

METROPOLITAN
TRANSPORTATION
COMMISSION
Meeting Transcript



1 REGIONAL NETWORK MANAGEMENT COUNCIL

2 MONDAY, DECEMBER 15, 2025, 11:30 AM

3
4

5 **CHAIR, ROBERT POWERS:** OKAY. I WOULD LIKE TO COUNCIL TO ORDER
6 THIS MEETING OF THE REGIONAL NETWORK MANAGEMENT COUNCIL TO
7 ORDER. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE.
8 REMOTE PARTICIPANTS WISHING TO SPEAK SHOULD USE THE RAISED
9 HAND FEATURE OR DIAL STAR NINE, AND I WILL CALL UPON THEM AT
10 THE APPROPRIATE TIME TO SPEAK. ALL TELECONFERENCE ATTENDEES
11 WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE
12 NUMBER. I'M GOING TO GO SLIGHTLY OUT OF ORDER HERE. BEFORE I
13 GO TO AGENDA ITEM -- I'LL GO TO AGENDA ITEM ONE FIRST THEN DO
14 MY ANNOUNCEMENT. LET ME MAKE SURE I HAVE A QUORUM IN THE ROOM,
15 MADAM CLERK?

16

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

18

19 **CHAIR, ROBERT POWERS:** HERE.

20

21 **CLERK, WALLY CHARLES:** VICE CHAIR CHAN?

22

23 **V. CHAIR, APRIL CHAN:** HERE.

24

25 **CLERK, WALLY CHARLES:** BOUCHARD? IS ABSENT. CHURCHILL?

1

2 **BILL CHURCHILL:** HERE.

3

4 **CLERK, WALLY CHARLES:** FREMIER?

5

6 **ANDREW FREMIER:** HERE.

7

8 **CLERK, WALLY CHARLES:** GONOT?

9

10 **CAROLYN GONOT:** FOR KIRSCHBAUM?

11

12 **SPEAKER:** HERE.

13

14 **CLERK, WALLY CHARLES:** LLAMAS?

15

16 **SAL LLAMAS:** YES.

17

18 **CLERK, WALLY CHARLES:** PRESENT FOR MEMBER MULLIGAN? KIRSCHBAUM?

19

20 **CHAIR, ROBERT POWERS:** LIZ BRYSON IS IN FOR KIRSCH BALM.

21

22 **CLERK, WALLY CHARLES:** YEAH, THEN FOR MULLIGAN. MENNUCCI FOR
23 MULLIGAN, BELL I KNOW FOR? MANEUVER?

24

25 **SEAMUS MURPHY:** PRESENT.

1

2 **CLERK, WALLY CHARLES:** YOU'RE GOOD.

3

4 **CHAIR, ROBERT POWERS:** FOR THE RECORD KIRSCHBAUM -- DIRECTOR
5 BOUCHARD HAS JOINED AT THE DAIS. BEFORE WE BEGIN I AGENDA ITEM
6 ONE I WANT TO TAKE THE OPPORTUNITY AND PRIVILEGE TO RECOGNIZE
7 NANCY WHELAN, WHO IS RETIRING AS GENERAL MANAGER OF MARIN
8 TRANSIT AFTER MORE THAN 11 YEARS OF LEADERSHIP IN A VERY
9 DISTINGUISHED CAREER THAT INCLUDES SENIOR ROLES AT SFMTA AND
10 RUNNING HER OWN CONSULTING FIRM NANCY'S CONTRIBUTIONS HAVE
11 SHAPED TRANSIT AND HAVE STRENGTHENED THE BAY AREA
12 TRANSPORTATION COMMUNITY HER LEGACY IS NOT JUST IN PROGRAMS
13 AND POLICY IT'S PEOPLE AND I THINK EVERYBODY ON THIS BOARD IF
14 YOU HAVE BEEN EXPOSED TO NANCY WHELAN SHE IS A PEOPLE'S PERSON
15 SHE HAS MENTORS COUNTLESS OF PROFESSIONALS AND CHAMPIONED
16 EQUITY SUSTAINABILITY AND INSPIRED COLLABORATION ACROSS THE
17 REGION. NANCY, IF YOU ARE LYNCHING, I THINK YOU ARE, I WANT TO
18 THANK YOU FOR YOUR VISION AND DEDICATION, WE AS A BOARD HERE
19 WISH YOU JOY AND WELL DESERVED RELAXATION ON YOUR NEXT
20 CHAPTER. CONGRATULATIONS ON YOUR RETIREMENT. THAT'S THE FRONT
21 END. BUT WHILE WE CELEBRATE NANCY, WE'RE GOING TO RECUR
22 RACHAEL EDDY, HEAD OF SANTA ROSA CITY BUS, WELCOME RACHAEL WHO
23 BRINGS EXTENSIVE EXPERIENCE IN TRANSIT PLANNING AND OPERATIONS
24 HAVING LEAD SANTA ROSA IMAGINING CITY BUS INITIATIVES WE ALSO
25 APPRECIATE YOUR LEADERSHIP AND ACTIVE SUPPORT ON MULTI-

1 ACCUMULATE EFFORTS SUCH AS MARIN SONOMA COORDINATED TRANSIT
2 SERVICE PLAN MASCOT WE HAD A PRESENTATION HERE NOT TOO LONG
3 USE ON MASCOTS AND MAPPING AND WAYFINDING PROTOTYPE AT THE
4 SANTA ROSA TRANSIT MALL WE'RE EXCITED TO WORK WITH YOU AND WE
5 WILL BENEFIT FROM YOUR STRATEGIC INSIGHTS AND YOUR COMMITMENT
6 TO ACCESSIBILITY AND EQUITY AND YOUR COLLABORATIVE APPROACH TO
7 REGIONAL TRANSIT WELCOME TO THE COUNCIL RACHAEL I WOULD OFFER
8 THE OPPORTUNITY TO INTRODUCE AND SAY A FEW WORDS.

9

10 **SPEAKER:** THANK YOU CHAIR POWERS. I WANT TO ECHO YOUR
11 APPRECIATION FOR NANCY WHELAN SHE'S BEEN AN AMAZING COLLEAGUE
12 TO INTRODUCE MYSELF MY NAME IS RACHAEL E, AS CHAIR POWERS
13 MENTIONED I'M TRANSIT MANAGER FOR CITY OF SANTA ROSA ALSO THE
14 DEPUTY DIRECTOR FOR TRANSPORTATION AND PUBLIC WORKS FOR THE
15 CITY I HAVE HAD A COUPLE OF HATS I HAVE BEEN WITH THE CITY FOR
16 59 YEARS AND WEN TRANSIT MANAGER ROLE FOR EIGHT BEFORE THAT
17 WORKED FOR A NUMBER OF YEARS WITH NELSON/NYGAARD THEN GOT MY
18 START AT RHODE ISLAND PUBLIC TRANSIT AUTHORITY WAY BACK IN THE
19 -- 25 YEARS AGO LOOKING IT'S AN HONOR CERTAINLY TO BE JOINING
20 THE COUNCIL AND SUPPORTING THE IMPORTANT WORK THAT IS
21 HAPPENING HERE IN THE REGION. THANK YOU.

22

23 **CHAIR, ROBERT POWERS:** WELCOME ABOARD, MADAM CLERK, WHY DON'T
24 WE GO TO AGENDA ITEM NUMBER TWO NOW THIS IS OUR CONSENT
25 CALENDAR WE HAVE ITEMS 2A AND I BELIEVE -- 2A. DO I HAVE A

1 MOTION AND SECOND?

2

3 **SPEAKER:** I 'LL MOVE.

4

5 **CHAIR, ROBERT POWERS:** MOTION FREMIER, SECOND LLAMAS. WE HAVE A
6 MOTION AND SECOND. MADAM CLERK ANY PUBLIC COMMENTS ON THIS
7 ITEM EITHER IN THE ROOM HERE OR VIRTUALLY?

8

9 **CLERK, WALLY CHARLES:** THERE ARE NO PUBLIC SPEAKERS ONLINE
10 THERE IS NO ONE IN THE ROOM AND WE HAVE NOTHING RECEIVED IN
11 WRITING.

12

13 **CHAIR, ROBERT POWERS:** OKAY. ANY DISCUSSION? CONCERNS FROM THE
14 BOARD? NOT SEEING ANY. ALL THOSE IN SUPPORT, PLEASE STATE AYE?
15 [AYES]

16

17 **CHAIR, ROBERT POWERS:** OPPOSITION. MADAM CHAIR FOR THE RECORD
18 AGENDA ITEM TWO CONSENT CALENDAR PASSES UNANIMOUSLY. OKAY,
19 AGENDA ITEM NUMBER THREE THIS IS THE ELECTION OF THE CHAIR AND
20 THE VICE CHAIR. WHAT ARE WE DOING HERE DIRECTOR CHOY? TURNING
21 THIS OVER TO YOU?

22

23 **MELANIE CHOY:** YES I 'LL GIVE A BRIEF INTRO, IT'S AN ACTION
24 ITEM. [LAUGHTER] THE ITEM BEFORE YOU TODAY IS A RECOMMENDATION
25 TO DEFER THE ELECTION OF CHAIR AND VICE CHAIR TO FEBRUARY

1 2026. AND WE'RE PROPOSING THIS TO ALIGN IT WITH THE CLIPPER
2 EXECUTIVE BOARD SCHEDULE. AND, SO, CURRENTLY, THE RNM CHAIR
3 AND VICE CHAIR SERVED TWO YEAR TERMS WITH ELECTIONS HELD EVERY
4 DECEMBER. THE CLIPPER EXECUTIVE BOARD WHICH MEETS IMMEDIATELY
5 AFTER THIS COUNCIL MEETING THEY ALSO HAVE TWO-YEAR TERMS AND
6 CONDUCT THEIR ELECTIONS IN FEBRUARY. SO, STAFF RECOMMEND THAT
7 TO STREAMLINE COORDINATION BETWEEN THE TWO BODIES AND SINCE WE
8 MEET ON THE SAME DAY, WE RECOMMENDATION DEE FORKING THE
9 ELECTIONS OF THE RNM COUNCIL TO FEBRUARY 2026 TO ALIGN WITH
10 THE CLIPPER EXECUTIVE BOARD FOR YOUR CONSIDERATION.

11

12 **CHAIR, ROBERT POWERS:** OKAY. THANK YOU FOR THAT, DIRECTOR CHOY.
13 FIRST -- SO, THIS IS AN ACTION ITEM, SO WE'RE GOING TO NEED A
14 MOTION AND A SECOND. FIRST LET ME SEE IF I DO HAVE A MOTION
15 AND A SECOND?

16

17 **ANDREW FREMIER:** MOVE IT, FREMIER.

18

19 **V. CHAIR, APRIL CHAN:** AND I'LL SECOND.

20

21 **CHAIR, ROBERT POWERS:** FREMIER IS THE MOTION AND SECOND BY OUR
22 VICE CHAIR, APRIL CHAN. MADAM CHAIR MADAM CLERK PUBLIC COMMENT
23 IN THE ROOM OR VIRTUALLY ON THIS ITEM?

24

25 **CLERK, WALLY CHARLES:** THERE IS NO WRITTEN COMMENTS RECEIVED

1 FOR THIS ITEM, AND THERE NO MEMBERS IN THE BOARDROOM OR ZOOM
2 WISHING TO SPEAK ON THIS ITEM.

3

4 **CHAIR, ROBERT POWERS:** OKAY. THANK YOU FOR THAT MADAM CLERK.
5 COMMISSIONERS BOARD MEMBERS, COMMENTS CONCERNS? ALL IN FAVOR,
6 SAY AYE. [AYES] ANY OPPOSITION? OKAY. WE ARE OFF TO A GOOD
7 START, DIRECTOR CHOY AGENDA ITEM NUMBER THREE PASSES
8 UNANIMOUSLY. SO, WE'RE ALL SYNCED UP THERE WITH THE CLIPPER
9 EXECUTIVE BOARD. THAT'S 3A. 3B, IN FRONT OF US HERE, IS
10 ANOTHER ACTION ITEM. THIS IS OUR PROPOSED PROJECT
11 RECOMMENDATIONS FOR THE REGIONAL PARATRANSIT TRIP PILOTS,
12 THESE ARE THE ONE-SEAT RIDES JOINING US TODAY IS DRENNEN
13 SHELTON FROM MTC AND JOHN SANDERSON FROM COUNTY CONNECTION.
14 WELCOME BACK JOHN AND DRENNAN, WHO ARE GOING TO LEAD US IN THE
15 PRESENTATION OF THIS ITEM COMMISSIONER THIS IS AN ACTION ITEM
16 IN FRONT OF THE BOARD WE'LL HAVE A DISCUSSION. I'M GOING TO
17 KICK THIS OFF DIRECTOR CHOY, THE FLOOR IS YOURS AGAIN.

