



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1 COORDINATION BETWEEN AGENCIES. WE WANT TO IMPLEMENT THESE WITH
2 NEW -- WITH OH, WE WANT TO TEST A VARIETY OF PILOT CONCEPTS IN
3 DIFFERENT LOCATIONS UNDER VARYING CIRCUMSTANCES AND WE WANT TO
4 IDENTIFY CONDITIONS AND OPERATING PARAMETERS NECESSARY FOR
5 FINANCIAL SUSTAINABILITY. NEXT SLIDE.

6

7 **SPEAKER:** IN ORDER TO FIGURE OUT WHERE TO DO THESE PILOTS
8 TRANSIT STAFF AND MTC WORK WITH CONSULTANT TO SCREEN
9 PARATRANSIT TRANSFER TRIP DATA FROM THE WHOLE BAY AREA,
10 BASICALLY WE WERE LOOKING FOR COMMON ORIGINS AND DESTINATIONS
11 FOR THESE TRANSFER TRIPS, NOT THE TRANSFER LOCATION, BUT WHERE
12 THE ACTUAL PASSENGER TRIP IS BEGINNING AND ENDING TO FIGURE
13 OUT WHERE THE COMMONALITIES ARE. WE PLOTTED THOSE ON MAIN
14 WHICH YOU SEE HERE, AND FROM THERE WE IDENTIFIED SEVEN
15 POSSIBILITIES.

16

17 **DRENNAN SHELTON:** IT BECAME EVIDENT QUICKLY WHERE THESE PILOTS
18 SHOULD BE AND LIKELY PARTNERSHIP THAT WE SHOULD PROPOSE WITH
19 THIS DRAFT WE'RE HITTING ON OUR LARGEST PARATRANSIT PROGRAMS
20 AND HAVE PRETTY GOOD GEOGRAPHIC SPREAD ACROSS THE REGION FIRST
21 ONE IS SAN MATEO COUNTY AND SAN FRANCISCO THIS PILOT WOULD
22 EXPEND EACH AGENCY SERVICE AREA INTO THE NEIGHBORING
23 JURISDICTION FULLY. BOTH SAMTRANS AND SFMTA ARE ALIGNED IN
24 CONCEPT WE'RE IRONING OUT THE FINAL DETAILS. SECOND IS NAPA
25 VALLEY TRANSPORTATION AUTHORITY IS GOING TO EXPEND ITS



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1 EXISTING CORRIDOR OF NEARBY SERVICE TO SERVE THE ENTIRE CITY
2 OF VALLEJO, NCTA MAY BE OUR FIRST AGENCY TO START WITH THIS
3 SERVICE SINCE THEY DON'T NEED TO COORDINATE. THIRD IS SOUTHERN
4 ALAMEDA COUNTY NORTHEAST SANTA CLARA COUNTY WITH MUTUALLY
5 LIMITED SERVICE AREAS EXTENDING INTO THE NEIGHBORING AREAS,
6 VTA, AC TRANSIT AND BART ARE ALL ALIGNED IN CONCEPT AND WE'RE
7 IRONING OUT THE DETAILS NOW. FOURTH HERE ON THE LIST IS SONOMA
8 AND MARIN COUNTY WE HAVE MULTI-OPERATOR COOPERATIVE COST
9 SHARING AGREEMENT AND DETAILS STILL THERE NEED TO BE IRONED
10 OUT. NEXT SLIDE. THE LAST PILOT AREA WE INVESTIGATED IS NOT
11 FEASIBLE AT THIS TIME BUT WE WOULD VERY MUCH LIKE TO SEE
12 SOUTHERN SOLANO CAN'T LINK UP WITH THE EXISTING CONTRA COSTA
13 ONE-SEAT RIDE PROGRAM UNFORTUNATELY SOLTRANS IS ISN'T ABLE TO
14 JOIN A PILOT AT THE MOMENT. THEN WE HAVE TWO ADDITIONAL
15 CONCEPTS THAT WE DEVELOPED IN ADDITION TO THE POCKET PILOTS
16 FIRST IDEA WAS TO CREATE A REIMBURSEMENT FUND FOR AGENCIES TO
17 TRY A ONE-SEAT RIDE SERVICE WITHOUT HAVING TO JOIN A FULL
18 PILOT. IF AGENCIES WANT TO TRY TO OPERATIONALIZE ONE-SEAT
19 SERVICE THEN WE HAVE A FUND THAT CAN PROVIDE THEM FINANCIAL
20 SECURITY TO DO SO. THEN THE SECOND IDEA WE HAD WAS TO USE BART
21 FOR SOME LEGS OF A PARATRANSIT TRIP WHERE EXPORTS, BASICALLY
22 AN A COMPANY RIDERS THAT WOULD HAVE A FASTER CHEAPER TRIP,
23 POTENTIALLY. THE SO, IN THAT CASE, YOU'RE NOT REALLY
24 ELIMINATING A TRANSFER BUT YOU'RE ELIMINATING A PARATRANSIT
25 TRANSFER AND IT ALSO ALIGNS WITH OTHER GOALS WE HAVE LIKE



