



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Meeting Transcript



MAY 12, 2025

1 **BAY AREA PARTNERSHIP BOARD**

2 **MONDAY, MAY 12, 2025 10:30 AM**

3 yerba buena to the zoom.

4

5 **eddy cumins:** cumins

6

7 **chair, kate miller:** okay. We're calling the meeting to order
8 and I don't have any announcements. We're going to move right
9 into this. This is the partnership meeting and if that's not
10 the meeting your attending you're in the wrong place. This
11 meeting is being webcast on the mtc web site. Council members
12 and members of the public participating by zoom wishing to
13 speak should use the raised hand feature -- I guess that
14 should be members. Used raised hand feature or dial star nine
15 and I will call upon you at the appropriate time.
16 Teleconference attends will be called by the last four digits
17 of their phone number. And will the clerk call roll and
18 confirm quorum agenda item number one.

19

20 **clerk of the board:** thank you. Remote participations if you
21 could please state your name when I call your name. Chair
22 miller? Chair miller?

23

24 **chair, kate miller:** [Laughter]

25



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1 **clerk of the board:** vice chair gonot? Albee? Is absent. Member
2 barns?

3

4 **rashidi barnes:** present.

5

6 **clerk of the board:** member bouchard?

7

8 **michelle bouchard:** present.

9

10 **clerk of the board:** member cameron?

11

12 **james cameron:** present at the noticed location for king street
13 santa rosa.

14

15 **clerk of the board:** thank you. Member chan?

16

17 **APRIL chan:** here.

18

19 **clerk of the board:** member chang?

20

21 **tilly chang:** here.

22

23 **clerk of the board:** charpentier?

24

25 **clerk of the board:** here.



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1

2 **clerk of the board:** member clevengar? Member cliff? Member
3 cumins?

4

5 **eddy cumins:** here.

6

7 **clerk of the board:** member dagang?

8

9 **deborah dagang:** here.

10

11 **clerk of the board:** member ede online? Ied.

12

13 **speaker:** yes also present at the consistentlying street
14 location santa rows.

15

16 **clerk of the board:** thank you. Member el-tawansy? Member
17 fremier? Is absent. Member fine? Member fremier?

18

19 **andrew fremier:** here.

20

21 **clerk of the board:** member goldzband? Jessica fain for
22 goldzband? Member haile?

23

24 **tim haile:** present.

25



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1 **clerk of the board:** member ger rear owe for halls? Curve bomb

2 /- /- -- member lehman? Member llamas?

3

4 **speaker:** present.

5

6 **clerk of the board:** Mckenny is absent. Misra is absent. Member
7 mulligan?

8

9 **denis mulligan:** present.

10

11 **clerk of the board:** murphy?

12

13 **michael hursh:** here.

14

15 **clerk of the board:** member omishakan? Is absent. Member
16 powers? Is absent. Member richman?

17

18 **anne richman:** present at 900 5th avenue, san rafael.

19

20 **clerk of the board:** thank you. For ristow?

21

22 **speaker:** present.

23

24 **clerk of the board:** rowan is absent. Stuth? Is absent.

25 Staffars? Is absent. Taylor? Tellis is absent. Thompson?



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1

2 **rob thompson:** here.

3

4 **clerk of the board:** member van dewater?

5

6 **speaker:** I believe that's me.

7

8 **clerk of the board:** member webner? Is absent. Whelan?

9

10 **nancy whelan:** here.

11

12 **clerk of the board:** member wilson? Member wilson is absent.

13 Member woldensenbet? Is absent. We have quorum. Thank you.

14

15 **chair, kate miller:** thank you, wally. So, we're going on to
16 item agenda item two. Welcome to new members. So, I know sal
17 llamas, ac transit is the new general manager there, welcome
18 to you. I don't know if there are any other new numbers do you
19 want to say anything, sal?

20

21 **speaker:** thank you very much for inviting me welcoming me in I
22 feel the love, I feel the warmth, and look forward to working
23 with all of you.

24

25 **chair, kate miller:** thank you.



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1

2 **speaker:** julie kirschbaum, mta, I have been in the role since
3 JANUARY but this is my first partnership meeting.

4

5 **chair, kate miller:** sorry about that julie, you kind of snuck
6 in and I didn't see you there t welcome to both of you. Item
7 number 3a is the consent calendar which includes the board
8 minutes from DECEMBER 2nd, 2024 this is an action item do I
9 have a motion and second to approve the consent calendar?

10

11 **denis mulligan:** so moved mulligan.

12

13 **chair, kate miller:** motion. Do I have a second? Church second.

14

15 **chair, kate miller:** thank you clerk are there public comments
16 associated with this item?

17

18 **clerk of the board:** there no hands raised online no one in the
19 room with a speaking card and nothing was received in writing.

20

21 **chair, kate miller:** do we do roll call.

22

23 **clerk of the board:** we do due to the teleconference locations
24 miller.

25



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1 chair, kate miller: yes.

2

3 clerk of the board: gonot?

4

5 v. Chair, carolyn gonot: yes.

6

7 clerk of the board: barns?

8

9 rashidi barnes: aye.

10

11 clerk of the board: bouchard?

12

13 michelle bouchard: aye.

14

15 clerk of the board: cameron?

16

17 james cameron: aye.

18

19 clerk of the board: chan?

20

21 APRIL chan: yes.

22

23 clerk of the board: chang?

24

25 tilly chang: aye.



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1

2 **clerk of the board:** charpentier?

3

4 **speaker:** yes.

5

6 **clerk of the board:** couple is?

7

8 **eddy cumins:** aye.

9

10 **clerk of the board:** dagang?

11

12 **deborah dagang:** yes.

13

14 **clerk of the board:** el-tawansy?

15

16 **dina el-tawansy:** aye.

17

18 **clerk of the board:** fabry is absent. Fine is absent. Premier?

19

20 **andrew premier:** aye.

21

22 **clerk of the board:** goelgdz band is absent. Hail?

23

24 **tim haile:** aye.

25



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1 **clerk of the board:** for halls?

2

3 **speaker:** aye hovertsz? Kirschbaum? Mishra is absent. Mulligan?

4

5 **denis mulligan:** aye.

6

7 **clerk of the board:** omishakin? Absent. Powers absent. Richman?

8

9 **anne richman:** yes.

10

11 **clerk of the board:** for ristow?

12

13 **speaker:** yes.

14

15 **clerk of the board:** rowan is absent. Stuth? Absent. Staffars?

16 Absent. Taylor? Absent. Tellis? Absent. Thompson?

17

18 **rob thompson:** yes.

19

20 **clerk of the board:** van dewater?

21

22 **speaker:** yes.

23

24 **clerk of the board:** wegenger? Absent. Whelan?

25



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1 nancy whelan: yes.

2

3 clerk of the board: wilson? Is absent.

4

5 clerk of the board: woldensbet?

6

7 speaker: here.

8

9 clerk of the board: motion passes unanimously by all members
10 present.

11

12 speaker: MADAM Chair, viet tran voting for member fine.

13

14 clerk of the board: thank you.

15

16 chair, kate miller: thank you, wally. I think we can move on
17 to agenda item 4a elections of the bay area partnership board
18 vice chair. Theresa in.

19

20 theresa rommell: good morning, everyone. Theresa rommel with
21 mtc. As partnership board practice dictates on the occasion
22 current chair kate miller's retirement vice chair of the
23 partnership board carolyn gonot would automatically kind of --
24 to the chair position?

25



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1 **chair, kate miller:** overwhelming response, I think you're up
2 for the task caroline.

3

4 **theresa rommell:** assuming she's up for it there needs to be
5 election for a new vice chair of the partnership board. Also
6 in keeping with partnership practice the partnership board
7 alternates but the chair and vice chair alternate between the
8 transit agency and cta representative since carolyn gonot was
9 was previously looked to vice chair representing transit
10 agencies the new vice chair should be a representative of cta
11 and with that I'll turn it back to chair miller to accept any
12 nominations for a partnership board vice chair.

13

14 **chair, kate miller:** thank you do I have any nominations?

15

16 **clerk of the board:** there was a hand online.

17

18 **chair, kate miller:** oh I can't -- oh it's james cameron.

19

20 **speaker:** I would like to nominate charpentier san mateo
21 council governments as our vice chair.

22

23 **chair, kate miller:** okay. Are there any other people chomping
24 at the bit for this heavy-duty responsibility? Oh tilly?

25



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1 **tilly chang:** can I second that, please?

2

3 **chair, kate miller:** sure. All right. So, I don't see any other
4 interest. So, sean -- do we have to vote on this, right? Okay.
5 So, and, yeah, nominated by james cameron, and seconded by
6 tilly chang.

7

8 **clerk of the board:** chair miller?

9

10 **chair, kate miller:** yes.

11

12 **clerk of the board:** vice chair gonot?

13

14 **v. Chair, carolyn gonot:** yes.

15

16 **clerk of the board:** member albee? Is absent. Member barns?

17

18 **rashidi barnes:** aye.

19

20 **clerk of the board:** member bow chart?

21

22 **michelle bouchard:** yes.

23

24 **clerk of the board:** cameron?

25



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1 james cameron: yes.

2

3 clerk of the board: member chan?

4

5 APRIL chan: yes.

6

7 clerk of the board: member chang?

8

9 tilly chang: yes.

10

11 clerk of the board: member charpentier?

12

13 speaker: yes.

14

15 clerk of the board: member churchill?