18

19 **MELANIE CHOY:** THANK YOU. I WANT TO KICK THIS OFF AND FRAME IT
20 BECAUSE THIS IS AN ACTION ITEM BEFORE YOU TODAY. WE'RE EXCITED
21 TO PRESENT THIS PROPOSAL, JOHN AND DRENNAN HAVE WORKED CLOSELY
22 ON THESE PROPOSALS BEING PRESENTED TO YOU TODAY, THE KEY THING
23 I WANT TO HIGHLIGHT IS THERE ARE VERY FEW EXAMPLES OF THIS
24 AROUND THE COUNTRY SO THIS INITIATIVE THAT WE'RE EMBARKING
25 ON TODAY OR PROPOSING TO EMBARK ON REALLY ALLOWS US TO HAVE

1 OPPORTUNITY TO LEARN AND REFINING THESE APPROACHES IN THIS SPACE
2 AND WE'RE LOOKING TO PRESENT TO YOU THIS IN TERMS OF DOING
3 SOMETHING IN A PRACTICAL SETTING HANDS ON EXPERIENCE THEN GIVE
4 US ALL BEST PRACTICES FOR FUTURE IMPLEMENTATION PROGRAMS LIKE
5 THESESES. TURN IT OVER TO DRENNAN.

6

7 **DRENNAN SHELTON:** SO THANKS FOR HAVING US TODAY WE'RE HERE TO
8 GIVE YOU A SLATE OF PROJECTS THAT WE'RE RECOMMENDING FOR THE
9 REGIONAL PARATRANSIT TRIP PILOTS OR THE ONE-SEAT RIDES AS WE
10 CALL THEM WE WERE WITH YOU LAST SEPTEMBER PRESENTED A LIST OF
11 OPTIONS FOR THESE PILOTS SINCE THEN MTC TRANSIT AGENCY HAVE
12 WORKED TO NARROW DOWN THAT LIST TODAY WE'RE WITH FINAL
13 RECOMMENDATION SLATE OF PILOTS BEFORE WE GET TO THAT JOHN IS
14 GOING TO REMIND EVERYONE WHY WE'RE FOCUSED ON THE CHALLENGE OF
15 PARATRANSIT TRANSFER TRIPS AND HOW WE GOT HERE.

16

17 **JOHN SANDERSON:** FIRST SLIDE. COOL, TRADITIONALLY RIDERS HAVE
18 HAD TO TRANSFER TO A NEW VEHICLE EVERY TIME THEY CROSS A
19 SERVICE AREA BOUNDARY BETWEEN TWO TRANSIT AGENCIES THOSE TRIPS
20 ARE GENERALLY EXHAUSTING AND UNEMPLOYMENT FOR THE CUSTOMERS
21 THEY'RE ALSO VERY UNPREDICTABLE AND DISRUPTIVE OPERATIONALLY
22 FOR THE AGENCIES BECAUSE OF THOSE DISRUPTIONS THEY TEND TO
23 CONSUME A REALLY DISPROPORTIONATE SHARE OF OUR RESOURCES ON A
24 GIVEN DAY AND IT'S JUST BAD ALL AROUND FOR EVERYBODY THAT
25 MAGNIFIES ITSELF IN CASE WHERE IS MORE THAN ONE TRANSFER IS

1 REQUIRED IF SOMEBODY'S TRAVELING THROUGH THREE DIFFERENT
2 SERVICE AREAS. SO ACTION 22 IN ORDER TO ADDRESS THAT CALLS FOR
3 MTC TO FUND A NUMBER OF ONE-SEAT RIDE PILOTS WHERE MULTIPLE
4 AGENCIES SHARE COST OF SINGLE RIDE RATHER THAN EACH AGENCY
5 PROVIDING THEIR OWN RIDE WITHIN THEIR OWN SERVICE AREA WHICH
6 RESULTS IN THEM DUPLICATING EACH OTHER IT'S IMPORTANT TO NOTE
7 HERE THAT THE INTENT IS FOR THESE PILOTS TO BE EXPERIMENTS
8 OUTSIDE OF THE CONTRA COSTA AND LIVERMORE AMADOR VALLEY
9 PROGRAM THIS ONE-SEAT RIDE EXPERIENCE AS MELANIE MENTIONED IS
10 ACTUALLY A NEW THING IT'S NOT SOMETHING THAT'S HAPPENING
11 ELSEWHERE SO BECAUSE OF THAT WE NEED TO TAKE TIME TO FIGURE
12 OUT HOW TO MAKE THIS WORK WHERE IT WORKS WHERE IT DOESN'T AND
13 WHAT CONDITIONS ARE NECESSARY TO MAKE PROJECTS SUCCESSFUL
14 TAKING CARE THAT WE DON'T DISRUPT EXISTING LABOR AGREEMENTS OR
15 LEAVE OUR PILOT OPERATORS ON THE LOOK FOR ADDITIONAL COST,
16 VEHICLES, MORE STAFF, THAT KIND OF THING. SO IN ORDER TO
17 FIGURE OUT WHERE WE RUN THE PILOTS WE LOOKED AT THE COMMON
18 ORIGINS AND DESTINATIONS FOR REAL EXISTING INTER-AGENCY
19 TRANSFER TRIPS THE DATA SOME OF IT IS SUMMARIZED IN THE MAP
20 IS, SORT OF, FOR INSTANCE HEAT MAPPED WE IDENTIFIED SEVEN
21 POSSIBILITIES PRESENTED TO YOU NO SEPTEMBER AS DRENNAN
22 MENTIONED THEN BASED ON YOUR FEEDBACK AS WELL AS DISCUSSIONS
23 WITH STAFF AT THE POTENTIAL PARTNER AGENCIES WE WERE ABLE TO
24 NARROW DOWN THE LIST A BIT MORE AND ARE NOW RECOMMENDING ALL
25 OF THE OPTIONS THAT WE FEEL ARE FEASIBLE RIGHT AT THIS MOMENT.

1

2 **DRENNAN SHELTON:** FOR THE PILOT MTC IS FUNDING ALL MARGINAL
3 COSTS TO PROVIDE THE ONE-SEAT SERVICE INSTEAD OF THE
4 TRADITIONAL TRANSFER TRIP SO FUNDING IS BEING ALLOCATED TO THE
5 PARTICIPATING AGENCIES TO OPERATED THE PILOTS FOR A TERM OF
6 ONE YEAR AND WE WORKED WITH THE TRANSIT STAFF TO DEVELOP A
7 COST ESTIMATE METHODOLOGY THAT WOULD ENSURE WE'RE CAPTURING
8 ALL OF THE MARGINAL COSTS AND WE BUFFERED THE AMOUNT FOR
9 POTENTIAL RIDERSHIP INCREASE. THE PILOT COSTS WERE ESTIMATED
10 USING HISTORIC RIDE DATA BY SUBTRACTING THE CURRENT COST OF
11 THE TRANSFER SERVICE -- OH YEAH -- SO -- [LAUGHTER] SORRY. THE
12 PILOT COSTS WERE ESTIMATED USING HISTORIC RIDE DATA THEN WE
13 SUBTRACTED THE CURRENT COST OF THE TRANSFER SERVICE FROM THE
14 FUTURE COST PROVIDING THE ONE-SEAT SERVICE THEN WE BUFFERED
15 THAT WITH A FACTOR TO -- FOR POTENTIAL RIDERSHIP INCREASE. SO,
16 THE CURRENT COST ARE THE COST PER HOUR MULTIPLIED BY TIME
17 BETWEEN PICK UP AND DROP OFF THEN TRANSFER POINT AND THEN THIS
18 CALCULATION ALWAYS INCLUDES DWELL TIME THEN CURRENT COST AND
19 ARE COST PER HOUR MULTIPLIED BY TIME -- SORRY I'M REPEATING
20 MYSELF -- THE FUTURE COST INCLUDE CURRENT COST AND NEW COST TO
21 TRAVELING INTO THE ADJACENT SERVICE AREA TO DROP THE RIDER OFF
22 PLUS HEAD BACK TO THE ORIGINAL SERVICE AREA THEN WE FACTOR 1.5
23 TO REFLECT THAT ADDITIONAL POTENTIAL RIDERSHIP INCREASE SO MTC
24 IS GOING TO PROVIDE A FIXED BASELINE ALLOCATION APPROXIMATE OF
25 THE ACTUAL PILOT COST EXCEED ESTIMATED COST MTC WILL ALLOCATE

1 ADDITIONAL FUNDS TO ENSURE EACH AGENCY IS MADE WHOLE FOR THE
2 INCREMENTAL COST IN PROVIDING THAT ONE-SEAT SERVICE THEN YOU
3 CAN FIND MORE DETAILED EXPLANATION IN THE METHODOLOGY IN
4 ATTACHMENT B IN YOUR PACKET SO THE RECOMMENDED SLATE IS 44
5 PILOTS FIRST ONE IS MARIN SONOMA COUNTY THIS IS MULTI-AGENCY
6 COOPERATIVE COST SHARING SERVICE, SECOND ONE IS SAN FRANCISCO
7 SAN MATEO MEDICAL TRIPS ONLY THIRD PILOT IS NAPA VALLEY
8 TRANSPORTATION AUTHORITY EXTENDING SERVICE AREA TO COVER
9 ADJACENT AREA WHICH IS CITY OF VALLEJO FOURTH ONE IS ALAMEDA
10 AND SANTA CLARA COUNTY THIS ONE IS ACTUALLY CALCULATED TO
11 COVER THE ENTIRE SERVICE AREA WITHIN THESE TWO COUNTIES BUT WE
12 DO EXPECT THE GEOGRAPHIC SCALE TO SHRINK AFTER SOME FURTHER
13 ANALYSIS WITH THE AGENCIES. SO, AS INDICATED WE DO HAVE STA
14 FUNDS SET ASIDE TO DIVIDE THOSE BASELINE FUNDING ALLOCATIONS
15 AND WE HAVE FUNDING RESERVED IN THE EVENT THAT IF MORE IS
16 NEEDED IF THE COST EXCEED ESTIMATES. AND AS REPORTED TO
17 EARLIER MTC DID RECEIVE A CALTRANS PLANNING GRANT TO COMMITTEE
18 A COMPREHENSIVE EVALUATION OF ALL PILOTS PLUS EXISTING ONE-
19 SEAT SERVICE WE HAVE IN THE REGION NOW THIS IS GOING TO BE A
20 ROBUST EVALUATION THAT PROVIDES REALTIME, SORT OF, LIVE
21 ENVIRONMENT AND RESEARCH ON THE PILOT. THE EVALUATION WILL
22 ASSESS CHANGE IN DEMAND, SERVICE EFFICIENCY, COST
23 EFFECTIVENESS, CUSTOMER BENEFITS, AND OTHER FACTORS THAT THE
24 TRANSIT AGENCIES DETERMINE IF THESE TYPES OF SERVICE SHOULD BE
25 CONSIDERED FOR THE LONG-TERM. TRANSIT AGENCY REPS WILL SERVE

1 AS THE TECHNICAL ADVISORY COMMITTEES, COMMITTEE MEMBERS FOR
2 THE EVALUATION, AND THE EVALUATION HAS TO BE CONCLUDED BY JUNE
3 30TH, 2027, SO IT'S PRETTY IMPORTANT TO GET OUR PILOTS GOING.
4 AS SEE AS CAN TODAY IF WE RECEIVE YOUR ENDORSEMENT WE'LL GO ON
5 TO THE NEXT RNM COMMITTEE FOR APPROVAL NEXT MONTH THEN WORK
6 WITH AND YOU YOUR STAFF TO GET THE PILOTS GOING AS SOON AS
7 POSSIBLE IN 2026 AND THEN AS SOON AS POSSIBLE IN 2026 OF
8 COURSE WE'LL BE BACK TO REPORT WHEN WE HAVE FINDINGS WITH THE
9 EVALUATION. THAT'S ALL WE HAVE. HAPPY TO TAKE QUESTIONS

10

11 **CHAIR, ROBERT POWERS:** THANK YOU DRENNAN AND JOHN VERY EXCITING
12 AND VERY TIMELY, I WOULD ADD AS WELL. MADAM CLERK, PUBLIC
13 COMMENT ON THIS ITEM.

14

15 **CLERK OF THE BOARD:** THERE ARE NO PUBLIC COMMENTS ONLINE --
16 THERE ARE NOW [LAUGHTER] SO WE HAVE ONE PERSON WITH THEIR HAND
17 RAISED, MICHAEL BALDINI E YOU MAY UNMUTE. YOU HAVE TWO
18 MINUTES?

19

20 **CHAIR, ROBERT POWERS:** YES, MA'AM, TWO MINUTES.

21

22 **CLERK, WALLY CHARLES:** MICHAEL BALDINI, YOU MAY UNMUTE
23 YOURSELF.

24

25 **MICHAEL BALDINI:** THANK YOU VERY MUCH. I'M A RESIDENT OF NAPA

1 COUNTY, AND ALSO ON THE CITIZEN'S ADVISORY COUNCIL FOR NAPA
2 COUNTY, AND A MEMBER OF THE POLICY ADVISORY COUNCIL. I CANNOT
3 HELP BUT SUPPORT -- ASK YOUR SUPPORT FOR THIS. ONE OF OUR
4 MAJOR HOSPITALS IN THE REGION IS IN VALLEJO AND SOLANO COUNTY,
5 AND I WOULD SAY A GOOD THIRD OF OUR RESIDENTS USE THAT AS A
6 PLACE FOR EVERYTHING FROM EMERGENCY SERVICES TO ANYTHING THEY
7 MIGHT NEED. SO, THANK YOU VERY MUCH FOR YOUR CONSIDERATION FOR
8 INCLUDING NAPA AND SUPPORTING NAPA COUNTY RESIDENTS.