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1 TRAVEL TRAINING. RIGHT NOW WE'RE LOOKING TO SOLIDIFY THE
2 DETAILS AROUND POCKET PILOTS AND WE'RE HOPING DETAILS ARE
3 IRONED OUT TO PRESENT THE RNM COUNCIL IN DECEMBER FOR APPROVAL
4 SO THAT'S WHY WE WANTED TO TALK TO YOU TODAY. NEXT SLIDE.
5 FUNDING FOR THE PILOT SERVICE HAS BEEN SECURED IN THE AMOUNT
6 OF APPROXIMATELY A MILLION DOLLARS WE HAVE DONE COST ANALYSIS
7 CALCULATIONS AND WE HAVE ENOUGH TO RUN SERVICE FOR A YEAR
8 ADDITIONALLY WE HAVE RECEIVED FUNDING FROM A CALTRANS PLANNING
9 GRANT TO COMPLETE A COMPREHENSIVE EVALUATION OF ALL THE PILOTS
10 PLUS ALL EXISTING ONE-SEAT SERVICE WE HAVE IN THE REGION NOW
11 AND UNDER THE EVALUATION TRANSIT AGENCY REPS SERVICE TECHNICAL
12 ADVISORY COMMITTEE MEMBERS WOULD WORK WITH A CONSULTANT THAT
13 WE WILL HIRE TO SELECT THE EVALUATION CRITERIA. -- ISSUE WE
14 HOPE TO FINALIZE PILOT DETAILS IN COMING WEEKS WE WANT TO GO
15 TO THE RNM COUNCIL IN DECEMBER AND THEN THE PILOT SERVICE
16 COULD BEGIN ANY TIME IN 2026. NASAR IS GOING TO GO INTO THE
17 SECOND SIDE OF OUR DOUBLE SIDED APPROACH ON PARATRANSIT
18 TRANSFER TRIPS.

19

20 **SPEAKER:** THANK YOU DRENNAN. NEXT SLIDE PLEASE. SO, MTC IS
21 PURSUING A REGIONAL PARATRANSIT TRIP BOOKING PILOT PROJECT TO
22 DEMONSTRATE A TECHNOLOGY DRIVEN REGIONAL SOLUTION FOR BOOKING
23 PARATRANSIT TRIPS INVOLVING TWO SERVICE PROVIDERS. MOST
24 IMPORTANT GOALS OF THIS PILOT INCLUDE ELIMINATION OF THE NEED
25 FOR CUSTOMERS TO BOOK SEPARATE RIDES FOR EACH LEG OF THE TRIP