16

17 bill churchill: aye.

18

19 clerk of the board: member clevenger is absent. Cliff?

20

21 steve cliff: yes.

22

23 clerk of the board: degang?

24

25 deborah dagang: yes.



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1

2 **clerk of the board:** ede?

3

4 **speaker:** yes.

5

6 **clerk of the board:** tran for fine?

7

8 **speaker:** yes.

9

10 **clerk of the board:** fremier?

11

12 **andrew fremier:** yes.

13

14 **clerk of the board:** goldzband is batter. Member heovertsz?

15 Absent. Kirschbaum?

16

17 **speaker:** aye.

18

19 **clerk of the board:** konove absent. Kranda? Lehman?

20

21 **kathy lai:** aye.

22

23 **v. Chair, carlos romero abag ac:** -- mulligan? Murphy?

24

25 **michael hursh:** yes.



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1

2 **clerk of the board:** omishakin? Absent. Powers absent. Richman?

3

4 **anne richman:** yes.

5

6 **clerk of the board:** ristow?

7

8 **speaker:** yes.

9

10 **clerk of the board:** member rowan? Absent. Stuth? Absent.

11 Staffars? Taylor is absent. Tellis absent. Thompson?

12

13 **speaker:** yes.

14

15 **clerk of the board:** van dewater?

16

17 **speaker:** yes.

18

19 **clerk of the board:** wegener? Is absent. Whelan?

20

21 **nancy whelan:** yes.

22

23 **clerk of the board:** wilson? Is absent.

24

25 **speaker:** wait. Wilson just entered.



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1

2 **clerk of the board:** okay. Member woldenbet?

3

4 **clerk of the board:** motion passes unanimously by all members
5 present.

6

7 **chair, kate miller:** I apologize we neglected to ask for public
8 comment is there any public comment?

9

10 **clerk of the board:** none on this item.

11

12 **chair, kate miller:** next item is 4b federal actions and
13 implication this is an yvenlz item.

14

15 **matt mahan:** will present the item.

16

17 **matt maloney:** good morning, everyone thankfully no roll call
18 vote on this. Today I'll provide an update on the activities
19 and actions that we're aware of on the federal level, our goal
20 today is to provide information to share, which you all know,
21 and we're happy to take feedback on things you would like mtc
22 to be doing to advocate on behalf of the region since the
23 beginning of the new administration we have main open lines of
24 communication with federal partners good news on most of our
25 routine administrative process at the mpo level grant



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1 agreements for formula funds state and federal approvals do
2 continue at a regular pace for transportation improvement
3 program or tip which is the region's four year set of
4 federally funded and regionally significant transportation
5 projects continues to receive its needed approvals which
6 allows projects in the region to move forward. We do continue
7 to monitor ongoing direct identifies that are emanating from
8 the federal agencies. So, as many of you know, the U.S. Dot
9 secretary responsibility communication to various state
10 regional local entities to inform them of legal obligations
11 and obligations and expectations as recipients of federal
12 funds miscommunication include references to dei activities
13 and enforcement of immigration laws we have seen similar
14 directives from other agencies including U.S. Epa regarding
15 the implication of those directives things like fta master
16 agreements we would recommend your general counsels review
17 compliance with those agreements in light of the directives
18 and understandings that our federal partners would welcome
19 getting questions on those things we have seen a considerable
20 actions in courts on all of these directives a number of local
21 governments including bay area challenging changes to the
22 grant requirements for fta and hud funding that target state
23 and local policies and requirements it's not clear how all of
24 that is going to play out for the administration and
25 enforcement this is all happening in the U.S. District court



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1 for western district of washington they're quite active up
2 there on multiple fronts right now we have been concerned
3 about the lack of action on already awarded federal
4 discretionary grants many of these grants do predate the
5 current administration on the transportation side we believe
6 there is over a billion dollars region-wide of these grants,
7 build programs raise, mega chrissy bus and bus facilities and
8 discretionary funding sources. We do understand that the low
9 no funds are beginning to move. That's an update we received
10 last week but we're waiting for things like bus facilities
11 program that get unlocked for those awarded grants to get
12 obligated we're aware of the lawsuit to stop the trump
13 administration from legally terminating billions in
14 congressionally approved funding for electric vehicle
15 infrastructure this is the navy program generally rolls out to
16 state dots the lawsuit on that up in washington, so I guess
17 you know we are monitoring all of this information we will
18 summer let our congressional delegation know what's at stake
19 here with all of this there has been a lot of changes to
20 agencies and evolving circumstances at the federal level, you
21 have seen reports about the federal staff layoffs and impacts
22 to numerous programs understanding this is fhwa california
23 division down 50% in staffing, I think there is a different
24 level of leadership in place right now at fta and fhwa on
25 policy direction so I guess stay tuned and patient with all of



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1 that as this rolls along we have acting administrators and
2 things along those lines but things are starting to move in
3 closing next week our leadership at mtc along with executive
4 staff and legislative staff and some of our commissioners will
5 continue a decades long tradition as we travel to dc for our
6 annual advocacy trip the primary purpose is to share our
7 federal priorities with washington policy makers and
8 strengthen relationships with our congressional delegation
9 relevant committee staff and key administration officials. We
10 know a number of your agencies will be there as well congress
11 has began working on transportation reauthorization and one of
12 our key messages when we're in dc is that states and regions
13 continue to require predictable and adequate resources to
14 deliver on national priorities and even in this climate we
15 remain optimist take that our transportation housing and
16 environment priorities will continue to receive bipartisan
17 support in congress some principles authorization and
18 preserving those core highway transit funding programs formula
19 programs that we depend upon including cig funds and some of
20 the other funds that came out through the iija bill. Also, you
21 know, I think focusing on strengthening our federal
22 partnership, removing barriers working to accelerate projects
23 that will be one of our messages as well and in closing
24 monitoring the fy '26 budgets for the authorization priorities
25 there have also been congressional testimony already on



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1 reauthorization. So, just a suggestion to all of you to check
2 out that testimony when it occurs. So, that is my report.
3 Happy to hear other information that folks have or take any
4 questions.

5

6 **chair, kate miller:** thank you, matt. Anybody have any
7 questions? It's all perfectly clear for everybody, I'm sure.
8 Okay. Any members of the public have questions, wally?

9

10 **clerk of the board:** there is one member of the public with
11 their hands raised. You want to give it two minutes?

12

13 **chair, kate miller:** yes. Two minutes.

14

15 **clerk of the board:** aleta dupree?

16

17 **speaker:** thank you good morning chair kate miller and members
18 aleta dupree for the record she and her with team folds. I
19 wish I could be with you today. I have been following this
20 issue quite a bit not to the level that our subject matter
21 expert has, and I'm hoping to hear from you all down the line.
22 I am concerned about the implications of this tug of war.
23 That's affecting money. I read about a transit agencies in
24 another city that rolled back dei programs. Well, what could
25 it mean for me entering on that system? And that could I be at



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1 risk of losing reduced fare benefits. Would that be revoked?
2 Could my veteran's based benefits be revoked? Could the
3 elimination of dei lead to segregated buses and rail cars?
4 This matter is very serious to me as I know it is to you. It
5 goes beyond money. Our agencies are in the business of serving
6 the public. And that means the entire public. And you all have
7 done a very good job at that. As I have experienced through
8 the years of enjoying using your various agencies for
9 transportation service, and, also, I enjoy coming to your
10 meetings. So, how do we go forward in ensuring that our
11 transportation system are safe and welcoming places for all? I
12 hope I don't find that my reduced fare is revoked down the
13 road. Because some could be reduced fare as a form of dei. So
14 we have to continue to advocate for the monies that we are
15 entitled to us under the law. Because I want to see bay area
16 transportation continue forward in its best, safest, and most
17 welcoming method. Thank you

18

19 **clerk of the board:** thank you. There are no other speakers
20 online and no --

21

22 **chair, kate miller:** thank you, wally. And, tilly, did you want
23 to say something?

24



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1 **tilly chang:** thank you. I wanted to share that last week we
2 did receive notice from U.S. dot that our \$20 million epa
3 grant for the treasure island connect program was canceled
4 this grant had been on pause since late JANUARY so we did not
5 expend it we're disappointed it was a six part grant with
6 funds for muni and weta and bay ferry and electrification on
7 treasure island shuttle micro transit bikeshare and a few
8 other things this was a grant that was obligated as of late
9 2020, and we're -- [Indiscernible] To challenge that.

10

11 **speaker:** was there any particular reason given?

12

13 **tilly chang:** the letter said the project is no longer
14 consistent with the department's priorities. This was from the
15 ti -- excuse me -- from the community challenge grant program.

16

17 **chair, kate miller:** I guess I have a question. Is that going
18 to be tied up in one of the lawsuits about the administration
19 overstepping its use -- its authority? Does anybody know? No?

20

21 **tilly chang:** I don't know if that comes under impounding or
22 existing obligated grants, but perhaps. We'll keep you posted.

23

24 **chair, kate miller:** okay. All right. Anybody else want to talk
25 before we move on to the next item? Sean go ahead.



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1

2 **sean charpentier:** thank you. On the funding matters policy
3 questions, dao have review on the standards waiver --

4

5 **matt maloney:** I don't have an update on that I can look into
6 it though.

7

8 **chair, kate miller:** anybody else.

9

10 **v. Chair, carolyn gonot:** I was wondering if there were
11 translations or other agencies for the master grant?