9

10 **CLERK, WALLY CHARLES:** THANK YOU. NEXT SPEAKER IS ALETA DUPREE.
11 YOU MAY UNMUTE YOU YOURSELF.

12

13 **SPEAKER:** THANK YOU. GOOD MORNING. CHAIR BOB POWERS AND
14 MEMBERS. ALETA DUPREE FOR THE RECORD SHE AND HER WITH TEAM
15 FOLDS. CAN'T CALL MYSELF AN EXPERT ON PARA TRANSIT BUT THERE'S
16 A LOT OF FACTORS IN THIS. THIS IS VERY IMPORTANT. I SUPPORT
17 IT, I HOPE I NEVER HAVE TO USE IT. BUT HAVING ONE-SEAT RIDE
18 MAKES IT EASIER FOR PEOPLE TO DEAL WITH THE CHALLENGES OF
19 LONGER TRIPS, AND ESPECIALLY WHEN YOU TRANSFER, SOMETIMES YOU
20 GET HOT WEATHER IN THE BAY AREA, OR YOU GET RAINY, OR YOU GET
21 COLD. WE WANT TO MINIMIZE THOSE TIMES OUTSIDE THAT PEOPLE HAVE
22 TO WAIT, WHEN OFTEN THE NEXT TRIP IS UNDETERMINED. I KNOW I'M
23 SPEAKING A BIT ACADEMICALLY HERE BUT IT'S REALLY NOT MUCH
24 DIFFERENT FOR ME TRANSFERRING FROM A BUS TO ANOTHER BUS, OR
25 FROM, SAY, AC TRANSIT OVER TO BART. YES, I HAVE TO MENTION

1 BART, IT'S THE PEOPLE'S SYSTEM. THERE ARE COMPLICATIONS HERE.
2 I HOPE WE LEARN A LOT FROM THIS. AND THERE ARE SOME LOGISTICAL
3 CHALLENGES WE'LL CERTAINLY HAVE TO KEEP IN MIND. WITH LONGER
4 TRIPS, ESPECIALLY AS WE MOVE TOWARD ELECTRIC VEHICLES, AND I
5 HOPE WE DO. IT'S A MATTER OF ENSURING THAT WE CAN KEEP THOSE
6 VEHICLES CHARGED. AND I DON'T KNOW WHAT THE RECORD IS FOR A
7 PARATRANSIT TRIP MAYBE THERE ARE PEOPLE WHO GO ALL THE WAY
8 FROM NORTHERN SONOMA COUNTY DOWN TO SOUTHERN SANTA CLARA
9 COUNTY, THEY SHOULD BE SERVED FULLY. INTERESTING TO SEE WHAT
10 ONE-SEAT RIDE WOULD LOOK LIKE WITH THAT. BUT REALLY WE WANT TO
11 MAKE IT EASIER FOR ALL CONCERNED BECAUSE TRANSFER ON ANY KIND
12 OF SYSTEM I KNOW THIS FROM RIDING BUSES AND TRAINS CAN BE
13 ONEROUS. WE HAVE TO REMEMBER THE CHALLENGES THAT DISABLED
14 USERS FACE. THANK YOU.

15

16 **CLERK, WALLY CHARLES:** THANK YOU. THERE ARE NO OTHER SPEAKERS
17 ONLINE, THERE WAS NOTHING RECEIVED IN WRITING AND THERE IS NO
18 CARDS.

19

20 **CHAIR, ROBERT POWERS:** OKAY WE'LL CLOSE PUBLIC COMMENT ON THIS
21 ITEM, MADAM CLERK, DIRECTORS, COMMISSIONERS, COMMENTS
22 QUESTIONS FOR EITHER DRENNAN OR JOHN ON THE TOPIC AT HAND HERE
23 THEN I'LL LOOK FOR A MOTION AND SECOND. WE'LL GO TO CAROLYN
24 THEN LIZ BRYSON SFMTA. CAROLYN GONOT. VTA?

25

1 **CAROLYN GONOT:** THANKS. I'M INTERESTED IN THIS TOPIC, BUT I
2 HAVE A QUESTION. I'M REALLY, SORT OF, CONFUSED ABOUT THE
3 CURRENT COST CALCULATION VERSUS FUTURE COST. THE FUTURE COST,
4 SO, FOR EXAMPLE, IN OUR AREA, I THINK WHAT'S HAPPENING IN THE
5 SANTA CLARA COUNTY AREA AND AC TRANSIT AND BART WHERE WE ALL,
6 SORT OF, SHARE IN THAT SOUTHERN -- NORTHERN, I MEAN THAT
7 MUTUAL AREA, MY SENSE IS WHERE THAT CROSSES IN THOSE DEFINITE
8 ENVISIONS, IS THAT, SORT OF, VTA WILL GO IN AND SERVE NORTH
9 COUNTY -- LIKE, ACROSS THE COUNTY LINE, AND GO INTO ALAMEDA
10 COUNTY I'M ASSUMING, SO THEN THEY WILL COME INTO -- THEY WILL
11 SERVE EVEN THOUGH IT SHOWS TWO DIFFERENT AREAS 201,000 TOTAL,
12 VTA WILL GO NORTH, PARATRANSIT, THEN EAST BAY PARATRANSIT WILL
13 GO SOUTH?

14

15 **SPEAKER:** THAT'S CORRECT.

16

17 **CAROLYN GONOT:** SO WHAT IS THE CURRENT COST OF WHAT IT WOULD
18 COST EACH AGENCY TO DO THAT THEN WE THINK THE FUTURE COST
19 COULD THE FUTURE COST BE LESS?

20

21 **SPEAKER:** YES.

22

23 **CAROLYN GONOT:** THE ONLY REASON I'M ASKING THAT IS IF ONE
24 SERVICE END UP BEING CHEAPER THAN ANOTHER SYSTEM IT COULD BE
25 THAT IT COULD BE LESS.

1

2 **SPEAKER:** CORRECT.

3

4 **CAROLYN GONOT:** BUT IF WE'RE WEIGHTING IT BY TRAVEL TIME THAT
5 DOESN'T EXIST.

6

7 **SPEAKER:** THAT'S RIGHT.

8

9 **CAROLYN GONOT:** THERE IS VALUE OF TRAVEL TIME. SO HOW ARE YOU
10 DOING THAT? I KNOW THERE WAS PROBABLY SOME REASONING IN THE
11 MINDS OF PEOPLE WHO ARE DOING IT BUT HOW WE'RE NOT WEIGHTING
12 TRAVEL TIME IN THE FUTURE COST ARE WE?

13

14 **DRENNAN SHELTON:** SO WE'RE DOING THAT TO PROVIDE A BUFFER TO
15 MAKE SURE THAT ALL YOUR COST ARE COVERED SO THERE IS NO RISK
16 TO PARTICIPATING IN THE PILOT --

17

18 **CAROLYN GONOT:** THERE IS NO RISK? WEEKEND JUST SAY THERE IS NO
19 RISK, RIGHT? I NEED TO UNDERSTAND WHY WE WOULD PAY MORE IN IT
20 WOULD COST MORE?

21

22 **DRENNAN SHELTON:** WE DON'T KNOW.

23

24 **CAROLYN GONOT:** I DON'T WANT TO PAY LESS.

25

1 **DRENNAN SHELTON:** PART OF STRUGGLE HERE IS TO FIGURE OUT THE
2 GEOGRAPHIC AREA THAT SHOULD BE COVERED BY A SERVICE LIKE THIS
3 AND THAT'S WHY WE'RE TESTING WE DON'T KNOW.

4

5 **CAROLYN GONOT:** I GOT TO ADMIT, I MEAN --

6

7 **DRENNAN SHELTON:** TALKING ABOUT LIVE LAB TRYING TO FIND THE
8 SWEET SPOT OF WHERE EFFICIENCY IS BECAUSE WE DON'T WANT TO
9 ENDS UP RECOMMENDING -- WE DON'T WANT TO DEGRADE THE SERVICE
10 TO PROVIDE AN EASIER TRIP THOUGH THAT'S CERTAINLY AN ADDED
11 BENEFIT.

12

13 **CAROLYN GONOT:** THAT MAKES SENSE JUST I KNOW THAT AT SOME POINT
14 IT COULD BE END UP WITH CURRENT COST THAT FUTURE COST THAT'S
15 CHEAPER THAN CURRENT COST I DON'T WANT TO PENALIZE THAT IF WE
16 SEE EFFICIENCIES LET'S GO FOR THEM. LET'S NOT, NOT DO THEM, SO
17 IF WE SEE THAT WILL WE BE ABLE TO SEE THAT OR WILL WE NOT SHOW
18 THAT? WOULD YOU REPORT THAT IF YOU SEE THAT?

19

20 **DRENNAN SHELTON:** ABSOLUTELY.

21

22 **CAROLYN GONOT:** AND -- [INDISCERNIBLE]

23

24 **DRENNAN SHELTON:** YEAH, I WANT THE OPERATOR TO TELL YOU THAT.

25 [LAUGHTER]

1

2 **CAROLYN GONOT:** THAT'S IMPORTANT WHEN WE HAD THE DISCUSSION
3 ABOUT THE PARATRANSIT, THEY'RE DIFFERENT THAN BART. I WOULD
4 LOVE TO SEE EFFICIENCY IN TERMS OF NOT HAVING TO MAKE SOMEONE
5 DROP OFF AT THE COUNTY LINE WHEREVER IS THE CLOSEST POINT IF
6 WE CAN MORE EFFICIENTLY GET OUR PATRON TO A LOCATION THAT'S
7 EASIER FOR THEM?

8

9 **SPEAKER:** YES, ABSOLUTELY. THIS'S WHAT WE HOPE TO SEE HERE.

10

11 **JOHN SANDERSON:** THERE IS A CERTAIN RECOGNITION THERE MAY BE A
12 BIT OF INDUCED DEMAND IF WE'RE MAKING SOME OF THESE TRIPS
13 EASIER SO THAT'S THE REASON FOR THE BUFFER. BUT YEAH THE
14 INTENT IS THAT THIS, THE PILOT FUNDING WILL COVER YOUR COST IN
15 THE OTHER GUY'S SERVICE AREA SO THAT YOU'RE NOT ON THE LOOK
16 FOR THAT WHOLE TRIP. AT THE END OF THE DAY YES, I DO THINK
17 THAT IT'S LIKELY WE'RE GOING TO SEE SOME EFFICIENCIES.
18 CERTAINLY THE THING WE'RE DOING EAST OF THE HILLS WHAT WE
19 FOUND IS IT'S CHEAPER, GENERALLY, FOR MULTIPLE AGENCIES TO
20 SHARE THE COST OF ONE TRIP THAT GOES THE WHOLE WAY RATHER THAN
21 EACH AGENCY PREPPING THEIR OWN VEHICLE AND WAITING AT THE
22 TRANSFER POINT AND ALL THAT, IT'S VERY INEFFICIENT. SO, YES,
23 ABSOLUTELY, I DO EXPECT EFFICIENCIES, AND WE'LL PAY CLOSE
24 ATTENTION TO THOSE AND REPORTING THEM.

25

1 **CAROLYN GONOT:** THAT'S FOLLOWING ON TRYING TO WORK OUT WAYS
2 THAT OUR OPERATORS COULD WORK THROUGH THOSE SITUATIONS AND
3 FIND EFFICIENCIES. [INDISCERNIBLE] OKAY. I REALLY APPRECIATE
4 THIS. I'M HAPPY TO SEE THIS MOVE FORWARD. THANK YOU VERY MUCH.

5

6 **CHAIR, ROBERT POWERS:** THANK YOU FOR THAT. LIZ BRYSON SFMTA?

7

8 **LIZ BRYSON:** THANK YOU DRENNAN AND JOHN, I WANTED TO KNOW IF
9 THE PILOTS -- WITH SFMTA, WE'RE SUPPORTIVE OF THE PILOT WITH
10 SAMTRANS. I WAS CURIOUS -- DISH REMEMBER WHEN YOU CAME BACK
11 BEFORE THERE WAS A LONGER LIST OF ITEMS THEN YOU SAID YOU'RE
12 BRINGING BACK THE ONES THAT ARE FEASIBLE, WHICH ONES FELL OUT
13 AND WHY?