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1 AND STREAMLINING PARATRANSIT OPERATIONS BY IMPROVING BOOKING
2 PROCESS FOR TRANSFER TRIPS. ACHIEVING THESE GOALS WILL
3 TRANSLATE INTO REDUCTION OF ADMINISTRATIVE WORKLOAD FROM
4 COORDINATING TRANSFER TRIPS INCREASE VISIBILITY INTO TRANSFER
5 TRIPS THROUGH DATA AVAILABILITY AND SUPPORTING AND ENHANCING
6 ESTABLISHED COORDINATION PART PARTNERSHIPS BETWEEN AGENCIES.
7 THE PILOT WILL HELP US ACHIEVE THESE GOALS AND BENEFITS USING
8 A SOFTWARE PLATFORM THAT WILL FACILITATE IDENTIFICATION OF
9 PARATRANSIT SERVICE PROVIDERS FOR DESIRED ORIGINS AND
10 DESTINATIONS, AUTOMATED TRIP DATA COMMUNICATION ACROSS THAT
11 TRANSIT SYSTEM AND AUTOMATION OF MANUAL COMMUNICATION PROCESS
12 FOR BOOKING TRANSFER TRIPS. NEXT SLIDE PLEASE. WORKING WITH A
13 CONSULTANT MTC AND TRANSIT AGENCIES ARE DEVELOPING A SOFTWARE
14 PLATFORM THAT AUTOMATE CROSS JURISDICTIONAL PARATRANSIT TRIP
15 BOOKING SHARING DATA MESSAGES BETWEEN PARATRANSIT SERVICE
16 PROVIDERS, TRIP BOOKING SOFTWARE PLATFORMS. TYPICALLY
17 OPERATORS FOLLOW MANUAL PROCESS INVOLVING PHONE CALLS E-MAILS
18 AND FAXES FOR COORDINATING AND BOOKING REGIONAL TRIPS EXISTING
19 PROCESS SOMETIMES REQUIRES CUSTOMERS TO ENGAGE WITH OPERATORS
20 THIS PROJECT WILL CREATE NEW SOFTWARE PLATFORM THAT WILL
21 ENABLE DATA COMMUNICATION ACROSS PARATRANSIT OPERATORS TRIP
22 BOOKING SOFTWARE PLATFORMS SUPPORT AND STREAMLINED AUTOMATED
23 PROCESS FOR CROSS AGENCY TRIPS WITH THE PILOT IMPLEMENTATION
24 CUSTOMERS WILL ONLY NEED TO CALL AND PROVIDE NECESSARY
25 INFORMATION TO THE OPERATOR AT THE ORIGIN OF THE TRIP NEW



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1 SOFTWARE WILL MANAGE BOOKING TRIPS LEGS WITH BOTH OPERATORS
2 INVOLVED. NEXT SLIDE PLEASE. FOR THE PILOTS MTC FOCUSED ON
3 EQUITY PRIORITY COMMUNITIES ALONG I-880 CORRIDOR IN ALAMEDA
4 COUNTY, SAN MATEO, REDWOOD CITY AND CENTRAL AND EAST SAN JOSE
5 AREAS MTC HAS BEEN ENGAGED WITH VTA SAMTRANS, DEALING WITH
6 SOFTWARE DESIGN AND DURING THE PLANNING OF SOFTWARE
7 DEVELOPMENT PHASES ALL THREE OPERATORS ARE ON BOARD WITH THIS
8 PROJECT IN JUNE 2025 THE NETWORK MANAGEMENT COMMITTEE APPROVED
9 SELECTION OF LINKS AS SOFTWARE DEVELOPMENT VENDOR SYSTEM
10 DEVELOPMENT HAS STARTED AND SYSTEM IS EXPECTED TO BE DEPLOYED
11 IN EARLY FALL NEXT YEAR 2026. THE SYSTEM WILL SUPPORT
12 TRANSFERS BETWEEN EAST BAY PARATRANSIT AND VTA ACCESS AND
13 SAMTRANS -- AND [INDISCERNIBLE] TRANSIT VTA ACCESS. OUTCOME OF
14 THE PILOT AND AVAILABILITY OF FUNDING WILL INFORM POTENTIAL
15 FOR EXPANDING TO OTHER OPERATORS AND LONG-TERM MAINTENANCE AND
16 ENHANCEMENTS OF THE SYSTEM. THANK YOU.

17

18 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANK YOU VERY MUCH. BEFORE WE
19 LOSE THE ABILITY TO DISCUSS, WARREN DO YOU HAVE ANY COMMENTS?