12

13 **speaker:** we had a very brief conversation a little bit
14 earlier. Our legal team is reviewing the master agreement. We
15 do understand they have made updates to it this is on the
16 master agreement for the fta funding.

17

18 **v. Chair, carolyn gonot:** yeah I think one of the things -- I
19 have talked to our general count about coordinate width other
20 bay area councils I know they talk about how to handle that
21 situation but there has been some discussions about that as
22 well about needing updates to the master agreement to make
23 sure that we're in alignment with executive orders. --

24

25 **chair, kate miller:** denis?



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1

2 **denis mulligan:** on the web site update to APRIL 25th on page
3 58 it has things consistent with the recent executive orders
4 on correspondence from the new secretary so legal counsel is
5 looking into whether that will apply retroactively or not
6 among other things.

7

8 **chair, kate miller:** jess jessica.

9

10 **speaker:** we agreements around streets and roads for all grants
11 we have gotten updated terms, change around immigration and
12 custom enforcement language so we are part of that suit that's
13 under review under injunction actually right now.

14

15 **chair, kate miller:** anybody else? This meeting is getting more
16 and more uplifting as we progress. [Laughter] Next item 4b the
17 transit transformation task force? No? Sorry. Oh this is the
18 revenue measure. Ab senate bill 63 overview of the
19 legislation, upcoming legislative milestones and key o
20 outstanding issues and rebecca long will present this item
21 long throng our executive director to kick it off.

22

23 **andrew fremier:** thank you for your service, kate. I did want
24 to say a few words about I'm speaking to the crowd, mtc is
25 focused on sb63 we know it's critical for the bay area's



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1 future as a reminder we're facing \$800 million annually in
2 transit operating funding shortfalls and that starts very
3 quickly in the next year or so. While we have been really
4 fortunate to receive a lot of money and assistance from the
5 state and the federal government, we don't anticipate that
6 that's going to continue very easily. And, so, maybe
7 reflecting on the earlier conversation, it's really time to
8 look at self-help. And we have worked hard, I think, with all
9 of you to try to understand what the next covid generation
10 looks like in terms of the business model. How the sales tax
11 would work is it would set up a 10 to 15 year term. So it's
12 really just an emergency measure in a lot of ways. It's also
13 very different than anything run in the region. So, it's not
14 something that we have done before in terms of the kinds of
15 things that are in this program. And as a reminder, and I
16 think this is word, as we walk around in sacramento, there
17 seems to be quite a bit of confusion as to what's in the
18 measure. And it's important to remind folks that this is not
19 about capital projects and we have been very focused on not
20 allowing discussions in that space. This is almost entirely
21 focused on transit operations and mostly dealing with the four
22 big operators, ac transit, bart, caltrain, and muni. These
23 systems carry about 80% of our riders in the region and there
24 is no question that if they fail, the ripple effects will end
25 up going throughout the county, throughout the region. In



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1 addition to funding transit operations, though, we do reserve
2 up to 10% of funds for improvements to the customer
3 experience. And I think a lot of that we have talked about as
4 transit transformation, I know there has been a thought that
5 we need to figure out a better way to reach people on what
6 that means. But, this was really work that was real estated by
7 nerve this room and all of our policy makers in 2021 and we
8 have seen the benefits of some of the components of that. We
9 think it's a smart policy. Improvements are expected to grow
10 ridership, and as I said, we have seen the results of that
11 from some of the work that's been done so far, but we also
12 recognize the primary purpose of this measure is to stave off
13 service cuts throughout the region. We have seen in polls that
14 there is strong voter enthusiasm for improved coordination
15 amongst us. And we do think that that is something that both
16 the transit advocates and the business community will support.
17 And we think it's critical to the measure's success. As a
18 reminder, this partnership board was provided -- was set up to
19 provide mtc and our commission input from all of you transit
20 agencies, county transportation agencies, caltrans, our
21 federal partners, our regional agencies, as well as our city -
22 - our big city public works folks and it's really designed to
23 collaborate on issues like this. Things that are complex that
24 are hard for the region to avoid and something that we need to
25 do to improve the quality of life for everybody. So, we're



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1 hoping the game plan here is we start to speak from one voice
2 and we're encouraging you all to continue to get your boards
3 to support sb63 wholeheartedly. Whether or not you are a
4 county or a region, a part of the region that is part of the
5 measure, we think it's important for the bay area to speak up
6 as one voice. We know there is an expenditure plan that's
7 being worked on by many of your organizations and we look
8 forward to seeing what the results of those are but we know
9 for this measure to have any chance of success we have to be
10 behind it with one voice. With that I'm going to turn it over
11 to rebecca for overview on the bill then we'll walk through
12 the sheet of paper that's in your hands to describe what's
13 happening with the transition of customer-facing service
14 items. Rebecca?

15

16 **rebecca long:** thank you andy. Andy touched on a lot of details
17 but I'll touch on a few he didn't mention. The bill was
18 recently amended and mtc had taken support if amended position
19 on the bill in MARCH and we now have a support position
20 because one of the sticking points was some ambiguity in terms
21 of local partners and terms of what expectations in terms of
22 funding commitments would happen for counties that weren't
23 participating in the measure and so the infamous transit
24 operations financial responsibility t friendship
25 responsibility and implementation plan the language was taken



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1 out of the bill and that was really there as a placeholder to
2 say counties operators regional stakeholders figure this out
3 how much money each agency is going get and that work is still
4 underway. It's important that gets folded into the bill. The
5 bill has intent language that happen by JULY -- is it 29th?
6 31st. That's not a ton of time just given the stakes of that
7 but with that language coming out we're now in support of the
8 bill. We would love to see more agencies join us in support.
9 We do now have both bart and caltrain in support of the bill
10 along with some other organizations, including san francisco
11 county transportation agency and climate action california,
12 spur, and sciu, and concept and bay area council. It's a
13 growing list but it ned's to get longer. California taxpayer
14 association is in opposition, surprise, surprise. In terms of
15 just the legislative process, it did get put on suspense
16 today. So it was in the senate appropriations committee.
17 That's just a normal procedural place where important bills go
18 and then voted off suspense hopefully MAY 23rd and then it
19 will be heard on the senate floor. Needs to get often that by
20 JUNE 6th. You know, the key outstanding issues are really who
21 is in. Who is in this measure, what the tax rate is going to
22 be, is it going to be, you know, one uniform half cent sales
23 tax or something different. And then, of course, just the
24 expendture plan. So, I think folks are probably most
25 interested in the next part of the conversation about what



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1 staff's initial proposal is related to transit transformation.
2 The bill does currently say that up to 10% would go towards
3 transit transformation. Again, that 10% amount is something
4 that was discussed at the select committee and recommended
5 there. And so, yeah, we're looking forward to your feedback on
6 that. So, I'll hand it back to you, andy.

7

8 **andrew fremier:** all right. I think we have a slide as well,
9 that represents what's in front of you, investing in rider
10 improvements. Okay. Yeah, so, thank you. What we want to do is
11 take the opportunity to share how we're proposing to invest
12 the 10%. Measure in rider improvements. We're definitely
13 interested in your feedback and questions. We know it's going
14 to be an iterative process and it will play into what comes
15 out of the work a lot of folks are doing on an expenditure
16 plan and a reminder the as the bill works through the process
17 there is time to make adjustments. We don't still know how
18 many counties are in the measure so we had to take some
19 assumptions. This slide is based on a four county half cent
20 sales tax measure which is similar to what we polled. It
21 generates about 560 million so we rounded out to 55 million
22 for ten years and showed how it would simply get divvied up
23 into four major categories. This slide should look familiar
24 it's similar to what we showed in OCTOBER that was assuming a
25 nine county measure. Just a larger annual number then we tried



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1 to develop a little bit more underneath what those items are.
2 First one is significant to gaining more riders is \$25 million
3 for fare integration, which includes \$17 million to fully fund
4 the new free and discounted fare programs. The fare transfer
5 programs, starting in JULY, as part of next generation
6 clipper, and then also \$8 million to continue growing clipper
7 start. Which is so important to the low-income community. We
8 do think it's been very successful and recall that it provides
9 a 50% fare discount for low-income residents. The next largest
10 category is \$10 million to mapping and wayfinding that would
11 harmonize the signage and maps that help navigate, especially
12 new riders navigate transit and create a visually unifying
13 identifying identity across all systems. I would note that we
14 have vision that the transit priority and mapping and
15 wayfinding investments at this time are limited to the
16 counties that are participating in the measure. But we do
17 think that those have started to show some benefit a couple of
18 places that they're out in the system today. We envision
19 decisions about locations for where these investments will be
20 made. They will be made at the county and transit operator
21 level consistent with the policies we developed through the
22 regional network management framework. So, I think that's a
23 helpful identifier too. Then of course last but not least is
24 \$5 million to provide support for one-seat paratransit rides,
25 management programs at the county level and support for first



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1 and last mile transit access. So that's the way we have taken
2 a look at it. Is melanie around? Melanie choy is here from our
3 regional network management group to help with technical parts
4 of the questions you might have but that's the explanation of
5 the pie.

6

7 **chair, kate miller:** thank you for the presentation. Are there
8 any members of the public that wish to comment?

9

10 **clerk of the board:** online, adina, if you go to the podium,
11 please?