14

15 **DRENNAN SHELTON:** THERE WERE SOME PILOTS PROPOSED WITH COL-
16 SAMTRANS THEY'RE NOT ABLE TO PARTICIPATE THEN WE HAD SOME
17 IDEAS THAT WEREN'T EXACTLY READY SO WE WERE JUST SEEING WHAT
18 THE APPETITE WAS FOR PUSHING ON THOSE IDEAS ONE WAS ONE-SEAT
19 RIDE FUND FOR THE REGION FOR ANY OPERATORS THAT WANTED TO
20 PARTICIPATE THERE SEEMED TO BE A FEW TOO MANY OBSTACLES TO
21 DOING THAT IN PERIOD OF TIME THEN LAST ONE-SEAT WAS NOT EVEN
22 ONE-SEAT RIDE TAKING PEOPLE OFF PARATRANSIT FINDING A WAY TO
23 HAVE TRAVELING DONE ON BOARD AGAIN WE WANTED TO USE EXISTING
24 STAFF AND THAT SEEMED TOO MUCH TO ASK FOR A PILOT.

25

1 **CHAIR, ROBERT POWERS:** GOOD. SALVADOR LLAMAS AC TRANSIT GENERAL
2 MANAGER?

3

4 **SALVADOR LLAMAS:** THANK YOU JOHN AND DRENNAN FOR THE
5 PRESENTATION I ALSO WANT TO ECHO MY COLLEAGUES UP HERE TO SAY
6 THAT I'M EXCITED TO SEE MTC ENGAGING THESE PILOTS ESPECIALLY
7 AC TRANSIT AND VTA, BART I LOOK FORWARD TO COLLABORATING AND
8 FLESHING OUT WHAT THE PILOTS IDENTIFY CHALLENGES AND FINDING
9 WAYS TO MITIGATE CHALLENGES AND HOPEFULLY MAKE IT SUCCESSFUL
10 HAVE YOU DISCUSSED THIS YET METRICS, CONSIDERED PILOT WHAT
11 IS'S SUCCESSFUL WHAT IF NOT SUCCESSFUL AND IF THE PILOT IS
12 SUCCESSFUL WHAT ARE RECOMMENDATIONS FOR ONGOING FUNDING TO
13 CONTINUE THESE PROGRAMS? I THINK BEING IN A LOT OF PILOTS WITH
14 NEW TECHNOLOGY OR NEW METHODS THE CHALLENGE IS IF IT'S
15 SUCCESSFUL BUT YOU CAN'T CONTINUE TO FUND IT IS REALLY A
16 NEGATIVE EFFECT ON THE USER AND THIS REALLY IS SOMETHING
17 THAT'S EXCITING OPPORTUNITY TO IMPROVE EXPERIENCE OF THE
18 PARATRANSIT USER I WANT TO MAKE SURE THAT THEY UNDERSTAND THAT
19 IT'S A ONE YEAR PILOT SO IT'S CLEAR, TO BE ARTICULATED CLEARLY
20 BECAUSE THEN PEOPLE WILL LOSE THE BENEFIT THAT THEY HAVE BEEN
21 ENJOYING FOR A YEAR.

22

23 **DRENNAN SHELTON:** THERE IS GOING TO BE A NUMBER OF METRICS, BUT
24 THE NUMBER ONE MOST IMPORTANT METRIC IS EFFICIENCY. NO ONE IS
25 GOING TO ASK ANY OF THE TRANSIT AGENCIES TO PERFORM A SERVICE

1 THAT'S GOING TO DEGRADE PARATRANSIT SERVICE, THAT EXISTS NOW,
2 TODAY. IF WE IMPLEMENTED SERVICES THAT WERE NOT EFFICIENT IT
3 WOULD DEGRADE THE ENTIRE SERVICE, HURT ALL CUSTOMERS. SO,
4 THAT'S GOING TO BE TOP PRIORITY. ANOTHER METRIC WILL COME WITH
5 STAFF WHO ARE PARTICIPATING IN THE PILOTS THAT'S THE NUMBER
6 ONE THING THERE IS A SECOND PART TO YOUR QUESTION IF THESE ARE
7 SUCCESSFUL SERVICES THEY WON'T NEED ADDITIONAL FUNDING.

8

9 **SALVADOR LLAMAS:** WELL SAID. THANK YOU.

10

11 **CHAIR, ROBERT POWERS:** LET ME GO TO BILL CHURCHILL, GENERAL
12 MANAGER COUNTY CONNECTION. BILL?

13

14 **BILL CHURCHILL:** THANK YOU, BOB. DRENNAN AND JOHN, THANK YOU
15 FOR THE PRESENTATION, REALLY WELL DONE. I KNOW A TREMENDOUS
16 AMOUNT OF WORK HAS GONE INTO THIS IN THE BACKGROUND. THANK YOU
17 FOR GIVING ME A LITTLE PEAK INSIDE HERE AND THERE. ONCE IN A
18 WHILE, I THINK IT WAS HELPFUL. SO, I APPRECIATE CLEARLY THESE
19 PILOTS ARE VERY DIFFERENT IN TERMS OF THE PARADIGM THIS'S
20 CURRENTLY BEING USED IN THE EAST BAY, AND I THINK THAT IS
21 REALLY A GREAT THING BECAUSE IT GIVES US ALL A CHANCE TO LEARN
22 SOMETHING DIFFERENT THAN WHAT WE HAVE LEARNED ALREADY IN THE
23 EAST BAY. SO, YOU KNOW, TO QUOTE ALETA, I REALLY THINK THE
24 COMMENT WAS WELL MADE, LOOKING FORWARD TO WHAT WE LEARN. A
25 COUPLE OF QUESTIONS, THEY'RE NOT IN THIS REPORT, AND I IMAGINE

1 THIS GETS FERRETED OUT AS YOU MOVE FORWARD. YOU HAVE WORKED
2 OUT THE DIFFERENT FARE SHARING AGREEMENTS OR HOW THAT'S GOING
3 TO WORK IN EACH OF THE CASES? I IMAGINE IT MIGHT BE DIFFERENT
4 BASED ON EACH PILOT I'M CURIOUS IF ANY THOUGHT HAS BEEN PUT
5 INTO THAT YET AND WHERE IT LOOKS LIKE YOU'RE GOING. AND IS
6 THERE A SHARED BILLING COMPONENT THAT YOU HAVE BEEN WORKING ON
7 AND DEVELOPING? I KNOW THOSE WERE VERY LARGE, BOTH OF THOSE
8 WERE VERY LARGE HURDLES FOR THE EAST BAY OPERATORS. WE PUT
9 THAT ONE-SEAT RIDE TOGETHER AND, SO, CURIOUS ABOUT THOSE
10 THOUGHTS. SO IS THAT A FUTURE THING ONCE A PILOT'S APPROVED,
11 THEN THESE ARE NEXT STEPS?

12

13 **DRENNAN SHELTON:** SO, FOR THE MOST PART, THE FARE SHARING, THE
14 COST SHARING, IS NOT WORKED OUT, FOR THE MOST PART. WE'RE
15 GETTING THERE. BUT BILLING, WE'RE NOT TACKLING WITH THE
16 PILOTS, WE'RE JUST PROVIDING ALLOCATION. SO, IF THERE WAS TO
17 BE, YOU KNOW, SOME FUTURE SERVICE IMPLEMENTATION, THAT REALLY
18 WOULD BE WORKED OUT BETWEEN THE OPERATORS.

19

20 **BILL CHURCHILL:** ALL RIGHT. THANK YOU.

21

22 **CHAIR, ROBERT POWERS:** VICE CHAIR APRIL CHAN, SAMTRANS?

23

24 **V. CHAIR, APRIL CHAN:** OKAY. I ALSO WANT TO EXPRESS MY THANKS,
25 ESPECIALLY, DRENNAN, I KNOW YOU WORKED IT OUT WITH MY TEAM, AS

1 WELL AS JULIE'S TEAM OVER AT SFMTA. SO, I WANT TO THANK YOU. I
2 THINK THIS IS CRUCIAL. IT'S REALLY IMPORTANT. I KNOW FOR OUR
3 PILOT, IN PARTICULAR, IT'S REALLY ABOUT THE MEDICAL TRIPS, AND
4 IT'S REALLY IMPORTANT IN TERMS OF THE AREA THAT'S BEING
5 COVERED. MAYBE MY QUESTION HAS TO DO WITH HOW DO WE ACTUALLY
6 REALLY MAKE SURE WE GET THE WORD OUT? NOW I THINK THIS IS NOT
7 HERE'S THE GENERAL PUBLIC YOU KNOW EXACT AUDIENCE BUT I THINK
8 GETTING THE WORD OUT MAKING SURE THIS IS BEING TRIED OUT
9 DURING THE PILOT PERIOD WHAT AREAS AND GAPS WE NEED IT FOCUS
10 ON MAKE SURE WE HAVE A GOOD NUMBER OF CLIENTS THAT WE'RE
11 ACTUALLY SERVING SO WE KNOW WHERE THE STRENGTH STRENGTHS AND
12 WEAKNESSES. WITH EACH OF THESE PILOTS WORKING OUT THE
13 MARKETING PLAN, REACH OUT MAKING SURE YOU'RE GETTING THE WORD
14 OUT THAT'S MOST IMPORTANT. I ALSO ECHO WHAT BILL JUST SAID
15 UNDERSTANDING HOW COST WILL BE SHARED. BECAUSE I THINK MOST OF
16 US MAYBE HAVE A PARATRANSIT CONTRACTOR THAT DOES IT EVERYONE'S
17 COST STRUCTURE IS A BIT DIFFERENT HOW WE ACTUALLY LEVEL SET
18 THAT SO WE'RE NOT PICKING UP SOMEONE'S MUCH HIGHER CONTRACTOR
19 COST TOO. SO, I THINK THAT WOULD BE AN INTERESTING THING TO
20 LOOK AT. SO, THANK YOU.

21
22 **CHAIR, ROBERT POWERS:** OKAY. I THINK THAT COMPLETES THE
23 COMMENTS. I JUST HAD TWO, DRENNAN, THE -- I HAD ONE SIMILAR TO
24 VICE CHAIR CHAN'S, IT'S THE -- IS THE THINKING YOU'RE THINKING
25 HIGH-LEVEL THAT -- THAT OUTREACH WILL BE, LIKE, IF IT'S THE

1 BART, VTA, AC TRANSIT, FOURTH ONE ON THAT CHART THAT YOU HAD
2 THERE, THAT YOU AND YOUR TEAM WILL BE WORKING WITH OUR TEAM,
3 GONOT'S TEAM, AND SAL'S TEAM WHAT'S OUT THERE IS THAT HIGH-
4 LEVEL SHOWN ON THAT APPROACH?

5

6 **DRENNAN SHELTON:** THIS IS A TRICKY QUESTION FOR SOME PILOTS WE
7 WANT TO PUT THIS SERVICE INTO EFFECT WE DON'T WANT TO
8 ADVERTISE WE DON'T WANT TO INDUCE DEMAND SOME OF THE SMALLER
9 PILOTS WE MAY NEED TO FIND CANDIDATES FOR THE SERVICE SO WE
10 GET THE RESULTS THAT WE NEED TO ANALYZE.

11

12 **CHAIR, ROBERT POWERS:** IF VTA IS DROPPING INSTEAD OF DROPPING
13 SOMEBODY OFF AT SOME MYTHICAL LINE AND SAL AND I ARE WAITING
14 NEEDING TO PICK THEM UP CAROLYN CAN BRING HEAD OF VTA CAN
15 BRING THEM THREE MILES INTO OUR SERVICE AREA BUT THAT BURDEN
16 DOESN'T KNOW ABOUT THAT YOU'RE KIND OF MISSING THE WHOLE POINT
17 OF THE PILOT SO ANYWAY FIGURE OUT PEOPLE WOULDN'T KNOW THEY
18 BEING DO THAT?

19

20 **SPEAKER:** FROM AN OPERATOR PERSPECTIVE, REALLY THIS QUESTION IS
21 GOING TO BE SETTLED ON CASE BY CASE BASIS SETTLED ESSENTIALLY
22 BY YOUR STAFF SO WHATEVER PARTNER AGENCIES ARE COMFORTABLE
23 WITH, IN SOME CASES WE WANT TO BE REAL QUIET ABOUT IT AND KIND
24 OF PUT THE SERVICE OUT THERE AND SEE HOW IT GOES. THERE IS BIG
25 CONCERN ABOUT INDUCED DEMAND IN OTHER CASES THAT SUCH LESS OF

1 CONCERN AND THERE IS MORE INTEREST IN GOING WIDE WITH IT. SO
2 WHATEVER THE LOCAL APPETITE IT IS THAT'S WHAT WE'LL DO.

3

4 **CHAIR, ROBERT POWERS:** OKAY. THE OTHER PART TOO, THE OTHER
5 QUESTION, MAYBE THIS IS FOR ALL OF US TOO, THOSE FOUR
6 CATEGORIES YOU LISTED THERE TOTAL UP TO 330 OR WHATEVER,
7 SOMETHING LIKE THAT, THOSE AREN'T -- I'M ASSUMING -- THIS IS
8 JUST ME BECAUSE THAT'S HOW I WOULD DO IT, THOSE AREN'T HARD
9 FAST NUMBERS IF THE FOURTH CATEGORY IS A BIT LESS AND A BIT
10 MORE INTO SFMTA, YOU KNOW, THE TOTAL IS THE TOTAL, BUT HOW
11 THOSE ARE ALLOCATED ARE ENGINEERED ESTIMATES AND THEY COULD
12 VARY. IS THAT YOUR THINKING?