20

21 **V. CHAIR, WARREN CUSHMAN:** ALL RIGHT. SO, I LOVE TO HEAR THESE
22 UPDATES. I LOVE TO HEAR THE UPDATES OF THE ACCESSIBILITY AND
23 PARATRANSIT TEAM AND WHAT IS GOING ON, YOU KNOW, THIS IS NOT
24 NECESSARILY SEXY STUFF, BUT IT'S STUFF THAT IS ABSOLUTELY
25 VITAL TO PEOPLE WITH DISABILITIES AND SENIORS IN OUR REGION.



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1 AS WAS MENTIONED EARLIER, '26 IS GOING TO BE AN IMPORTANT
2 YEAR. SO I THINK WE NEED TO BE STRONG IN OUR COMMUNITIES AND
3 TOUTING THE PROGRESS THAT OUR REGION IS MAKING IN THIS AREA.
4 YOU KNOW, THERE IS A LOT OF WORK TO DO HERE AND IT'S GOING TO
5 TAKE EVERYBODY INVOLVED TO DO THIS WORK, BUT I'M VERY HAPPY
6 WITH THIS PROGRESS AND THE ACCESS TEAM AND THE PARATRANSIT
7 TEAM ARE JUST FABULOUS AT TRYING TO MOVE FORWARD AND GET
8 PEOPLE WITH DISABILITIES TRUE ACCESS, AND WE'RE HAPPY WITH
9 THAT.

10

11 **CHAIR, ADINA LEVIN:** THANK YOU. BOB ALAN AND ANYBODY ELSE WHO
12 NEEDS TO LEAVE QUICKLY. DWAYNE HANKERSON, COMMENT?

13

14 **DWAYNE HANKERSON:** ONE OF MY CONCERNS IS THE NEW BUSES THAT
15 WE'RE GOING TO NEED AND HOW WE'RE GOING TO ALLOCATE FUNDS TO
16 MAKE SURE THAT AGENCIES THAT DO NOT HAVE THIS EQUIPMENT, THAT
17 THEY CAN -- THEY CAN GET THE EQUIPMENT AND I NEED TO KNOW THAT
18 THAT'S GOING TO BE A PRIORITY. BECAUSE SOME AGENCIES, THEY'RE
19 ALREADY ON IT. THEY'RE ALREADY -- LIKE, THEY'RE BOOKED INTO
20 PHONE CALLS AND THE RIDE AND THEY'RE WORKING IT UP SO THAT,
21 LIKE, WHEN THAT REGIONAL APPROACH COMES THEY'RE ALREADY READY.
22 BUT, I THINK ONE OF MY MAJOR CONCERNS IS THE EQUIPMENT AND IF
23 YOU DON'T HAVE THE EQUIPMENT, IS IT GOING TO BE -- ARE WE
24 GOING TO BE ABLE TO CONTRACT WITH COMMERCIAL VENDORS OR WITH
25 VENDORS TO TAKE UP THE SLACK? THANK YOU.



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1

2 **CHAIR, ADINA LEVIN:** ALL RIGHT. IS THAT -- IS THAT AN ISSUE
3 THAT STAFF CAN COMMENT ON?

4

5 **DRENNAN SHELTON:** FOR THE PILOTS, WE ARE ENSURING THAT WE DON'T
6 NEED ADDITIONAL FUNDING, ADDITIONAL VEHICLES OR ADDITIONAL
7 STAFF. SO, WE'LL AT LEAST BE ABLE TO DO THE PILOTS FOR A YEAR
8 WITHOUT MORE RESOURCES. WHAT HAPPENS AFTERWARDS WE DON'T. WE
9 DON'T EVEN KNOW IF THE SERVICE WILL SUCCESSFUL BUT, YOU KNOW,
10 WE'LL LEARN A LOT.

11

12 **CHAIR, ADINA LEVIN:** MEMBER GLASER.