12

13 **adina levin:** adina levin. I share the network management
14 customer advisory group that has been focusing on the transit
15 transformation action plan. And, also, the executive director
16 of seamless bay area, which has been encouraging the region to
17 develop a more seamless system over the last five and more
18 years. Having a rider focused convenient system is something
19 that is already helping to increase ridership. The extremely
20 successful bay pass program has increased transit ridership by
21 40% in the first phase of its pilot. The U.S. Berkeley
22 students voted at over 90% to continue participation in this
23 pilot and college students all around the region are trying to
24 follow in that role. These programs are popular. They increase
25 ridership, and, importantly, in poll after poll after poll,



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1 are extremely popular and help the public see that the transit
2 system is improving, changing, evolving. People do not want to
3 vote for the statutes quo. They want to vote for things to get
4 better. It is important for the investments to be clear and
5 specific. But also keep the door open with mechanisms to
6 change and innovate. Because with these programs, as we learn,
7 we also need to be able to change as we learn, as oppose said
8 to locking us in for ten years on a program designed from ten
9 years ago. There are some things in this category, like a
10 transit priority treatment, it's in one location, you know,
11 that is a, you know, investment where the money needs to be in
12 the county. But for things like free transfers, giving the
13 money out to every agency and county and then trying to patch
14 a trip back together. Like, if I took muni, caltrain to muni,
15 and then give the money, bring it back in three counties and
16 two agencies makes no sense so very important thank you very
17 much for considering how to use this really personality --
18 important category.

19
20 **clerk of the board:** thank you aleta dupree.

21
22 **speaker:** thank you kate miller and members. Aleta dupree for
23 the record she and her with team folds. Very good presentation
24 thank you for explaining that. This is very important. I'm
25 riding the circuit on this even though doing it from my arm



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1 chair today. I'm with you. Even if you double the transit tax
2 it's still very expensive -- inexpensive. I mean, this is a
3 mere fraction of what it would cost for me to have a car. Even
4 if you double the transit tax, it might add a few dollars at
5 moment that's why I'm saying, yeah, I'm tripping over my words
6 today. Very inexpensive. And this would benefit everybody. I
7 went to new york. I experienced congestion pricing. Fewer
8 people are driving in the streets, and more people are taking
9 the subway. So, there is some congestion management benefits
10 that we can get from this work, as we continue to welcome
11 people back on to our diverse transit systems. I think the
12 hardest part is with the voters. And, also, it's not an easy
13 lift with our legislators. How do we show that this, indeed,
14 benefits everyone, even if you are driving down the road and
15 don't use transit. Because I know what it's like to drive in
16 congestion. And if I want to rent-a-car, I want less
17 congestion. So, I generally use transit. And I drive if I have
18 to. So, I appreciate you all coming to consensus. And, yeah, I
19 did see a video of somebody in santa rosa driving buses and
20 got to see that nice new wayfinding signage that's
21 transformation. That's real. Thank you.

22

23 **clerk of the board:** thank you. Next speaker last name freeman.
24 You MAY unmute yourself.

25



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1 **speaker:** yes. I have a speech -- a -- [Indiscernible] I need
2 more time. I need ten minutes. My name is -- [Indiscernible]
3 Advocate at the cil. I'm here uplifting persons who are seeing
4 decrease in paratransit, who are seeing transit oriented
5 development that restricts their ability to -- [Indiscernible]
6 About -- need access to -- because they cant use -- transit --
7 so, I know [Audio distortion] [Indiscernible] For all, but --
8 persons with disabilities and especially paratransit use. I'm
9 not seeing it currently, and we really would like to see more
10 concrete -- how the money is spent, so that we can have door-
11 to-door, same day service. If you want, and I say it for all -
12 - it has -- for all -- frankly -- many people -- [Audio
13 distortion] [Indiscernible] [Indiscernible] [Indiscernible]
14 Displeasure, with what they're experiencing -- is what --
15 increasing -- for tax increase. And we look forward -- cil --
16 [Indiscernible] Transparent accountability. Because it seems -
17 - fiscal -- paratransit does -- infused with funding for most
18 vulnerable, those -- paratransit -- because -- are left out.
19 For example, during the ac transit realignment, exact -- MAY
20 not continue to have the service. So, I would like to hear
21 about, specifically, that those -- using transit need their
22 connection service, those are -- [Indiscernible] have been --
23 thank you very much.
24



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1 **clerk of the board:** thank you. Next speaker is roland. You MAY
2 unmute yourself.

3

4 **speaker:** good morning. And thank you for the opportunity. So,
5 while I do agree that the removal of the ftfrp language was
6 necessary to achieve consensus -- I can hear some background
7 noise -- on this, 63, I would expect every single agency to
8 distribute funds return to source responsibly and equitably is
9 unrealistic. My recommendation moving forward would be for mtc
10 leadership to start developing some kind of fund distribution
11 framework in collaboration with this body and for eventual
12 approval and enforcement by the full commission. Thank you.

13

14 **clerk of the board:** thank you. There are no other speakers
15 with their hand raised, and no one in the room. Oh now there
16 is one more speaker. Oh she -- she lowered her hand. Thank
17 you.

18

19 **chair, kate miller:** thank you, wally. Does anybody have any
20 questions or comments from the partnership board? Oh APRIL.
21 APRIL

22

23 **APRIL chan:** thank you. Thank you for the presentation. Will
24 this list be prioritized, list of projects, for the two
25 counties that can opt in actually opt in will there be



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1 prioritized list in terms of what the funding would go to and
2 I think you did say this is going to return to source to some
3 extent there are some counties not participating so how are we
4 going to make sure those counties priorities can potentially
5 also be funded will mtc also have other sources that have
6 access to?

7

8 **andrew fremier:** the first question is in the first item,
9 really, the \$25 million that's associated with transit fares
10 that really can't be scaleable, right? And I think a lot of us
11 feels it's the most important investment out of it and the
12 other programs can be scale to be able some degree but it's
13 not a lot of money of course the conversation has been with
14 the commission that we would like everybody to contribute but
15 recognizing fund sources are limited we don't have a real
16 answer for how you do that. Remember the real challenge for us
17 is if the measure doesn't pass then we're going to have to
18 have hard conversations about taking a look at the
19 discretionary measure where it goes.

20

21 **APRIL chan:** if I can ask about the application on transit
22 fares on clipper start this was an item discussed at the
23 regional network management meeting and I know mtc has some
24 funding sources identified to help with subsidize ing the
25 clipper start 50% discount half of it will be from mtc the



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1 other half is from the operators is this amount basically
2 helping to subsidize that 25% that's supposed to come from the
3 operators?

4

5 **andrew fremier:** let me give that to alix.

6

7 **alix bockelman:** good morning, everyone. You know, as proposed
8 here today, this would actually allow for growth in supporting
9 low-income populations. So, we do currently have money set
10 aside that is matched by the operators. And I think we're all
11 very focused on trying to grow who can receive this benefit
12 through, you know, cross qualification, working with our
13 county. So, this would really pay for getting more people in
14 the program and having subsidy for that. That's the current
15 proposal.

16

17 **chair, kate miller:** I think we'll go to denis. You were up,
18 then we'll do julie and then carolyn. And then bill.

19

20 **denis mulligan:** thanks. Great presentation. Hand out is very
21 helpful. Setting aside whether or not having over half a
22 billion dollars for mtc discretion over the life of this my
23 question is does the legislation currently include guardrails
24 in direction and how you spend that discretion? This looks
25 great but two years from now could a different commission



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1 spend it differently. I'm curious as currently crafted and
2 amendments how that part of the issue is addressed.

3

4 **rebecca long:** our expectation is the legislation would spell
5 out how transit transformation funding would be expended with
6 some degree the flexibility but as andy mentioned the 25
7 million that's really not scaleable we want the legislation to
8 fully fund that free and discounted transfers and clipper
9 start growth we are going to be talking about percentage right
10 within the legislation rather than there aims but we do see
11 have an expectation that it would delineate which programs how
12 much funding would be provided.

13

14 **alix bockelman:** through the chair denis I thought you r I
15 heard you say half a billion.

16

17 **alix bockelman:** --

18

19 **denis mulligan:** half a billion guardrails --

20

21 **andrew fremier:** ahead of the schedule there is a lot of
22 investment in the clipper executive board regional network
23 management council regional network management committee that
24 has operator representatives on it and I believe that



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1 framework would be defined in some form of an mtc resolution
2 to ensure that it's as protected as possible.

3

4 **chair, kate miller:** julie?

5

6 **speaker:** I wanted to thank mtc for all your leadership in
7 developing and working on sb63, and for everybody on the
8 county side that's doing the heavy lifting to get us to an
9 expenditure plan that everybody feels good about. It's not
10 going to be an expenditure plan that everybody feels great
11 about. And, so, I just encourage us all to remember that 100%
12 of zero is zero. But I want to call attention to the fact that
13 we really cannot have a bay area economic recovery if bart,
14 muni, caltrain, and nac transit are facing devastating cuts.
15 While the regional measure will just provide a portion of what
16 muni needs to continue, we, as an agency, are also looking at
17 a complementary local measure, as well as additional self-
18 help. We have already removed \$90 million of positions, which
19 have about \$100 million value starting in fiscal year '26,
20 '27. And we will continue to look for those types of saving
21 measures. But if we have to start looking at devastating
22 service cuts, we are fearful that the gains we have made will
23 be lost. I am, in particular, very supportive of the
24 affordability piece in the mtc proposal. And of growing
25 clipper start. I think being able to tackle the needs of low-



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1 income adults as a region will allow all ever us to be able to
2 implement better fare policies for our boards. So, very
3 appreciative of that element of the program. And very grateful
4 for this work.