13

14 **DRENNAN SHELTON:** THAT'S TRUE.

15

16 **CHAIR, ROBERT POWERS:** I NEED A MOTION AND SECOND IF WE WANT TO
17 ENTERTAIN THIS.

18

19 **V. CHAIR, APRIL CHAN:** MOTION TO MOVE.

20

21 **BILL CHURCHILL:** CHURCHILL SECOND.

22

23 **CHAIR, ROBERT POWERS:** MOTION FROM VICE CHAIR CHAN AND SECOND
24 FROM BILE C COUNTY CONNECTION. ALL IN FAVOR, SAY AYE. [AYES]
25 ANY OPPOSITION? MADAM CLERK, AGENDA ITEM 3B PASSES

1 UNANIMOUSLY. WE'RE GOING TO MOVE ON TO AGENDA ITEM NUMBER 3C,
2 DRENNAN AND JOHN, THANK YOU FOR YOUR COMMITMENT TO THE BAY
3 AREA, AND A HAPPY HOLIDAYS TO YOU. AGENDA ITEM NUMBER 3C,
4 DIRECTOR CHOY, IS OUR, BACK TO A -- BOY YOU'RE LOADING THIS UP
5 WITH ACTION ITEMS TODAY AREN'T YOU, DIRECTOR? [LAUGHTER]
6 WHAT'S THAT? THIS IS AN ACTION ITEM IN FRONT OF THE COMMISSION
7 HERE THIS IS A PROPOSED BAY AREA TRANSIT PRIORITY POLICY FOR
8 ROADWAYS AND THIS IS REALLY TO SUPPORT THE IMPLEMENTATION OF
9 TRANSIT PRIORITY PROJECTS WITHIN THE REGION. AND IN FRONT OF
10 THE COMMISSION TODAY WE HAVE BRITT TANNER FROM MTC AND MIKA
11 MIYASATO FROM AC TRANSIT WHO IS GOING TO -- ARE GOING TO WALK
12 US THROUGH THIS ITEM IN FRONT OF US. AND, AGAIN, THIS IS AN
13 ACTION ITEM IN FRONT OF US, AND WE WILL -- WE WILL NEED TO
14 TAKE A VOTE. AND WHO IS OUR THIRD PRESENTER UP HERE WITHOUT
15 THE NAME TAG, SO WE CAN -- WE'RE ALL FAMILY UP HERE.

16

17 **MELANIE CHOY:** STEPHANIE HAMANS, OVERSEES THE WHOLE SUITE OF
18 TRANSIT PRIORITY ELEMENTS ASSISTANT DIRECTOR WITH MTC STAFF
19 AND THE RNM TEAM.

20

21 **CHAIR, ROBERT POWERS:** BEAUTIFUL. WELCOME. LOOKING FORWARD TO
22 THE DISCUSSION. BRRIT AND MIKA I'M GOING TO TURN OVER TO YOU.
23 OR AN INTRO?

24

25 **MELANIE CHOY:** I WOULD LIKE TO DO AN INTRO FOR THIS. THANK YOU

1 CHAIR POWERS BEFORE WE BEGIN TODAY I WANT TO RECOGNIZE THE
2 SIGNIFICANT AMOUNT OF WORK THAT HAS TAKEN FOR US TO GET HERE
3 ON THIS POLICY AND THE TEAM REALLY INCLUDING JOEL SHAVER AND
4 ROBERT ROW SAY YO FROM AC TRANSIT AND THERE HAS BEEN A
5 COLLECTIVE TEAM EFFORT WITH A LOT OF DISCUSSIONS THERE WAS A
6 LOT OF MULTIPLE ROUNDS EVER PRESENTATIONS ITERATIONS,
7 RESPONDING TO COMMENTS AND REITERATING THERE WAS SOME HARD
8 DISCUSSIONS AND THE TEAM HAS BEEN PATIENT THEY HAVE BEEN
9 BALANCED THEY HAVE BEEN OPEN AND LISTENING AND REALLY PRESENT
10 IN ALL NINE COUNTIES OF THE REGION SO WHILE THERE ISN'T A
11 RIBBON CUTTING ON A POLICY IT'S A REALLY IMPORTANT IMPACT FOR
12 REACHING ACTION THAT YOU WILL BE TAKING BECAUSE IT WILL SHAPE
13 DECISIONS, DIRECT RESOURCES AND ALSO INFLUENCES OUTCOMES FOR
14 YEARS TO COME THAT'S WHAT WE WANT TO IMPRESS UPON YOU IN TERMS
15 OF SOME OF THE POLICY THAT'S GOING TO BE PRESENTED TO YOU
16 TODAY FOR YOUR ACTION AND CONSIDERATION. WITH THAT TURNING
17 OVER BRITT.

18

19 **BRITT TANNER:** I'M BRITT TANNER WORKING WITH MELANIE AND WE
20 BROUGHT THE DRAFT TRANSIT POLICY FOR ROADWAYS TO YOU IN
21 SEPTEMBER AND JUST HERE TODAY TO REMIND YOU ABOUT WHAT THE
22 POLICY IS AND ASK TO DESCRIBE THE FEEDBACK THAT WE RECEIVED
23 AND HOW WE'RE INCORPORATING IT IN OUR WORKPLAN AND MODIFYING
24 THE POLICY IN RESPONSE TO WHAT WE HEARD FROM YOU AND THEN
25 HOPEFULLY TO GET YOUR APPROVAL TO RECOMMEND THIS TO THE RNM

1 COMMITTEE FOR FINAL APPROVAL BY MTC COMMISSION. I'LL PROVIDE
2 INTRO THEN HAND IT BACK TO MIKA TO GO THROUGH THE FEEDBACK WE
3 RECEIVED. BEFORE ALL THAT FRAMING THE BROADER PICTURE OF MTC
4 TRANSIT PRIORITY EFFORTS AND THE POLICY IS ONE PILLAR ON THE
5 LEFT FEEDING INTO SOME PLANNING EFFORTS THAT ARE HELPING US
6 DETERMINE HOW WE'RE PRIORITIZING FUNDING INCLUDING TRANSIT
7 PRIORITY ROADWAY ASSESSMENT, THEN MOVING IN IMPLEMENTATION
8 WITH CITIES DOING THEIR OWN IMPLEMENTATION THROUGH FUNDING AND
9 TECHNICAL ASSISTANCE WE HAVE GRANT PROGRAMS AND WE TRY TO
10 EDUCATE CITIES AND SUPPORT AGENCIES DOING THE WORK WE HAVE
11 PRODUCTS WE'RE DOING OURSELVES WITH THE FORWARD COMMUTE
12 INITIATIVES. WE'RE HERE TODAY TO TALK ABOUT THE TRANSIT
13 PRIORITY POLICY. THIS IS FALLING FOLLOWING THROUGH ON ACTIONS
14 THAT WERE IDENTIFIED IN THE TRANSIT TRANSFORMATION ACTION PLAN
15 AND STRATEGIES IN THE BAY AREA -- SORRY -- PLANNED BAY AREA
16 2050+ THIS POLICY WILL ESTABLISH A COMMON DEFINITION FOR THE
17 REGION OF TRANSIT PRIORITY STRENGTHEN INTER-JURISDICTIONAL
18 COORDINATION AND GUIDE AGENCIES TO CONSIDER TRANSIT ROADWAY
19 PROJECTS AND INFORM PRIORITIZATION OF FUNDING FOR TRANSIT
20 PRIORITY PROJECTS WE'RE GOING TO IMPLEMENT THIS THROUGH THE
21 EXISTING COMPLETE STREETS CHECKLIST SO WE'RE NOT CREATING NEW
22 ADMINISTRATIVE PROCESS SO WE WENT THROUGH THIS IN SEPTEMBER SO
23 A QUICK HIGH-LEVEL OVERVIEW, REFRESHING YOU ALL. WE'RE
24 EXPANDING THE TRANSIT REVIEW IN EXISTING COMPLETE STREETS
25 CHECKLIST SHOWN IN THE GREEN CIRCLE EXISTING CHECKLIST

1 REQUIRED FOR ANY PROJECT RECEIVING MORE THAN \$250,000
2 DISCRETIONARY FUNDS, THINK OBAG, REGIONAL MEASURE STATE
3 TRANSPORTATION SDP BROCK GRANTS THOSE TYPES OF GRANTS ALREADY
4 HAVE REQUIREMENTS FOR WHAT THEY NEED TO DO WHEN THEY'RE ON THE
5 TRANSPORTATION NETWORK ALSO REQUIREMENTS FOR TRANSIT -- WHAT
6 THIS IS WOULD LAYER ON TOP TRANSIT PRIORITY POLICY ROADWAYS IF
7 YOU ARE ON A TRANSIT ROUTE THE TRANSIT AGENCY GETS TO WEIGH IN
8 ABOUT TRANSIT SERVICE IMPACTS AND POTENTIAL MITIGATIONS AND IF
9 A PROJECT IS ON THE TRANSIT PRIORITY NETWORK WHICH WE'LL BE
10 DEFINE ING AND WE'LL DESCRIBE IN A MOMENT THOSE PROJECTS WOULD
11 NEED TO HAVE TRANSIT SUPPORT I DESIGN PRINCIPLES SO IT'S
12 REALLY ADDING ON BACK AND FORTH DISCUSSION BETWEEN THE
13 AGENCIES WHEN THERE IS A PROJECT THAT WOULD BE ON A TRANSIT
14 CORRIDOR. THROUGH THIS PROCESS WE HAVE HAD A VERY ITERATIVE
15 PROCESS WITH LOTS OF FEEDBACK BACK AND FORTH. WE WERE HERE IN
16 SEPTEMBER AND ALSO WENT TO THE RNM COMMITTEE AND RNM CUSTOMER
17 ADVISORY GROUP AND WE HAD FEEDBACK WHICH I WOULD KIND OF GROUP
18 INTO FIVE THEMES I'M NOT GOING TO READ THE LIST HERE BECAUSE
19 MIKA IS GOING TO GO THROUGH EACH OF THESE POINTS AND DESCRIBE
20 HOW -- WHAT WE HEARD AND HOW WE'RE PLANNING TO CHANGE THE
21 POLICY OR INCORPORATE YOUR FEEDBACK INTO OUR WORKPLAN.

22

23 **MIKA MIYASATO:** THANKS BRITT. SO, IN THE NEXT COUPLE OF SLIDES
24 I'LL GO THROUGH THE COMMENTS, FEEDBACK RECEIVED, AND HOW WE'RE
25 RESPONDING. SO, WE HEARD FROM THE COMMITTEE THAT

1 IMPLEMENTATION AND INTER-AGENCY COORDINATION REQUIREMENTS
2 NEEDS TO BE CLARIFIED IN RESPONSE WE REVISED THE POLICY
3 IMPLEMENTATION MATERIALS TO EMPHASIZE IMPORTANCE OF EARLY
4 COORDINATION AND ALSO CLARIFIED TRANSIT REVIEW PROCESS. ON THE
5 RIGHT WE'RE PROVIDING A TABLE SUMMARIZING THE CLARIFIED
6 TRANSIT REVIEW PROCESS THERE ARE FOUR LEVELS THERE ARE NO
7 PUBLIC TRANSIT ROUTES IN THE PROJECT AREA AND NO SERVICE IN
8 THE SURROUNDING COMMUNITY NO TRANSIT REVIEW IS REQUIRED IF
9 THERE IS NO PUBLISHED TRANSIT ROUTES IN THE PROJECT AREA BUT
10 IN GENERAL THERE IS TRANSIT SERVICE IN THE COMMUNITY PROJECT
11 SPONSORS NEED TO CONFIRM WITH TRANSIT AGENCY IF THERE ARE
12 ROUTINE DETOURS OR NON-REVENUE SERVICE IN THE PROJECT AREA IF
13 THERE ARE NON-REVENUE SERVICE OR ROUTINE SERVICE THEN PROJECT
14 SPONSORS NEEDS TO CONSIDER ACCOMMODATING BASIC BUS MOVEMENTS
15 EXAMPLE OF BASIC BUS MOVEMENTS COULD BE IF BUSES CAN MAKE A
16 TURN. IF THERE IS A PUBLISHED TRANSIT ROUTE IN THE PROJECT
17 AREA PROJECT SPONSORS NEEDS TO TRY MEDIATING PROJECT IMPACTS
18 TO TRANSIT AND THEN THE FORCE LEVEL PROJECT LOCATED ALONG THE
19 REGIONAL TRANSIT PRIORITY NETWORK A PROJECT SPONSOR NEEDS TO
20 TRY TO IMPROVE TRANSIT THROUGH ADAPTING BEST PRACTICE TRANSIT
21 SUPPORTIVE DESIGN JUST A REMINDER THAT THIS TRANSIT PRIORITY
22 NETWORK WILL BE DEVELOPING ENGAGING STAKEHOLDERS IN DEVELOPING
23 TRANSIT PRIORITY NETWORK THIS ACTIVITY WE HAVE IN 2026
24 REQUIREMENT WILL TAKE PLACE ONLY AFTER WE ADAPT TRANSIT
25 PRIORITY NETWORK. WE ALSO HEARD ABOUT LIMITED LOCAL STAFFING