13

14 **GERRY GLASER:** FIRST, AS FAR AS SONOMA AND MARIN, ALREADY IN
15 SONOMA, THE COUNTY, SINCE WE HAVE THREE BUS AGENCIES ALL WITH
16 PARATRANSIT, HAVE BEEN WORKING ON ONE RIDE. SO, EXTENDING IT
17 TO MARIN, THIS MIGHT BE A REALLY GOOD PLACE TO DO IT, BECAUSE
18 YOU HAVE FOUR AGENCIES. ONE QUESTION I WOULD LIKE TO ASK,
19 JUSTICE A TERM THAT WAS USED DIDN'T UNDERSTAND INDUCED DEMAND
20 THEN THE OTHER THING THE QUESTION, THE SOFTWARE SYSTEM WE'RE
21 TALKING ABOUT DOES THIS INCLUDE THE OTHER SYSTEMS TOGETHER OR
22 WOULD IT REPLACE A SYSTEM THAT WOULD BASICALLY BE USED BY EACH
23 ONE OF THE DIFFERENT PARATRANSIT AGENCIES? JUST ONE STEP
24 FURTHER ON THAT ONE AND IF THAT'S THE CASE ARE THERE OTHER
25 PLACES WHERE PEOPLE ARE DOING THIS OR DO WE HAVE A SYSTEM



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1 BETWEEN ALL THE AGENCIES, THAT IT COULD BE EXTENDED SO IT
2 UNDERSTOOD. I'M A SOFTWARE GUY, WE USED TO DO THINGS IN
3 DOLLARS, THEN HAD YEN, EURO. WE DIDN'T THROW THE SYSTEM OUT.
4 WE EXTENDED THE SYSTEM.

5

6 **SPEAKER:** IT WILL BE EXTENSION OF WHAT THEY ALREADY HAVE, NOT
7 REPLACING THEIR SYSTEM. IT'S GOING TO BE INTERFACING WITH
8 THEIR EXISTING SYSTEM. AND TO ANSWER YOUR OTHER POINT WE'RE
9 NOT AWARE OF ANYBODY ELSE THAT HAS DONE SIMILAR THINGS THERE
10 IS SOMEWHAT SIMILAR STUFF BEING DONE IN OHIO AND WE'RE
11 FORTUNATE TO HAVE THE SAME CONTRACTOR HELPING WILL BE HELPING
12 US SO THEY ARE BRINGING IN SOME EXPERIENCE THAT THEY HAD IN
13 OHIO DOING SOME SIMILAR, AND FTA IS INTERESTED IN OUR WORK TO
14 SEE HOW THIS GOES.

15

16 **GERRY GLASER:** THIS IS JUST AN OPINION I LIVED IN SANTA CLARA
17 COUNTY AND MOVED TO SONOMA COUNTY AND IF I NEEDED PARATRANSIT
18 I WOULD HAVE TWO DIFFERENT SYSTEMS I WOULD HAVE TO LEARN. IF
19 WE'RE A REGION, EVERY PLACE AND EVERY TIME THAT WE TALK, I'M
20 LOOKING FOR PLACE WHERE IS WE CAN MAKE IT LOOK THE SAME EVEN
21 IF IT'S NOT THE SAME. THIS WOULD BE ONE OF THE PLACE WHERE IS
22 WE COULD MAKE IT LOOK THE SAME INSTEAD OF JUST CONNECTING THE
23 LOOSE ENDS.

24

25 **CHAIR, ADINA LEVIN:** ALL RIGHT. MEMBER SCOTT?



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1

2 **TERRY SCOTT:** THANK YOU. MY QUESTION RELATES TO THE FINANCIAL
3 SUSTAINABILITY PORTION GOING FORWARD. HAVE WE EXAMINED THE
4 RESEARCH? HAVE WE RESEARCHED AND LOOKED AT THE KINDS OF
5 VEHICLES THAT WE'RE PROVIDING? DO THEY HAVE TO BE AS LARGE AS
6 THEY SEEM TO BE IN THE PICTURES, LIKE BUSES K WE DO -- CAN WE
7 GET FIND SMALLER VEHICLES?