5

6 **chair, kate miller:** thank you. Carolyn?

7

8 **v. Chair, carolyn gonot:** thanks. Actually, I think this is a
9 really good forum to talk about this because we have the
10 transit agencies here and the transportation planning
11 agencies, the county transportation planning agencies. Because
12 they would be the ones to potentially -- actually having a
13 role, as well, in trying to help distribute any funds that
14 could be remaining. Even though I'm not showing some of the
15 counties there would be. I do want to say that I want to get a
16 clarification on the transit capital discussion. Not that I
17 completely agree that those funds that should be coming in for
18 the four agencies are geared towards transit operations, they
19 should be geared, as well, but I do want to say that in that
20 some of the funds that say we get opted, like, back to the
21 county transportation agency, we would be looking, as people
22 know, we would be looking at helping potentially fund our
23 deficit which our deficit in three years will be as high as
24 caltrain's is projected to be. So we will be funding that as
25 well as potentially expanding some service which is also -- we



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1 would need buses to help support that. So there would be -- I
2 would call it transit supportive capital and also some station
3 improvements and things like that, that we would need. I do
4 want to understand that I have been, sort of, saying, s ab&I
5 ne funds I'm fine portably I can't speak for my board
6 depending on how much we go for we want to if we came into the
7 regional measure whether we want it supportive capital measure
8 make sure it doesn't get limited only to transit operating
9 funds and also one of the things that of concern is to do with
10 transit signal priority which is also considered a capital
11 need I don't want to limit on the transit transformation as
12 well on the transit transformation I'm a little concerned
13 sometimes on the 10% number that's a lot money potentially
14 from our county if we ever opted in half cent on a quarter
15 cent it's less but I think there is need at the regional
16 levels there's actual activities I do believe that one doesn't
17 fit all, looking at priority and signal priority our buses are
18 slower san mateo has been looking at transit signal priority
19 for some of their corridors I think we see a lot of that I'm
20 not sure in other counties but in the bigger hubs and regional
21 wayfinding, I want to to be careful about that, another
22 percentage on percentage, I don't want to create another
23 program that's competitive we're all competing for transit
24 signal priority and competing for improvements I don't want to
25 do that we have enough competitive programs at all different



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1 levels that's my advice on that. But I'm more tempted to say,
2 spend 10% -- spend up to ten but I would love to see, like,
3 three. Because we're a big county, a cap on that amount that
4 would stay at the regional level, or percentage cap that would
5 go and then remainder go back down but also I'm nervous that
6 if you are growing clipper start and the rest of them, that 25
7 million might grow then that pulls the rest of those programs
8 away, down. So, I don't know how that would work. So, that's,
9 also, if there is a big push to do some of those, or whatever
10 those other integrated fares, are. So, that's a concern. I'm
11 really interested in the variable rate because I think we are
12 potentially looking at an 8th or quarter. I think a quarter
13 might be more reasonable for vta and I have thought a lot
14 about this because I know san francisco was thinking about a
15 penny then you have the on other agencies contra costa alameda
16 that are at like half then I think for san mateo and santa
17 clara we might be more of a quarter and it does reflect the
18 level of transit use and propensity that's in each of those
19 counties so there MAY be tiered over that in terms of transit
20 propensity that could be written into the language so it's not
21 an issue if we're not all half cent sales tax so that is a
22 concern of mine. Especially depending on what else is written
23 into the language as to how it restricts it in the long run
24 and what are the loopholes in what can get sabined or not.
25



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1 **chair, kate miller:** thank you. Bill?

2

3 **bill churchill:** thank you, chair miller. First, I just wanted
4 to thank mtc for really the leadership and setting the stage
5 in getting this measure and this bill going for working with
6 arreguin and wiener to be in to pull it together. It's a
7 complicated beast. I know we all know that. And I think we're
8 also much further down the road than we were a year ago. And
9 that is a testament to all of this working together on is it
10 it. And you said something in your initial presentation it
11 really requires unity. And I couldn't agree with you more. We
12 all need to be unified behind this. We need it. I can't
13 imagine what this region would look like without bart and muni
14 and the collapse that would create for both transit users and
15 non-transit users it would be profound. So, just, I know
16 that's a long winded way to say thank you. And I want to be
17 sure that was up front and center. One of the concerns I do
18 have and where we're at, while there is mention for funding
19 for the small east bay operators, it's in the bill as an if.
20 And I look at the funding shortfalls for bart and ac transit I
21 don't think there is going to be any money for the if. So one
22 of the concepts the small operators have had is maybe the 10%
23 is eroded a little bit and some of that then goes to the small
24 operators. We, collectively, in this next fiscal year are
25 facing a \$14.5 million operating deficit that grows to nearly



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1 20 in the year after. And the bart bus feeder funding goes
2 away as well. So, we will all be making significant service
3 reductions. Two of the four east bay operators will be making
4 immediate and profound service reductions. So, I think it's
5 important that we be -- that we're preventing the service
6 cuts. That's the goal, to make this a holistic approach. And
7 then what we can do in the transit transformation is icing on
8 the cake. However when I look at what you presented and I like
9 the way you presented it. I appreciate it. Certainly that
10 first category rises in my mind to a higher priority than
11 maybe some of the others, when I'm comparing them to the
12 potential service reductions. So it's more of a comment and an
13 expression of appreciation. So, thank you.

14

15 **chair, kate miller:** thank you, bill. Sean?

16

17 **sean charpentier:** thank you for the update. I have a question
18 about the governing structure in the legislation as it stands
19 right now. Currently the mtc commission would be the governing
20 body but there MAY be 3 to 5 counties that actually
21 participate in that, in taxing themselves. I was wondering if
22 you could give the rationale for that language as it's
23 included in the statute right now?

24



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1 **alix bockelman:** I'll start. I can't tell you exactly yet
2 language is the way it is in the statute but it does create
3 the transit revenue measure district and it identifies mtc as
4 who would oversee that and I think the expectation is there
5 will be a specific expenditure plan in terms of how much money
6 goes to certain transit operators, how much might go to
7 transit transformation, and I think if there are opt in
8 counties where there is extra money or extra money generally
9 that would then sabine to a specific party. One example that's
10 somewhat similar but a little different is assembly bill 1107
11 funds that's been around for a really long time. This is a
12 sales tax money that is generated in the thee bart counties.
13 Some of it goes directly to bart, some of it dozen to mtc in
14 its entirety to make an allocation of those funds. But the law
15 is very clear that it can only go to ac, bart, or muni, and
16 the commission makes that allocation. But it is the entire
17 commission that makes that allocation annually. So that's just
18 a predecessor, and a little analogous. I'll let rebecca add.

19

20 **rebecca long:** the analogy to ab1107 is relevant to sb63 but in
21 the sense expectation is that the bill is going to be clear on
22 what that expenditure plan is right so not going to be
23 discretion for mtc to make significant adjustments so having a
24 subset of operators and subset of counties generating revenue
25 but the full commission allocating really shouldn't be of



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1 great concern because there is snow scenario in which the
2 funds will be redistributed outside of those counties and to
3 operators that aren't mentioned in the legislation.

4

5 **chair, kate miller:** rashidi? .

6

7 **rashidi barnes:** I want to build on bill's point, when the bus
8 feeder funds go away from bart, we're looking at an almost 10%
9 cut to our operating budget. So, those priority communities
10 that we are sitting here talking about, will be drastically
11 impacted in eastern contra costa county. Those folks, those
12 seniors, those veterans, will lose service, in pittsburg,
13 antioch, those communities that we are sitting here trying to
14 protect. So, when we talk about transit transformation, it's
15 going to be very difficult for tri delta transit to trans-
16 sform if we have to cut service hopeful decent fall on dave
17 ears it's a real thing that we definitely are going to be
18 facing looking at the next year. Thanks.

19

20 **chair, kate miller:** any other comments from the partnership
21 board members? I have a question, I guess. The way that the
22 10% is apportioned, is that going to be, sort of, set in the
23 actual language? Or is there going to be some flexibility
24 around that?

25



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1 **rebecca long:** I think that's an open question right now. I
2 think what we have tried to communicate is we think it's
3 really important that the fare component be set at a minimum
4 amount. Because we kind of know. We have a solid estimate of
5 what that's going to cost and we think it's really important
6 that this fully cover the free and discounted transfers and
7 the clipper start growth. With respect to the other
8 categories, particularly the transit priority and the mapping
9 and wayfinding, I think, you know, one of the things that we
10 have been hearing for sometime, through the select committee,
11 and I think it's been expressed today, is an interest on the
12 part of the counties to do some prioritization there. Right?
13 In terms of, you know, maybe santa clara county, if they
14 choose to participate, is more focused on transit priority.
15 So, I think that's a conversation we want to have. The right?
16 We clearly want to have the mapping and wayfinding project as
17 an example proceed. Right? So, I don't think we would want to
18 see, like, you could zero that out. But we want to be somewhat
19 flexible there. It's an open question. Hopefully
20 that helps.