1 RESOURCE PARTICULARLY AMONG SMALLER AGENCIES STAFF WILL
2 MONITOR ANY CHALLENGES AND ISSUES AS THE POLICY GETS
3 IMPLEMENTED AND AS YOU MAY KNOW THAT ALL CALL FOR PROJECTS ARE
4 EXPECTED IN 2026 SO STAFF WILL SEEK FEEDBACK TO INFORM
5 DEVELOPMENT. TECHNICAL ASSISTANCE PROGRAM AND POSSIBLE POLICY
6 ADJUSTMENT. THE RNM COMMITTEE AND CUSTOMER ADVISORY GROUP
7 EMPHASIZE THE NEED FOR TECHNICAL ASSISTANCE AND GUIDANCE. THE
8 QUESTIONS AND COMMENTS WE HEARD IN PARTICULAR WERE WHAT ARE
9 APPROPRIATE AND RECOMMENDED TRANSIT PRIORITY STRATEGY FOR
10 MEDIUM AND LOW DENSITY LAND USE SETTING. WE ALSO HEARD WHEN TO
11 CONSIDER QUICK BUILD VERSUS LARGER CAPITAL PROJECTS. SO WE'LL
12 BE DEVELOPING A TECHNICAL ASSISTANCE PROGRAM, WE'RE ACTIVELY
13 PURSUING DEVELOPMENT OF A REGIONAL TRANSIT PRIORITY TOOLKIT
14 ALSO CONSIDERING DEVELOPING A TRAINING OPPORTUNITY ALIGNED
15 WITH THIS PROPOSED POLICY BY BUILDING ON TO THE MTC EXISTING
16 TECH TRANSFER TRAINING SERIES. IN ADDITION DURING THE
17 IMPLEMENTATION PHASE WE'LL BE -- WE'LL IDENTIFY ADDITIONAL
18 PROJECT DEVELOPMENT AND INTER-AGENCY COORDINATION TOOLS. FROM
19 THIS ITEM COUNCIL AND CUSTOMER ADVISORY GROUP EXPRESSED A
20 STRONG INTEREST AND A STRONG DESIRE TO USE FUNDING INCENTIVES
21 TO ENCOURAGE JURISDICTIONS ADAPT LOCAL POLICY AND THAT WOULD
22 REINFORCE COORDINATION WITH TRANSIT AGENCIES. SO, WHAT THE
23 POLICY DOES IS ENCOURAGING EARLY AND FREQUENT COORDINATION AND
24 IT PROVIDES FRAMEWORK FOR COLLABORATION. WHAT THE POLICY DOES
25 NOT DO IS DICTATING ROADWAY DESIGN, AND WHICH WOULD REMAIN AS

1 A LOCAL DECISION. SO, WHEN THE DESIGN DISPUTE ARISE, MTC WOULD
2 CONSIDER CONVENING A STAKEHOLDER MEETING, AND DURING THE
3 IMPLEMENTATION PHASE, WE'LL IDENTIFY TECHNICAL ASSISTANCE
4 RESOURCES AND FOCUSED ON COLLABORATION AND INTER-AGENCY
5 COORDINATION TO SUPPORT PROJECT DEVELOPMENT. SO, AS YOU CAN
6 SEE ON THE RIGHT, THE POLICY DEVELOPMENT AND ENGAGEMENT BEGAN
7 IN FALL 2023 OVER THE PAST TWO YEARS WE HAVE COORDINATED WITH
8 MANY STAKEHOLDERS AND RECEIVED INPUT FROM A WIDE VARIETY OF
9 AGENCY, INCLUDING CITIES, COUNTY TRANSPORTATION AGENCIES,
10 TRANSPORTATION TRANSIT AGENCY, CALTRANS AND ADVOCACY GROUPS.
11 AND DURING THE WINTER AND SPRING OF 2025 ENGAGEMENT, ATTENDS
12 MORE THAN 20 STAKEHOLDER MEETINGS AND RECEIVED MORE THAN 500
13 INDIVIDUAL COMMENTS, AND THOSE COMMENTS REPRESENTED 50
14 ORGANIZATIONS AND STAFF WILL CONTINUE TO COORDINATE WITH
15 COUNTY TRANSPORTATION AGENCY AND CONGESTION MANAGEMENT AGENCY
16 IN THE POLICY IMPLEMENTATION PHASE. AND NOW I'M GOING TO TURN
17 IT BACK TO BRITT.

18

19 **BRITT TANNER:** THANK YOU. SO, THE OUTREACH TIMELINE THAT MIKA
20 HIGHLIGHTED IT'S, SORT OF, COPIED ON THE TOP HERE AND WHAT'S
21 DIFFERENT ON THE THIS TIMELINE THAT WE'RE SHOWING YOU THE RED
22 STAR THAT WHEN WE HAVE BEEN TO THE RNM BODIES AND WHEN WE PLAN
23 TO COME IN THE FUTURE. THROUGHOUT THE PROCESS WE CAME WITH
24 UPDATES AFTER THE POLICY FRAMEWORK WAS COMPLETED AND DRAFT
25 POLICY WAS COMPLETED NOW WE'RE HOOD TO WEIGH IN ON THE FINAL

1 POLICY PARTLY BECAUSE WE WANT TO MAKE SURE THE POLICY IS
2 APPROVED BEFORE OBAG FOUR PROGRAM COMES OUT NEXT YEAR IF THE
3 POLICY IS APPROVED THEN THE REQUIREMENTS FOR THE COORDINATION
4 BETWEEN LOCAL AGENCIES AND TRANSIT AGENCIES WOULD GO INTO
5 EFFECT WE CAN WATCH HOW THAT IS GOING IN THE SPRING WHEN
6 COUNTY CALL FOR PROJECTS COMES OUT WE'LL MONITOR TO SEE IF
7 THERE ARE ANY ISSUES AND TAKING NOTE OF ANYTHING THAT WE NEED
8 TO FINE TUNE OR MODIFY OUR WORK IS NOT COMPLETED WE'RE GOING
9 TO KEEP GOING INTO THE TRANSIT PRIORITY ROADWAY ASSESSMENT AND
10 DEVELOP TRANSIT PRIORITY NETWORK WE HAVE TWO OPPORTUNITIES
11 WE'LL BRING BACK TO YOU GET YOUR FEEDBACK ON DRAFT NETWORK
12 THEN FINAL NETWORK IN 2026 WITH FINAL UPDATES WE'LL LET YOU
13 KNOW HOW THE IMPLEMENTATION OF THE POLICY IS GOING GIVE
14 UPDATES ON FUNDING INCENTIVES THAT WE'RE LOOKING INTO AND
15 ANYTHING WE NEED TO MODIFY OR CONSIDER MODIFYING ON THE POLICY
16 AS WELL AS TECHNICAL ASSISTANCE PROGRAMS THAT WE'RE GOING TO
17 BE DEVELOPING AND THROUGHOUT THE PROCESS ENCOURAGING LOCAL
18 AGENCIES TO ADOPT LOCAL POLICY BY POSTING TEMPLATES ON OUR WEB
19 PAGE FOR THE EASE OF AGENCIES. SO IF THE POLICY IS APPROVED
20 TODAY IT MOVES TO THE RNM COMMITTEE AND MTC COMMISSION. WE'LL
21 WORK TO INTEGRATE THE TRANSIT REVIEW INTO THE COMPLETE STREETS
22 CHECKLIST PORTAL WHICH IS BEING UPDATED RIGHT NOW AND WILL
23 HAVE A NEW SPACE AND PROCESS IN THE NEXT YEAR. WE'LL
24 COORDINATE WITH THE COMPLETE STREETS TEAM AS THEY ROLL OUT THE
25 COMPLETE STREETS PORTAL TO MAKE SURE PEOPLE KNOW HOW TO USE

1 THE NEW PORTAL AND ALSO ARE AWARE OF THE NEW TRANSIT REVIEW
2 REQUIREMENTS. IN PARALLEL WORKING ON OUR ROADWAY ASSESSMENT
3 DOING BASELINE ANALYSIS TO LOOK AT HOW THE REGION IS DOING FOR
4 TRANSIT IN TERMS OF SPEED, RELIABILITY, RIDERSHIP, WHERE WE
5 HAVE ALREADY MADE INVESTMENTS AND WE'LL BE PULLING THEM INTO
6 OUR TRANSIT PRIORITY NETWORK AS I MENTIONED PREVIOUSLY, WHICH
7 WILL BE COMING UP WITH A DRAFT IN THE SUMMER AND THE FINAL --
8 TOWARDS THE END OF THE YEAR. THOSE TWO PIECES OF INFORMATION
9 WILL ALSO HELP US INFORM OUR LIST OF HOTSPOT LOCATIONS WHICH
10 WILL BE PRIORITY LOCATIONS FOR POTENTIAL FUNDING IN THE
11 FUTURE. AND THEN WE'LL ALSO BE WORKING ON TECHNICAL ASSISTANCE
12 RESOURCES OVER THE NEXT YEAR SO A LOT OF WORK TO DO OVER THE
13 NEXT YEAR THAT'S IT. WE HOPE YOU WILL RECOMMEND THE POLICY FOR
14 APPROVAL AND WE ARE HERE TO ANSWER QUESTIONS AS WELL AS
15 STEPHANIE TO ANSWER ANY QUESTIONS.

16

17 **CHAIR, ROBERT POWERS:** THANK YOU FOR THAT BRITT AND MIC A
18 STEPHANIE, DID YOU WANT TO ADD ANYTHING TO THE PRESENTATION
19 HERE?

20

21 **SPEAKER:** NO WE WANT TO THANK YOU FOR ALL THE INPUT THUS FAR
22 AGAIN BRIT TALKED ABOUT OUR OUTREACH AND WE GOT A LOT OF
23 ENGAGEMENT AND OUTREACH FROM THE TRANSIT AGENCIES SO THANK YOU
24 AND HOPE THAT THIS POLICY REFLECTS THAT.

25

1 **CHAIR, ROBERT POWERS:** WE SHALL SEE, STEPHANIE. BEFORE WE GET
2 STARTED MADAM CLERK PUBLIC COMMENT EITHER IN THE ROOM OR
3 VIRTUAL, PLEASE.

4

5 **CLERK OF THE BOARD:** YES WE HAVE TWO SPEAKERS ONLINE. ADINA YOU
6 MAY UNMUTE YOURSELF. TWO MINUTES TO SPEAK.

7

8 **ADINA LEVIN:** ADINA LEVIN, CHAIR OF THE NETWORK MANAGEMENT
9 CUSTOMER ADVISORY GROUP, AND ALSO WITH SEAMLESS BAY AREA. A
10 YOU COUPLE OF POINTS, STARTING WITH THE ADVOCACY HAT, AND WITH
11 SEAMLESS AND COALITIONS OF TRANSIT RIDERS, WE'RE SUPPORTIVE OF
12 THE TRANSIT POLICY OVERALL, AND AS THE TRANSIT PRIORITY
13 NETWORK IS FLESHED OUT AND BROUGHT FORWARD, WE ARE EAGERLY
14 STANDING BY TO ENGAGE TRANSIT RIDERS IN DIFFERENT PLACES ALL
15 OVER THE REGION TO SUPPORT JURISDICTIONS IN ADOPTING THE
16 TRANSIT PRIORITY POLICIES THAT ARE A PART OF THIS OVERALL
17 PROGRAM, AND WILL HELP IN MOVING THESE THINGS FORWARD THE MORE
18 CITIES THAT HAVE THESE TRANSIT PRIORITY POLICIES. WITH THAT, I
19 WANTED TO HIGHLIGHT SOME COMMENTS THAT WERE MADE THAT ARE NOT
20 YET REFLECTED IN THE POLICY. ONE OF THEM WHICH SEEMS LIKE IT
21 WOULD BE VERY EASY, AND I HAD THOUGHT THAT STAFF SAID THAT
22 THEY WERE GOING TO DO THAT, IS TO HAVE SAFETY FOR ALL ROAD
23 USERS IDENTIFIED AS A PRINCIPLE, BECAUSE THIS IS BEING WOVEN
24 INTO THE COMPLETE STREETS CHECKLIST, THIS WOULD SEEM TO BE
25 EXTREMELY EASY, AND A REALLY GOOD AND OBSTACLE FIT. SO, WOULD

1 STILL RECOMMEND THAT AS A KIND OF VERY LOGICAL AND EASY ADD.
2 SECOND, FOR -- NOT FOR THE FIRST PHASE, IT IS GOOD THAT THE
3 FIRST VERSION OF THE TRANSIT PRIORITY NETWORK IS -- THE GOAL
4 IS TO BE DONE IN TIME FOR OBAG, BUT THE FIRST VERSION DOES NOT
5 INCLUDE QUANTITATIVE GOALS AND DOES NOT CONSIDER TRANSFERS.
6 AND THOSE THINGS WOULD BE EXTREMELY VALUABLE TO GET IN AS THE
7 NEXT PHASE AS SOON AS REASONABLE. THANK YOU.