8

9 **SPEAKER:** GOOD QUESTION. IT ACTUALLY COMES UP A LOT.
10 INTUITIVELY, YOU WOULD THINK A SMALLER VEHICLE IS CHEAPER TO
11 OPERATE. IN FACT, THE SIZE OF THE VEHICLE HAS VERY LITTLE TO
12 DO WITH THE COST, EVEN TO THE EXTENT OF THINGS LIKE FUEL. SO,
13 WE DO USE THE BIGGER CUT-AWAYS MOST OF THE TIME, BECAUSE THEIR
14 EXTRA CAPACITY GIVES A LOT MORE FLEXIBILITY ABOUT HOW WE CAN
15 PROVIDE THE SERVICE. THERE ARE ALSO MANY AGENCIES THAT USE
16 MINI VANS AND SEDANS AND OTHER THINGS FOR, PARTICULARLY TRIPS
17 WHERE THEY HAVE TO GO INTO REALLY 2050TWISTY WINDY PLACES UP
18 IN THE HILLS YOU DON'T WANT TO BE TRYING TO MANUFACTURE ONE OF
19 THOSE BIG -- BUT NO GETTING RID OF THE CUT-AWAYS DOESN'T SAVE
20 US MONEY.

21

22 **CHAIR, ADINA LEVIN:** ALL RIGHT. THANK YOU VERY MUCH. I THINK
23 WE'RE AT THE END OF THE ABILITY TO HAVE INTERACTIVE
24 DISCUSSION, UNFORTUNATELY. IF ANYONE HAS A COMMENT TO MAKE, I
25 THINK YOU CAN SAY IT, BUT STAFF CAN'T RESPOND, AND IF FOLKS



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1 HAVE THOUGHTS, WHO SHOULD THEY SEND THEM TO IN WRITING?

2

3 **DRENNAN SHELTON:** THEY CAN SEND THEM TO ME.

4

5 **CHAIR, ADINA LEVIN:** OKAY. GREAT. SO, WITH THAT, THANKS,
6 EVERYONE, FOR COMING. THANKS TO STAFF FOR PRESENTING ALL OF
7 THESE GREAT UPDATES. AND HAVE A GOOD AFTERNOON. THIS MEETING
8 IS -- IS THERE ANYTHING ELSE THAT WE CAN DO WITH THE CURRENT
9 STATE OF MEETING?

10

11 **CLERK, WALLY CHARLES:** DO WE WANT TO FINISH WITH PUBLIC
12 COMMENT?

13

14 **CHAIR, ADINA LEVIN:** CAN WE TAKE PUBLIC COMMENT WITH HAVING
15 LOST A QUORUM?

16

17 **CLERK, WALLY CHARLES:** YES.

18

19 **CHAIR, ADINA LEVIN:** OKAY. DOES ANYBODY HAVE PUBLIC COMMENT?

20

21 **CLERK, WALLY CHARLES:** WE HAVE TWO PUBLIC COMMENT SPEAKERS? DO
22 YOU WANT TO GIVE ONE MINUTE OR TWO?

23

24 **CHAIR, ADINA LEVIN:** ONE MINUTE AT THIS POINT.

25



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1 **CLERK, WALLY CHARLES:** OKAY. ALETA DUPREE AND CHRISTINA ROMA,
2 UNMUTE YOURSELF. STARTING OFF WITH ALETA DUPREE. YOU HAVE WHO
3 MINUTE.

4

5 **SPEAKER:** THANK YOU CHAIR ADINA LEVIN AND MEMBERS. ALETA DUPREE
6 FOR THE RECORD SHE AND HER WITH TEAM FOLDS. THANK YOU FOR THIS
7 PRESENTATION. DON'T SEE A CLOCK HERE. I DON'T QUALIFY FOR
8 PARATRANSIT. BUT ANYONE CAN BECOME DISABLED AT ANY TIME. AND
9 WHERE DO WE GET THE DEEP DATA FROM? I WOULD LIKE TO KNOW ABOUT
10 LONG DISTANCE PARATRANSIT TRIPS. IS THERE A WORLD RECORD FOR
11 PARATRANSIT TRIPS? I LIKE THE IDEA OF BART BEING A PART OF
12 THIS, CERTAINLY BE TALKING TO CALTRAIN, BECAUSE CALTRAIN'S
13 HAVE BATHROOMS ON BOARD. WE ONLY HAVE ONE, BUT IT'S BETTER
14 THAN NOTHING. TRANSFERS FOR ANYBODY CAN BE HARD. WHERE DO WE
15 GO FROM HERE? PEOPLE SHOULDN'T HAVE TO SPEND A LOT OF TIME
16 WAITING FOR TRANSFERS. AND IF THEY HAVE TO TRANSFER THEY
17 SHOULD ALWAYS HAVE ACCESS TO A BATHROOM AND PLACE TO REFILL
18 THEIR WATER AND BUY SOME FOOD. HOPEFULLY WE CAN HAVE ANOTHER
19 PRESENTATION ON THIS WITH MORE DISCUSSION AND MORE TIME TO
20 COMMENT. THANK YOU.