21

22 **andrew fremier:** I want everybody to recall or remember right
23 now mtc has a support position we're not the sponsor of the
24 legislation. So a lot of this is on all of us to try to get
25 forward a consensus from the region. I think one thing I would



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1 like to share, at to the different commissions over the years
2 we have been deliberate trying not to take ownership of this,
3 just trying to help the region, finding some solution, I think
4 chair spering said on his way out the door -- [Indiscernible]
5 Add complexity making it hard to sell to the public half a
6 loaf is better than none I think was said zero and a half we
7 have got to get somewhere and what we're trying to accomplish
8 here.

9

10 **chair, kate miller:** okay. I appreciate that. I guess my only
11 thought about the just having some, sort of, flexibility
12 within these categories because I don't object to what are in
13 the categories and again napa is not going to be a player in
14 this but you want our support and there is opportunity for us
15 to actually improve our services on the transit priority
16 element, especially if those -- that focus is on highway --
17 freeways, right? Having dedicate transit lanes, which could
18 potentially come from this program, I'm assuming. But, you
19 know, you look at surveys and riders want direct and frequent
20 service, right? And, so, these other categories don't
21 necessarily provide that at the same level that category does.
22 So accident I just wanted to make a play for that being
23 something that's a strong consideration in the future. And,
24 carolyn, you have a comment? I don't know if andy you wanted
25 to respond to that?



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1

2 **andrew fremier:** no. I look forward to the conversations at
3 obag four.

4

5 **chair, kate miller:** and I'll be a member of the public and
6 have two minutes to talk. But I -- yeah. Maybe three. Yeah.
7 Okay. All right. Carolyn you have something else?

8

9 **v. Chair, carolyn gonot:** I have a quick question to follow up
10 on clipper smart. So, are this -- or the transit fares. So
11 does this mean that the money that's dedicated here would only
12 be allocated to the counties that participate. Or -- and I
13 guess that's a question. And if that's true, I guess what is
14 there for the remainder of the counties? Because that would be
15 really difficult for the smaller operators who are in other
16 counties.

17

18 **rebecca long:** thank you for that question. The so, for the
19 fare integration component we view this as a regional program
20 and it's not something we can disentangle and have a county
21 suballocated component and another really important piece is
22 80% of the transit trips and those that involve transfers are
23 on the operators that would be part of this measure. So the
24 transit fare component is regional in nature the others would



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1 be limited to those counties that are participating in the
2 measure.

3

4 **v. Chair, carolyn gonot:** okay thanks. I appreciate that.

5

6 **chair, kate miller:** all right. Seeing no other questions or
7 comments. Let's see. Have we already -- we have already done
8 the public comment. So, I think we're just going to move on to
9 item 4d, right? Sb125. Or do we want to take a quick break to
10 -- there is food. Right. Okay. Well, why don't we take a quick
11 break.

12

13 **v. Chair, carolyn gonot:** we can't lose --

14

15 **chair, kate miller:** well, it's all information items.

16

17 **v. Chair, carolyn gonot:** I have a question.

18

19 **chair, kate miller:** do we need to have. So the doors are now
20 locked so anybody that tries to leave [Laughter] Okay we're
21 going to grab listen and go ahead and proceed with the item,
22 because alix is really the quiet little chair over there.
23 [Laughter] and we will listen to item 4d and alix and kara are
24 going to present this item.

25



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1 **alix bockelman:** thank you chair miller. And I have no problem
2 if you want to walk over and grab your sandwiches. I see
3 people might be getting hangry. So this is a good item after
4 the item we just had I think the points really talked about
5 how having sustainable transit system does require a
6 partnership, regional money will be important for survival and
7 we hope the state will continue to be a strong partner and
8 ideally grow their partnership. So this next item is about
9 really when sb125 provided funding to save transit in the
10 near-term, it also created a statewide task force. There are
11 several members that are on the partnership board, including
12 kate miller, including seamus who left, including rashidiy who
13 was here MAY have left to get a sandwich. I mentioned seamus.
14 Sorry. I'm on it. [Laughter] And also bob powers isn't here
15 today. So, there is several transit and bay area folks that
16 are serving on the task force. The charge of the task force is
17 really to complete a report on how the state can participate
18 in transformation by OCTOBER 31st of this year. So really what
19 we were hoping to do today is talk about how we might really
20 coalesce around some bay area priorities to really elevate
21 those and even think about getting a letter that folks can
22 sign on to individually if they would like to. And the next
23 meeting is actually JUNE 10th. So, we were going to see if we
24 can't accomplish it by then and we really wanted the input of
25 everyone here today. And I am actually joined by kara vuicich



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1 and she's in our regional planning team and she is going to
2 walk through the detail on this item.
3
4 **kara vuicich:** thanks alix. I'm kara vuicich, mtc planning,
5 working with a number of staff from different mtc section
6 supporting. As alix mentioned sb125 distributed about \$4
7 billion throughout the state for pandemic relief for transit
8 operators. Also included in the accountability program to
9 govern those funds. But what we're here to talk about today is
10 the transit transformation task force that was established by
11 sb125 to develop policy recommendations to grow transit
12 ridership and improve the transit experience for all users.
13 And as alix mentioned, the task force is staffed by the
14 california state transportation agency. And calsta in
15 conjunction with the task force is charmed with submitting a
16 report with policy -- with findings and policy recommendations
17 to the legislature indicating where statutory changes would be
18 needed to implement those policy recommendations by OCTOBER
19 31st of this year. Next slide, please. So, the sb125 lists a
20 number of specific topics that the report to the legislature
21 should address. And calsta staff have proposed organizing the
22 recommendations according to the four key organizing
23 principles that you see on this slide. And we have noted, with
24 the asterisk on this slide, which of those topics are
25 specifically called out in the legislation. So, they're



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1 organized under better service, better outcomes, the
2 interconnection between transit and land use, safety as being
3 fundamental and the operational sustainability of transit.
4 Calsta staff have been developing recommendations for these
5 topic areas through consultation with a working group and
6 subject matter experts and then they have been providing
7 reports on this findings for review by the task force members.
8 And then soliciting feedback on draft policy recommendations
9 at task force meetings. Next slide please. So, given that
10 there are a lot of topics potential to cover, one of the
11 things that we began discussing at mtc is what are our
12 regional priorities and the importance of communicating those
13 to the task force members and calsta. These are detailed in
14 attachment a in the summary report. And, so, in addition to
15 kind of articulating priorities, we also want to communicate
16 that the report should identify which policy recommendations
17 the state should lead, which recommendations are bet led at
18 the regional level with state support and which
19 recommendations will require strong parts across state
20 agencies regions and transit operators much 50 is foremost is
21 really expanded stable reliable funding for transit in near
22 and long-term which is key and fundamental to supporting
23 transformational change and should be called out as the
24 highest priority in the report. Again, you know, this is
25 necessary for developing and supporting fast frequent reliable



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1 transit which is what we know gets people on transit. Transit
2 operators need to be able to provide continuous service that
3 people can rely on, and that can -- and that also then will
4 drive land use decisions. And then, just to elaborate a little
5 bit more, this would include support for the near-term general
6 fund support in the fiscal year 2026 state budget cap-and-
7 trade expansion which would also include expanded support for
8 transit operations as well as identifying longer term
9 dedicated funding sources to fund transit operations and this
10 could include broader dedicated tax options across the state
11 as well as new user pricing mechanisms. One of the other
12 important components as has been discussed at the task force
13 is potentially how fund are divided between capital and
14 operating and one of the things that's important to
15 communicate in our letter is that capital needs are going to
16 continue to be important for maintaining state of good repair
17 and for meeting zero-emissions vehicle mandates and
18 transitions. So, then the next one on the list is that the
19 state should lead on transit workforce development. There is
20 common needs across operators throughout the state in terms of
21 workforce development and we think this is an area where the
22 state can provide leadership in terms of workforce
23 development. we believe that the state should have power
24 regions on transit coordination and provide support so while
25 the regions are leading transit coordination efforts including



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1 things like fare integration standardized mapping and
2 wayfinding at key hubs and many of the things that we have
3 been taking a lead on in our region, we would also hope to get
4 -- to continue to have state support in terms of funding and
5 authority to implement those improvements. Another potential
6 role for the state though is in setting realistic performance
7 standards and target that are tied to support the policy goals
8 this we're trying to achieve both within our region and
9 throughout the state. In terms of where we would like to see
10 strengthening of state partnerships to maximize impacts,
11 transit priority improvements which is important for a number
12 of operators throughout the region as well as state
13 partnership and coordination to support and prioritize work to
14 advance pricing and land use strategies that support both --
15 support transit use and will help us achieve our climate
16 goals. And then lastly, one of the things that we heard that
17 has come up multiple times at task force meetings as we have
18 heard from a number of operators is concern about the timeline
19 for implementation of innovative clean transit regulations.
20 There is a lot of concern just because of the way that things
21 have been progressing in that space in terms of the
22 availability of clean transit vehicles, zero-emissions
23 vehicles, as well as the facilities and maintenance,
24 facilities that are needed to support those vehicles. The
25 costs of currently meeting the ict regulations are very



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1 expensive and would come potentially at the expense of
2 increasing and providing -- both maintaining service or
3 increasing service. So, next slide please. And again these are
4 all further detailed in attachment a. In terms of what we're
5 looking for today, we're providing this as an information item
6 seeking your feedback that you MAY have on the contents of the
7 letter and my apologies. I didn't update this slide. We're
8 obviously here today seeking your feedback. We went to our
9 length committee meeting on friday to get their feedback.
10 Legislation -- as we have talked to several of you at the gm
11 meetings that were held several feedback I received is that
12 there is interest in having transit operators sign on to the
13 letter as well. And one of the questions we have is if there
14 is also interest in the counter transportation agency signing
15 on to the letter. And in terms of feedback we got from our
16 legislation committee generally support for our -- the
17 contents and the recommendations that we have in our letter,
18 as well as an interest in, you know, land use, coordination
19 with transit, supporting universal pass programs, the
20 importance of affordable housing near transit and support for
21 first and last mile connections and accessible transportation
22 services. The and, so, with that, I'll turn it back to the
23 chair.
24



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1 **chair, kate miller:** thank you. Are there any members of the
2 public that wish to comment?