8

9 **CLERK, WALLY CHARLES:** THANK YOU. NEXT SPEAKER IS MICHAEL
10 BALDINI. YOU MAY UNMUTE YOURSELF.

11

12 **MICHAEL BALDINI:** THANK YOU VERY MUCH. THIS IS IN REGARDS TO
13 THE PRESENTATION ON SUPPLIED FOUR, AND A SECOND POINT THERE ON
14 THE THRESHOLD OF \$250,000. I JUST SUGGESTING THAT THERE BE AN
15 ESCALATOR TO THAT, OTHERWISE YOU WOULD BE OVERWHELMED GOING
16 FORWARD WITH A WHOLE LOT OF WORK, WHOLE LOT OF ANALYSIS,
17 WHETHER IT'S INTENDED OR NOT, I WOULD SUGGEST YOU TALK A LOOK
18 AT IT BUILD AN ESCALATOR INTO THAT AS FOUNDATION PIECE.

19

20 **CLERK, WALLY CHARLES:** THANK YOU THERE ARE NO OTHER SPEAKERS IN
21 THE ROOM NOTHING RECEIVED IN WRITING.

22

23 **CHAIR, ROBERT POWERS:** LET'S CLOSE PUBLIC COMMENT ON THE ITEM
24 HERE. FIRST START WITH DISCUSSION OF COMMISSIONERS HERE.
25 COMMENTS, CONCERNS, ADVICE FOR EITHER STEPHANIE, BRIT, OR

1 MIKA, WE'LL START WITH SALVADOR LLAMAS WITH AC TRANSIT THEN
2 WORK DOWN.

3

4 **SAL LLAMAS:** THANK YOU CHAIR POWERS AND THANK YOU VERY MUCH
5 BRIT AND MIKA TO ALL THE TEAM THAT PUT COORDINATE AMOUNT OF
6 WORK TO GET US TO THIS .500 COMMENTS AND 50 AGENCIES THAT'S A
7 SIGNIFICANT UNDERTAKING I WANT TO PERSONALLY THANK YOU FOR
8 LISTENING TO A LOT OF THE COMMENTS THAT I SAID BEING
9 RESPONSIVE TO THAT, THAT MEANS A LOT AND I KNOW THAT NOTHING
10 IS EVER PERFECT AT THE BEGINNING BUT WE GOT TO START SOMEWHERE
11 AND THIS IS A HUGE STEP FORWARD I REALLY THINK IT DRAWS THE
12 ATTENTION THAT'S NEEDED ON THE IMPORTANCE OF EARLY
13 COLLABORATION BETWEEN JURISDICTIONS AND TRANSIT AGENCIES AND
14 IT DOES PROVIDE A CHECKLIST AND TOOLKIT TECHNICAL ADVISORY ON
15 HOW TO GET THERE WHICH IS IMPORTANT AND I DO APPRECIATE THE
16 COMMITMENT TO CONTINUE TO GIVE ONGOING REPORTS ON
17 IMPLEMENTATION I THINK THAT'S GOING TO BE ESSENTIAL TO ENSURE
18 TRANSPARENCY WHAT WE'RE LEARNING LESSONS LEARNED I'M CURIOUS
19 TO HEAR FROM YOU WHAT WE'RE GOING TO LEARN FROM OBAG FOUR SOME
20 OF THE THINGS IN PARTICULAR ARE WHAT TYPES OF PROJECTS ARE
21 FUNDED AND WHETHER PROJECTS INCLUDE ARE CONSIDERED TRANSIT AND
22 ANY ISSUES OR CHALLENGES THAT WERE OBSERVED I THINK THAT WILL
23 HELP US UNDERSTAND HOW TO BETTER IMPROVE THE PROCESS AND MAYBE
24 EVEN THE POLICY GOING FORWARD. SO, THANK YOU FOR THAT. AND I
25 DON'T HAVE ANYTHING FURTHER

1

2 **CHAIR, ROBERT POWERS:** THANKS FOR THOSE COMMENTS, SAL. LIZ
3 BRYSON SFMTA.

4

5 **SPEAKER:** I KNOW THIS IS AN IMPORTANT STEP PRAGMATIC I KNOW YOU
6 HAVE HAD TO BALANCE WITH TRANSIT AGENCIES AND LOCAL
7 JURISDICTIONS AND EVERYONE ELSE ONE THING I WANTED TO NOTE IS
8 THAT WE'RE UNDER SO MUCH PRESSURE TO IMPROVE TRANSIT AS A
9 REGION AND ONE OF THE ROLES OF THIS GROUP IS TO SHARE UP TO
10 THE POLICY MAKERS LIKE WHAT DO WE NEED TO DO TO DO OUR PART I
11 THINK WHAT WE'RE DOING HERE MAKES SENSE BUT AT THE END OF THE
12 DAY IF LOCAL JURISDICTIONS DON'T DO THEIR PART TO MAKE TRANSIT
13 SUPPORTIVE THEN WE CAN'T DO OUR PART AND DRAWING THOSE
14 CONNECTIONS IS IMPORTANT AS YOU PUT IN THIS POLICY BUT I'M
15 SUPPORTIVE OF MOVING IT FORWARD AND I THINK IT'S A GREAT NEXT
16 STEP.

17

18 **CHAIR, ROBERT POWERS:** GREAT THANK YOU FOR THOSE COMMENTS.
19 CAROLYN GONOT, VTA, GM.

20

21 **CAROLYN GONOT:** I ACTUALLY LIKE THE WORK THAT'S BEING DONE ON
22 THIS, YOU KNOW WE HAVE BEEN WORKING ON DOING SOME LOCAL
23 TRANSIT PRIORITY POLICIES AND WE HIT STUMBLING BLOCKS ALONG
24 THE WAY WITH SOME CITIES SO I'M ASSUMING WE HAVE CERTAIN --
25 IT'S NOT EVERY ROADWAY THAT TRANSIT RIDES ON. I MEAN, IS ON.

1 I'M ASSUMING THAT WE'RE GOING TO FOCUS ON CERTAIN ROUTES AND
2 NOT EVERY ROADWAY. I MEAN, IF A BUS IS ONLY RUNNING ON IT
3 EVERY 30 MINUTES EVERY HOUR, I'M ASSUMING IT'S NOT GOING TO BE
4 THAT ROADWAY. IS THAT CORRECT?

5

6 **DRENNAN SHELTON:** YEAH SO REQUIREMENTS WOULD BE DIFFERENT
7 DEPENDING ON THE TYPE OF ROADWAY IF THERE IS A BUS THAT'S
8 OCCASION THERE.

9

10 **SPEAKER:** BRRIT TANNER: LIKE IF A BUS THIS'S OCCASION THERE
11 NEED TO HAVE CONVERSATION WITH THE TRANSIT AGENCY BUT FOCUS
12 REALLY ON MAINTAINING MOVEMENT OF THE BUS LIKE IN CHICANE OR
13 SPEED HUMP OR IF DESIGN SPEED HUMP KNOWING THAT THERE IS GOING
14 TO BE A BUS DRIVING OVER IT DESIGN INPUT, SUBSET OF STREETS
15 THAT HAVE TRANSIT ON THEM THAT'S A TIERED LEVEL OF REVIEW
16 DEPENDING HOW MUCH TRANSIT IS ON IT.

17

18 **CAROLYN GONOT:** YOU'RE PROBABLY HEARING SOME CONFLICTS WITH
19 SOME OF THE COMPLETE STREET STUFF THAT WE HAVE DONE WITH BUS
20 NETWORK AND TURNING RADII, BUS, BIKES, BUSES AND THOSE THINGS
21 ALL HAVE TO BE COORDINATED AND JUST MAKING SURE THAT WE'RE NOT
22 PUTTING TOO MUCH ON THEM AND THAT THEY CAN'T DO THAT IN THAT
23 ALL OF OUR PARTIES ARE SPEAKING TOGETHER SO I THINK PUTTING IT
24 IN THE COMPLETE STREETS CHECKLIST AND UNDERSTANDING THAT THERE
25 IS GOING TO BE HAVE TO BE COMPROMISES ON THINGS AND WHETHER

1 IT'S GOING TO BE TRANSIT, BIKES, OR WHATEVER, OR HOW WE MAKE
2 THAT DESIGN WORK IS WHAT WE'RE GOING TO HAVE TO WORK WITH AT
3 TIMES. SO, THE OTHER THING ON TRANSIT, SIGNAL PRIORITY, WHICH
4 IS REALLY IMPORTANT RIGHT NOW, AND I WANT TO TALK ABOUT THIS
5 MORE BECAUSE IT HAS TO DEAL WITH THE MEASURE THAT WE'RE COMING
6 UP WITH, I MEAN SOME OF THE -- WHEN WE'RE TALKING ABOUT
7 INCENTIVES RIGHT NOW AND THE ROADWAY WORK THAT WE'RE DOING, A
8 LOT OF THE WORK WHERE WE'RE LOOKING AT ANY ROADWAY WORK OR
9 ROADWAY MAINTENANCE, IT'S REALLY GOING TO BE BASED ON WHERE,
10 YOU KNOW, SIGNAL PRIORITY, AND THAT ON THOSE ROADWAYS IT IS
11 IT'S THE WHOLE -- WHOLE AREA, THAT WHOLE STREET, AND SIGNAL
12 MAINTENANCE, EVERYTHING, ANY KIND OF SIGNAL WORK THAT'S GOING
13 TO BE DONE WILL INCLUDE SIGNAL PRIORITY SO IT'S ACTUALLY
14 WORKING ON EVERYTHING. SO WHEN YOU'RE TALKING ABOUT INCENTIVES
15 I WANT TO MAKE SURE THE INCENTIVES AREN'T STRAIGHT ALWAYS
16 OFFER THE TOP, AND I THINK A LOT OF TIMES WHEN YOU'RE PUTTING
17 IN OFF THE TOP FUNDING POTS I THINK YOUR LOT OF IT IS THEY'RE
18 ALREADY DOING THIS WORK IN -- IN THE WORK THAT THEY'RE GOING
19 TO DO THAT THEY WILL ACTUALLY MAKE SURE THAT THIS TRANSIT --
20 THESE -- THE -- THE DESIGN OF THE STREETS ACTUALLY ACCOMMODATE
21 TRANSIT BUT I DO THINK FOR TRANSIT SIGNAL PRIORITY SIGNAL
22 PRIORITY WE NEED TO CONSIDER SOME OF THAT WITHIN THE COMPLETE
23 STREETS AS WELL, OR THAT COMPLETE STREETS ASPECT, BECAUSE IT'S
24 A SIGNAL PRIORITY THAT'S GIVING US THE BIGGEST BANG FOR THE
25 BUCK IN TERMS OF SPEED AT THIS POINT. AND THAT'S WHERE WE'RE

1 SEEING IT AND IN GENERAL WE'RE SEEING IT -- WE'RE PUTTING
2 MAYBE ANOTHER, YOU KNOW, TENS OF THOUSANDS OF HOURS IN OUR
3 SYSTEM EVERY HALF A YEAR, LIKE EVERY SIX MONTHS JUST TO KEEP
4 UP WITH CONGESTION, WHICH IS ANOTHER MILLION OR TWO OF
5 SERVICE, I WOULD MUCH RATHER PUT IN NEW SERVICE BUT WE'RE JUST
6 PUTTING UP TO DEAL WITH CONGESTED ROADS SO I THINK THE MORE WE
7 CAN DO MORE FOCUS ON SIGNAL PRIORITY I THINK IS IMPORTANT. SO,
8 I WOULD LOVE TO SEE A MORE HEAVY FOCUS ON THAT AS WELL. AND IF
9 WE'RE GOING TO DO ANY KIND OF FINANCIAL INCENTIVES THAT THOSE
10 FINANCIAL INCENTIVES GO TOWARDS THAT WORK, AND I KNOW WE'RE
11 DOING SOME WORK ON THAT, AS WELL.

12

13 **CHAIR, ROBERT POWERS:** OKAY. THANKS FOR THOSE COMMENTS. ANDY
14 FREMIER, MTC.

15

16 **ANDREW FREMIER:** THANK YOU, AGAIN, FOR THE PRESENTATION. I'M
17 CERTAINLY IN SUPPORT OF THE SUBJECT. I WAS CURIOUS A BIT
18 THOUGH TO KNOW MORE HOW WE EVALUATE DOWN THE ROAD, KEEPING IN
19 MIND STEPHANIE WILL REMEMBER WHEN WE DID BAY BRIDGE FORWARD
20 PROJECTS RIGHT OUT THE GATE ON WEST GRAND AVENUE FOR AC
21 TRANSIT OTHER AND BUSES AS WELL AS FORE SERVICE WE WERE ABLE
22 TO SHOW PRETTY GOOD METRICS PRETTY QUICKLY AFTER GETTING THE
23 SERVICE GOING AND THAT WAS GOOD MARKETING APPROACH, I TEND TO
24 THINK THAT THE ARTERIALS IN PARTICULAR ARE WHERE A LOT OF OUR
25 CHALLENGES ARE BECAUSE OF CHANGES IN TRAVEL PATTERNS DURING

1 THE DAY AND I WANT TO REFLECT ON THE PROJECT SEAMUS
2 NEIGHBORHOOD WHERE THEY DID SOME SIGNAL PRIORITIZATION AROUND
3 CONGESTED INTERCHANGE ON SIR FRANCIS DRAKE AND A LOT OF
4 ATTENTION VERY POSITIVE I DON'T KNOW THAT ANYBODY'S TALKED
5 ABOUT OVERLAYING BUS SERVICE BACK INTO THAT NOW THEY HAVE HAD
6 SOME IMPROVEMENTS MY QUESTION IS AROUND WHAT ARE WE GOING TO
7 DO TO MEASURE SUCCESS AND THEN MARKET OPPORTUNITIES I DIDN'T
8 CATCH IT IN THE PRESENTATION.