21

22 **CLERK, WALLY CHARLES:** THANK YOU. NEXT SPEAKER IS CHRISTINA
23 ROMA.

24

25 **SPEAKER:** HI. THANK YOU SO MUCH FOR HAVING MY COMMENT. AND I'M



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1 SUPER EXCITED HEARING ABOUT THE WAYFINDING DESIGN PROCESS AND
2 THE PARATRANSIT PILOT THEY'RE ALWAYS IN THE WORKS, BECAUSE,
3 YES, IT DEFINITELY NEEDS TO CHANGE. BECAUSE I WANT TO TELL YOU
4 ABOUT JUST A COUPLE WEEKENDS AGO, IT WAS MY FRIEND'S 80th
5 BIRTHDAY IN WALNUT CREEK, AND 72 HOURS BEFORE, I ATTEMPTED TO
6 DO A PARATRANSIT RESERVATION. I SAID, OKAY, IF IT DOESN'T WORK
7 OUT FOR SOME REASON, PLEASE, AT LEAST SCHEDULE THE EAST BAY
8 PART, YOU KNOW, FIGURE OUT HOW TO GET THE PART, AND THE NIGHT
9 BEFORE, OR AFTERWARDS, I GOT A PHONE CALL SAYING, SORRY, YOUR
10 TRIP COULD NOT BE SCHEDULED. THAT WAS IT. IT WAS, LIKE -- I
11 WAS FURIOUS. I'M SUPER LUCKY THAT A FIGURED OUT A WAY TO GET
12 THERE. BUT, I AM AN INDIVIDUAL WITH MULTIPLE DISABILITIES,
13 INCLUDING BEING A WHEELCHAIR USER, I DO NOT HAVE MANY OPTIONS
14 FOR TRANSPORTATION AT ALL. I DO NOT -- NEVER COULD, I WOULD
15 NOT JUMP AT USING PARATRANSIT, I USE IT BECAUSE IT'S ONE OF MY
16 ONLY OPTIONS AS A WHEELCHAIR USER. SO, YEAH. I AM REALLY
17 EXCITED THAT IT MAY IMPROVE, BECAUSE THIS EXPERIENCE WAS
18 REALLY AWFUL. AND I CALLED ON THE FOLLOWING MONDAY, ACTUALLY,
19 AND THE SUPERVISOR TOLD ME --

20

21 **CHAIR, ADINA LEVIN:** THANK YOU -- THANK YOU VERY MUCH. AND IF
22 YOU HAVE COMMENTS ON THIS ITEM, PLEASE, TO WHOM SHOULD THEY BE
23 SENT? IT'S THE INFO@BAYAREAMETRO.GOV AND SAY PARATRANSIT IN
24 THE SUBJECT LINE. OKAY.

25



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1 **SPEAKER:** THANKS .

2

3 **CHAIR, ADINA LEVIN:** THANK YOU, EVERYBODY. I THINK DUE TO LACK
4 OF QUORUM, WE NEED TO ADJOURN THE MEETING AT THIS TIME. I
5 THINK WE ARE OUT OF THE ABILITY TO HAVE INTERACTIVE COMMENT.
6 YEAH, I THINK WE HAVE TO ADJOURN THE MEETING DUE TO LACK OF
7 QUORUM. THANK YOU VERY MUCH. AND THE NEXT MEETING WILL BE --
8 WE'LL SEE WHENEVER THE HECK IT IS -- WILL BE HELD AT A TIME
9 AND LOCATION TO BE DULY NOTICED. THANK YOU. [ADJOURNED]