3

4 **clerk of the board:** yes. We have one speaker here in the room.
5 Adina levin.

6

7 **adina levin:** adina levin with seamless bay area. And paying
8 close attention to this task force as an opportunity to get
9 aligned funding and state policy support for important goals
10 of the bay area in truth to achieve strongly support the top
11 priority on funding and with a special focus on operating
12 funding where the state has historically underfunded transit
13 operations, cap taltz also important but given our operating
14 funding charges and needs and how central that is towards
15 increasing ridership on the topic of transit coordination this
16 is an area where the bay area has been leading and we have
17 seen in the previous discussion and the continued need for
18 funding to help support our programs and potential state
19 policy and technical support to help with our programs, as
20 well, it would be helpful for that to be called out having
21 that be led at the regional level is important. But to also
22 include it as part of the overall recommendation so this we
23 would get the state support from funding and other policies.
24 Also wanted to encourage the accessible transportation, which
25 I believe was mentioned it's the mtc committee, but was not in



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1 the original slide, to be called out. The region has just
2 approved an accessible transportation coordinated plan that
3 requires funding and policy needs that the bay area cannot do
4 alone. We really do need that fund supporting some of the
5 state administrative and policy support in order to achieve
6 the goals that we as a region have set forth. So, would
7 include having that be called out as a priority, as well.
8 Thank you.

9

10 **clerk of the board:** thank you. Next speaker online, member of
11 the public, last name from freeman. We will give you four
12 minutes to speak.

13

14 **speaker:** thank you so much. This is jada at the independent
15 living center. We're asked -- [Indiscernible] Transportation.
16 But it's not -- [Audio distortion] Initiative. -- taxes -- bus
17 and rail and not put on -- as I mentioned before, make use of
18 -- different transit system. Our transit which was -- for
19 those -- not use -- transit -- recently -- nub innuendoed. In
20 my position, I encourage the expansion, and the -- in all
21 sectors of society. I ask -- to make accessible transportation
22 priority. Many of you will one day need a more accessible
23 readily available option -- [Indiscernible] If you injury
24 yourself or if you get sick, and not having it as a priority,



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1 I cannot say I can encourage you to vote from -- not -- thank
2 you.

3

4 **clerk of the board:** thank you. Next speaker is warren cushman.
5 If you could please unmute yourself. Warren? Warren, can you
6 unmute yourself? Warren, we're going to come back to you.
7 There are no other speakers.

8

9 **chair, kate miller:** thank you, wally. I'm not sure whose card
10 went up first. Was it denis? Denis maybe. Go ahead.

11

12 **denis mulligan:** thank you MADAM Chair. I want to thank mtc
13 staff and transit operators that have been participating in
14 this process. It's, I imagine, a tremendously frustrating
15 process. I want to extend those heartfelt things. You have
16 been to many locations, I think you have a tremendous
17 understanding what the challenges are and those are not always
18 what's on the agenda, wholeheartedly I think -- the letter,
19 highlighting priority, it's all about the money keeps coming
20 up every time we talk about somebody that done is seem to be
21 the focus of the state conversation going to the record makes
22 a lot of sense thank you for the presentation today and thanks
23 for all your efforts to get us here.

24

25 **chair, kate miller:** thanks denis. Go ahead.



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1

2 **speaker:** great jessica. Denis said that perfectly in terms of
3 staff's participation in leadership. I want to high light one
4 thing that was in the beginning of the presentation, the
5 state, sort of, recognition the importance of todd value
6 capture and we don't have good value capture mechanisms here
7 in california so there is opportunity to point that back out
8 to the state, that would be great, but current enhanced
9 infrastructure financing districts are really a shell of the
10 former tax increment finance options so really important to
11 have value capture that doesn't worsen our already bad market
12 conditions in the bay area. Thanks.

13

14 **chair, kate miller:** thank you. Till?

15

16 **tilly chang:** thank you. I would like to add my thanks to those
17 in our region who served on the task force and support for
18 signing on to the letter. Two questions. I wondered if it was
19 considered either for the advocacy or possible eggs, cap-and-
20 trade, do we know, and length stabilize capital funding tircp
21 being at the end of when's authorized. We know operating fund
22 are the most important fund to focus on, the central focus,
23 but again, stabilization of capital I think would be a nice
24 way to high light that opportunity through a cap-and-trade
25 extension. And then secondly, I know in the bay area, as an



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1 example of the, sort of, partnership point, the caltrans
2 statewide and bay area transit plan this's coming together is
3 another opportunity. Back that directors and in bacta
4 meetings, looking forward to good points of prioritization
5 manifested. Thank you.

6

7 **chair, kate miller:** thank you, tilly. Julie? Jewel you'll I .

8

9 **speaker:** I wanted to thank mtc for taking a complex process
10 and synthesizing it down to something we can all be supportive
11 of. There was tremendous support for this presentation at the
12 gm meeting. And I did want to share that. I do think it would
13 be great if the cta's also were supportive, so that the full
14 power of the partnership is presented. I, also, just
15 appreciate everybody highlighting the need for additional
16 state money both stabilizing an important capital source as
17 tilly mentioned as well as just continued recognition compared
18 to other states that have large transit systems that we're
19 just seeing an underinvestment. I also think continuing to
20 flag the very real state of good repair other and tradeoffs
21 associated with the electrification mandates is incredibly
22 important and to the extent that there is a way to keep the
23 goal of that program that expanded to other things, like,
24 transit signal priority or transit lanes, things that we know
25 to be as effective and in some cases more effective at



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1 reducing emissions than clean vehicles, then I would be
2 appreciative.

3

4 **chair, kate miller:** thank you julie. Adam?

5

6 **speaker:** thank you. There is a lot of great work in here and
7 we're looking forward to signing on to many of the hard fought
8 efforts around operational funding I wonder if you could speak
9 more to how this relates to the cap-and-trade discussion and
10 that is an active conversation in sacramento and the goal is
11 to wrap that by end of calendar year and those of us
12 infrastructure managers with large capital projects that is
13 our focus wondered how this dovetails so we can all have the
14 same approach to operating and capital.

15

16 **alix bockelman:** I was going say something then chair miller is
17 also on the task force. I think today we talked about cap-and-
18 trade just in the context of another potential source to
19 support capital for operating. But this is kind of distinct
20 effort from any conversations on cap-and-trade if there are
21 coming out of this task force that can only help reinforce the
22 cap-and-trade conversation maybe I'll see if kate has anything
23 to add.

24



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1 **chair, kate miller:** I think you summed it up. At our last
2 meeting we talked about revenues really meaningfully for the
3 first time after much ado. I think all of the transit
4 operators at the table. Ed to talk about that at every meeting
5 but that was not the agenda of calsta, so, staff, but cap and
6 trade, I think, has to be at the table for operations because
7 especially when we're looking at maybe a 5 billion plus
8 shortfall right now at the state budget level that having to
9 opportunity to be able to identify operations from a dedicated
10 fund source I think is going to be a bit easier but we hope at
11 the table that's one of the elements that we discussed.

12

13 **speaker:** more detail, in my congressional conversations in
14 cap-and-trade, cap and trade reauthorization operations
15 wildfire resilience being another capital being another
16 affordable housing et cetera, this board and organization have
17 a set of priorities I know that operating understandably is
18 focus but my concern is focus will exclude conversations on
19 capital and the rest of the state and other regions.

20

21 **chair, kate miller:** I think there is recognition among the
22 task force participants that, you know, caving our capital
23 program is only going to end up costing us more money so we
24 definitely need to be able to balance those priorities.
25 Anybody else want to talk? I do want to say a couple things



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1 that I think is promising. And I adopt don't think this it was
2 brought up by a member of the task force but rather calsta
3 staff. Signal prioritization is something we have all been
4 working on but they have thrown exemption into the pot which I
5 think is really important to get our systems operating more
6 smoothly. And, obviously, we would still have secondary
7 priority over that, over emergencies. But right now, at heat
8 least in napa, the one area we have signal prioritization is
9 if our system is running real estate unning late, and we are
10 close to the signal I think just having the signal stay green
11 when our buses are there it's going to be a lot easier for us
12 to stay on time because our stops are so far apart and special
13 those areas along state highways where there is a lot of
14 signals it's going to be really helpful. And I don't know if
15 that makes any difference to the letter. I think obviously vta
16 is obviously going to sign on I think it's important for all
17 of us to sign on this letter and acknowledging that mtc taking
18 the lead on writing a letter, hopefully will streamline and
19 solidify the process a bit more than it has been. I think a
20 lot of times as a task force member we go back to a meeting
21 unless a lot of discussed prior to the meeting unless you take
22 scrupulous notes sometimes is not recorded or it's completely
23 different so this is going to be really helpful of the so, I
24 appreciate you guys doing that. So, thank you. So, any other



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1 comments on that? Okay. So, then with that, I think our last
2 agenda item is --

3

4 **speaker:** before the JUNE 10th, I think.

5

6 **alix bockelman:** kara can maybe speak to that. [Laughter]

7

8 **kara vuicich:** we have a draft based on contents that was in
9 the summary report in your packet and we are going to take
10 feedback we got from the legislation committee from you all
11 from the gms and make revisions and then I think we have been
12 working with rebecca on we'll start circulating it for folks
13 for review.

14

15 **alix bockelman:** in the next week or so we'll be circulating a
16 letter.

17

18 **chair, kate miller:** MAY I ask you circulate to the task force
19 members that are part of the bay area before it gets out to
20 the rest of the -- alix is looking at me in that way. So, that
21 would be a no. Something to chew on alix. [Laughter] I am
22 prepared for our next JUNE 10th meeting thanks torah should
23 iedy who gave me a backpack portable bar for a retirement
24 gift.

25



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1 **speaker:** as a member of the ttbf, one of the I'm just throwing
2 out there, and we have tacked a lot with coal MAY, is there
3 interest in see figure scag is also going to be presenting
4 some type of letter as well that would support what we're
5 doing I think getting a letter from southern california would
6 be more impactful than just ours so just throwing it out
7 there. I have had a lot of conversations with comei, and there
8 is support for a lot of the propositions in this proposal.

9

10 **alix bockelman:** thank you. Just for everyone, komo is the head
11 of southern california association of governments. Kara has
12 met with his staff and to your point there is a lot of common
13 themes and they're put together a letter for southern
14 california and maybe having it come in at the same time and
15 likely will have some of the same themes maybe there is
16 opportunity at some point for giant letter but right now
17 keeping the letters separate but a lot of the same themes
18 which could be helpful for calsta.

19

20 **chair, kate miller:** so, guess I everybody has said what they
21 needed to say. Moving on to agenda item five. Board member
22 wrap-up, next steps. An opportunity for board members to
23 provide additional input and direction to staff on priorities
24 and future meeting topics. I think obag four will probably be
25 on that list of things to talk about. Anything else? Okay.



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1

2 **v. Chair, carolyn gonot:** when is our --

3

4 **chair, kate miller:** I just want to know how anybody is going
5 to come up with any agenda item ideas without me being here.

6 [Laughter]

7

8 **speaker:** kate? Chair? I was just wondering if we can add an
9 agenda item to talk about transit priority, in general?

10 Because I think transit priority sounds easy on the surface,
11 but it's extremely difficult. And I think building upon the
12 transit priority policy that mtc is developing and maybe even
13 tying some of this stuff to obag four, I don't know. I'm just
14 speaking out loud but I think --

15

16 **chair, kate miller:** is there an arterial group that still
17 meets, that linda li used to be in charge of that?

18

19 **alix bockelman:** ible there is still such a group.

20

21 **chair, kate miller:** maybe that needs to be floated up through
22 that and then come to this group [Laughter] I don't know.

23



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1 **alix bockelman:** well how would a commitment to work with the
2 soon-to-be ascending chair and vice chair, and just on timing
3 and content. Okay.

4

5 **v. Chair, carolyn gonot:** but I think it's a good idea because
6 we're doing a lot of work and doing our own signal priority
7 policy as well.

8

9 **speaker:** yeah it just takes a lot of incentive with local
10 jurisdictions because you start talking about reprioritizing
11 parking and pavement and things get crazy really quick. Tsp is
12 really a challenge on its own but as we think about actual
13 prioritizing, transit priority lanes I think it would be good
14 to get lessons learned from folks that have already done it,
15 how we can implement in our local jurisdictions, how we can
16 build upon the transit priority policy that mtc is building
17 and how can we incentivize local jurisdictions to participate
18 in some of these challenging projects.

19

20 **speaker:** I think we make some good points but in my mind it
21 needs to be kind of -- the sausage needs to be made at a place
22 where there is more technical expertise and also participation
23 from the city and county jurisdictions. And then I don't have
24 any say in this anyway, because carolyn is going to talk about
25 it in the future. So, there we go. So, I think we're on to



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1 agenda item six, right? Which is ask the clerk to list items
2 received under public comment associated with this item. Any
3 item? Did I screw up?

4

5 **clerk of the board:** we have one public speaker. Public
6 comment.

7

8 **chair, kate miller:** okay.

9

10 **clerk of the board:** for item number six.

11

12 **chair, kate miller:** okay.

13

14 **clerk of the board:** and it's aleta dupree. The you have two
15 minutes to speak.

16

17 **speaker:** thanks again, chair kate miller and members. Aleta
18 dupree for the record, she and her with team folds. Great
19 meeting today. I wish I could be with you all in-person
20 because I enjoy meetings more in-person I get to see you all.
21 There is a lot to do, as I speak generally. And I don't just
22 look toward here in the bay area -- oh, turn on my clock here.
23 Yeah. Very important. Yes. Set my clock up. Okay. Thank you.
24 As -- it's not just the bay area, but I think about things I
25 see in other places reflapping on recently spending a -- in



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1 new york and also I hope to be back in the bay area very soon
2 for a bit. And I really like the bay area transportation. I
3 think it's one thing that helps keep me coming back to the bay
4 area. Just as the subway is a very important helpful factor in
5 the other thanking to new york. I'm also from new york. I have
6 family in new york, I was born there. So, I have that factor
7 as well. But as you get it together, and I would hope, of one
8 accord, of being able to continue this work of building the
9 best, safest, most affordable, and most welcoming
10 transportation system that we can have. And clipper2 is coming
11 up. Don't have a date yet. When they have a date, they will
12 let us all know, I'm sure, in a public meeting. And we want to
13 bring that forward. All of you getting together help make that
14 happen. And we talk about transformation. Public
15 transportation is not the same as when the subway opened its
16 first line in late 1904. And it will continue to change. But
17 public transportation is absolutely essential. You can't drive
18 or scooter or bike or swim your way out of it. So, I hope to
19 be at one of your meetings in-person soon. Thank you.

20

21 **clerk of the board:** thank you. Next speaker is roland.

22

23 **speaker:** thank you, again. I very briefly want to express my
24 gratitude to every member of this body who invested most of
25 today to attend this meeting in-person. I also want to thank



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1 you for allowing remote public comment. In particular, members
2 of the public with mobility challenges. Thank you.

3

4 **chair, kate miller:** and then james wants to speak. Go ahead.

5

6 **speaker:** yeah, under item five, just good agenda, good
7 sharing. I was hoping these meetings we could schedule in
8 advance to some extent maybe get two or three meetings of the
9 calendar year preferably not second monday of the month on
10 board day. So just a request our new chair.

11

12 **v. Chair, carolyn gonot:** can we cover this under other
13 business? So, I get a general consensus that people would like
14 to have some idea of when the next meeting is going to be.
15 Because that would help. I know it's also dependent when we
16 have topics. So it should be timely and we'll figure that out.
17 So, I would like to get one, you know, towards the -- but now
18 it's -- no, MAY -- maybe -- JULY or AUGUST, end of AUGUST? I
19 don't know. We're all dark in JULY. But it doesn't matter. I
20 work. It doesn't matter. I know santa clara is different. And
21 all fussy. Do you want to wait until SEPTEMBER? I do want to
22 get some sense about the sb63. I think that's really
23 important. So, I'm going to look to you guys as to what the
24 time frame that you think would be good.

25



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1 **alix bockelman:** late AUGUST MAY be opportunity. One thing that
2 usually works well is to either take a day where the ctas
3 meet, which is generally the fourth friday of the month or the
4 day that the transit operators get together, on clipper
5 executive board and kind of time it around one of those. And I
6 think those are generally are the third or fourth weeks of the
7 month maybe look at that as an opportunity.

8

9 **v. Chair, carolyn gonot:** third of the month.

10

11 **alix bockelman:** maybe look at one of those for AUGUST see if
12 that might work and get back to folks.

13

14 **v. Chair, carolyn gonot:** okay.

15

16 **chair, kate miller:** any other topics of discussion that
17 anybody wants to bring up? Okay great.

18

19 **v. Chair, carolyn gonot:** the only thing I want to say is I
20 want to thank kate for chairing the partnership board over all
21 these years. [Applause]

22

23 **chair, kate miller:** thank you.

24



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1 **v. Chair, carolyn gonot:** and because you are with mtc she did
2 a great job in growing and making sure that we had productive
3 agenda so I appreciate that. With the team and being -- you
4 know, you read up and were informed and was able to carry good
5 -- very substantive meetings for the partnership which is
6 really personality. So, I do wish you well. I know we all wish
7 you well in your retirement. And I'm sure if you do -- if you
8 have to go further than the two minutes on public comment
9 please write us a letter and we'll all read that, we'll put it
10 in your packets. [Laughter] And best wishes.

11

12 **chair, kate miller:** thank you so much. It has been my pleasure
13 really working with all of you. It is, you know, keep up the
14 good work. You guys do good work. And I know it's getting more
15 and more frustrating. Or at least that's the reason why I'm
16 retiring. [Laughter] So, you know, I have -- will share my
17 personal contact with you and be happy to chit-chat and go
18 have a glass the wine somewhere in napa. Thank you.

19

20 **speaker:** carolyn, we all expect you to carry on kate's quirky
21 sense of humor in running these meetings. So, you MAY need to
22 reach out and get, maybe, a list. That might help.

23

24 <TRANSCRIPT>



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