9

10 **BRITT TANNER:** FOR THE TRANSIT PRIORITY POLICY IT REALLY
11 FOCUSED ON COORDINATION SO IN TERMS OF THE METRICS THAT COME
12 OUT OF WHAT IMPROVEMENTS WE SEE IS GOING TO BE BASED ON
13 FUNDING SOURCE THAT THESE PROJECTS ARE GOING AFTER. FOR
14 TRANSIT PRIORITY FUNDING THAT WE PROVIDE THROUGHOUT BusAID
15 PROGRAM AND IDTSP THERE ARE REQUIREMENTS TO DO POST EVALUATION
16 AND I THINK A LOT OF FUNDING SOURCES ARE STARTING TO HAVE THAT
17 REQUIREMENT FOR POST EVALUATION SO WE'RE STARTING TO SEE EARLY
18 RESULTS FROM THE BUS PROJECTS BUT BRIT CAN TELL YOU MORE ABOUT
19 SFMTA'S PROJECT THAT WE FUNDED THAT'S ALREADY SEEN IN EARLY
20 IMPROVEMENTS SO WE GET THESE PROJECTS IMPLEMENTED THAT ARE
21 FUNDED WITH OUR POTS OF FUNDING WE'RE REQUIRING POST
22 EVALUATION TO START TELLING THAT STORY AND AFTER OUR
23 PRESENTATION KHRISTINA IS GOING TO GIVE A PRESENTATION ABOUT
24 HOW WE START TO COMMUNICATE TRANSIT BENEFITS SO THAT'S THE
25 OTHER PIECE WORKING WITH LEGISLATION AND PUBLIC AFFAIRS TO GET

1 THE STORY OUT ABOUT WHAT OUR INVESTMENTS ARE ACTUALLY GETTING
2 US AND IMPROVEMENTS THAT WE'RE SEEING FOR CUSTOMERS.

3

4 **ANDREW FREMIER:** YOU THANK YOU FOR THAT AND I ENCOURAGE THAT WE
5 TAKE ADVANTAGE OF THE REGIONAL NETWORK MANAGEMENT COMMITTEE
6 OTHER AND PLACES ONCE WE GET THESE THINGS MOVING TO KIND OF
7 SHOW THE BENEFIT AND THE INVESTMENT IN WHAT WE HAVE ALL BEEN
8 TRYING TO DO HERE IN THIS SPACE. BUT, THANK YOU.

9

10 **CHAIR, ROBERT POWERS:** THANK YOU FOR THOSE COMMENTS. BILL
11 CHURCHILL, COUNTY CONNECTION.

12

13 **BILL CHURCHILL:** THANK YOU, BOB. A LITTLE UNPREPARED. I THOUGHT
14 SOMEBODY ELSE WAS BEFORE ME. I WANT TO ECHO A NUMBER OF
15 COMMENTS MADE BY THE COUNCIL MEMBERS UP HERE. I REALLY
16 APPRECIATE THE EFFORT BY THE ENTIRE TEAM, AND MELANIE, YOUR
17 WORK AS WELL. THE CIRCLE AROUND WITH SMALL OPERATORS AND
18 MAKING SURE THAT WE WERE INCLUDED INTO THIS PROCESS WAS, I
19 THOUGHT, ENORMOUSLY IMPORTANT, AND WE ON THE SMALLER SIDE ARE
20 OFTEN VERY CHALLENGED IN WORKING WITH OUR VARIOUS
21 JURISDICTIONS AND ENSURING THAT WE GET TRANSIT PRIORITY, SO,
22 OF COURSE, WE WOULD WANT THE WORLD IN TERMS OF FORCING TRANSIT
23 PRIORITY AND MTC TO DO IT ALL FOR US. AND WE KNOW THAT'S NOT
24 POSSIBLE. SO, I THINK COUNCIL MEMBER -- NAILED IT WHEN SHE
25 SAID THIS WAS A PRAGMATIC APPROACH SO I APPRECIATE THE BACK

1 AND FORTH AND APPRECIATE THE COMPROMISE WE ENDED UP WITH, AND
2 I DO BELIEVE THAT THIS POLICY IS GOING TO MAKE IMPROVEMENTS
3 FOR ALL OPERATORS. I CAN SEE IT CLEARLY. SIMILAR TO ANDY
4 FREMIER, THOUGH, I DO -- I THINK, IN PARTICULAR, WHERE THERE
5 ARE NOT FUND, WHERE THERE IS SOME, SORT OF, AFTER ASSESSMENT
6 TIED TO IT, THERE MUST BE SOME WAY WE CAN DEVELOP A
7 METHODOLOGY WHERE WE CAN BEGIN TO SHARE WHETHER OR NOT THIS
8 POLICY IS WORKING FOR SOME OF THE SMALLER OPERATORS. THERE ARE
9 A MULTITUDE OF FUNDING SOURCES, AND I CAN THINK OF A COUPLE OF
10 PROJECTS IN MY OWN BACKYARD WHERE WE HAVE STRUGGLED WITH
11 JURISDICTIONS. AND, SO, YOU KNOW, MAYBE AND AS WE MOVE FORWARD
12 WITH THIS PARTICULAR POLICY AND WE HAVE GOT A COUPLE MORE
13 OPPORTUNITIES TO HIT IT, WE CAN THINK ABOUT AFTER VALUATION OR
14 SOME OTHER METHODOLOGY THAT THE OPERATORS CAN PROVIDE FEEDBACK
15 ABOUT WHAT MAYBE DIDN'T GO AS WELL. AND THAT MIGHT BE A WAY WE
16 CAN CONTINUE TO NUANCE THE POLICY WITH YEARS TO COME. BUT
17 HIGHLY SUPPORTIVE OF THE POLICY, AND EXTRAORDINARY
18 APPRECIATIVE OF ALL OF YOUR WORK. IT'S BEEN GREAT. THANK YOU.

19
20 **CHAIR, ROBERT POWERS:** THANKS, BILL. RACHAEL EDE SANTA ROSA.

21
22 **SPEAKER:** THANK YOU BRIT AND MIKA FOR THE PRESENTATION, I SEE
23 THE ROLE OF CTA'S BEING CRITICAL MAYBE IN THE SMALLER
24 JURISDICTIONS WHERE THERE IS LIMITED CAPACITY AROUND
25 IMPLEMENTATION OF POLICY, A CLOSE RELATIONSHIP THERE AND ALSO

1 THINK THERE IS OPPORTUNITY WORKING WITH CTA'S TO CARRY FORWARD
2 PRINCIPLES INTO PROJECTS BEYOND THOSE FUNDED THROUGH MTC AND
3 THROUGH REGIONAL DISCRETIONARY FUNDS AND WOULD LOVE TO SEE THE
4 APPROACH TAKEN FOR LOCALLY FUNDED PROJECTS AS WELL I'M CURIOUS
5 HOW YOU SEE WORKING WITH CTA'S MOVING FORWARD TO IMPLEMENT THE
6 POLICY?

7

8 **SPEAKER:** WE EXPECT TO WORK CLOSELY WITH CTA'S THROUGH THE
9 IMPLEMENTATION WE'RE ESPECIALLY GOING TO BE HOPING THAT THE
10 CTA'S WILL HELP US REACH ALL LOCAL JURISDICTIONS BECAUSE WE
11 CAN'T GO TO 100 AGENCIES TO DESCRIBE IT WE ALSO SEE A BIG ROLE
12 FOR CTA'S PARTICULARLY WHEN THERE IS DISPUTE RESOLUTION WE'RE
13 DEFINITELY NOT DOING THIS ALONE WE SEE CTA'S CRITICAL TO THE
14 PROCESS.

15

16 **CHAIR, ROBERT POWERS:** FOLLOW-UP CAROLYN GONOT, VTA?

17

18 **CAROLYN GONOT:** QUICK QUESTION, CAN I ASK YOU BECAUSE WE ALWAYS
19 -- BECAUSE CTA, WE HAVE USED OUR PROGRAM LIKE WE HAVE HAD A
20 CHECKLIST FOR OUR STREETS AND ROADS MONEYS SO IS THERE AN
21 INCENTIVE TO USE THAT TO GET ANY OF THE MONEYS IS THERE
22 COORDINATION WITH CT'S A'S TO DO THAT FOR MONEYS THAT MIGHT
23 GET ALLOCATED TO THEM? THERE IS MORE VALUE IN TRYING TO GET IT
24 AT THAT LEVEL SO IT'S MORE ACCEPTABLE SO IT'S NOT JUST COMING
25 FROM THE REGION. I MEAN THAT'S THE REASON WE, SORT OF -- I

1 KNOW WE HAVE BEEN OUT THERE EARLIER ON SO IT'S EASIER FOR US
2 TO DO IT WHEN MTC DOES IT.

3

4 **MELANIE CHOY:** EACH INDIVIDUAL COUNTY HAS PROCESSES ON HOW
5 THEIR COUNTY DOES CALL FOR PROJECTS FOR FUND SOURCES COUNTY-
6 WIDE OBAG FUNDS ALSO OWN SALES TAX FUND SOURCES SO ONE OF THE
7 THINGS WE'RE DOING WITH THIS EFFORT ALSO IS AMPING UP OUR
8 PARTNERSHIP AND COLLABORATION WITH THE CTA'S SO PROBABLY EACH
9 JURISDICTION IS GOING TO BE DIFFERENT WE'RE GOING TO LOOK AT
10 RECONCILING ANYTHING WE DEVELOP THROUGH OUR OWN COMPLETE
11 STREETS CHECKLIST GIVEN THE ATP COMPLETE STREETS CHECKLIST HAS
12 BEEN IN EXISTENCE ONE OF THE THINGS WE WANT TO DO IS LEVERAGE
13 THAT EXISTING RELATIONSHIP THAT PROGRAM HAS WITH CTA'S, SO, I
14 DON'T KNOW IN TERMS OF SANTA CLARA IN PARTICULAR, WHICH LIST
15 WE'RE EXACTLY USING. THAT'S ONE OF THE THINGS THAT WE'LL TAKE
16 BACK AND MAKE SURE THAT WE RECONCILE SO THAT THE PROCESS IS
17 NOT DUPLICATION AND IT'S REALLY BUILDING UPON ANYTHING THAT'S
18 LOCALLY TAILED AND JUST MAKING SURE THE COMPLETE STREETS,
19 THE TRANSIT PRIORITY, AND ANY LOCAL CHECKLIST THAT YOU HAVE
20 ARE JUST NOT SUPER CONFUSING FOR ANYONE APPLYING FOR FUNDS.
21 SO, AT HOLISTIC LEVEL WE'RE REALLY MEETING WITH EACH OF THE
22 CTA'S TO FIGURE THAT OUT IN ADDITION TO PARTNERING UP AND
23 COMMUNICATING ON ALL OF THIS WITH THE JURISDICTIONS TRYING TO
24 LEVERAGE THE CTA'S AS A RESOURCE. I DON'T KNOW IF THAT ANSWERS
25 YOUR QUESTION BUT WE'RE HAPPY TO FOLLOW UP AND LOOK AT YOUR

1 PARTICULAR CHECKLIST

2

3 **CAROLYN GONOT:** IT'S NOT JUST US I MEAN WE DO HAVE THAT IT
4 DOESN'T -- AND WE TEND TO WORK WITH MTC ON WHAT YOU'RE DOING
5 I'M WONDERING ABOUT OTHER AGENCIES DO THEY REQUIRE THAT AS
6 PART OF THEIR PROGRAM AND CAN THEY -- IF THAT MAKES IT EASIER
7 TO USE THEM ALSO AS A PUSH -- I DON'T KNOW WHAT -- I DON'T
8 KNOW WHAT LIKE ALAMEDA CTC --

9

10 **CHAIR, ROBERT POWERS:** LET'S JUST USE THIS AS A TAKEAWAY
11 DIRECTOR CHOY. YEAH.

12

13 **MELANIE CHOY:** GREAT SUGGESTION.

14

15 **CHAIR, ROBERT POWERS:** LET ME DROP BACK HERE TO RACHAEL E AND
16 MAKE SURE HER VOICE IS HEARD WITH THE CITY OF SANTA ROSA. ARE
17 YOU GOOD? APRIL CHAN VICE CHAIR.

18

19 **V. CHAIR, APRIL CHAN:** I WANT TO SAY VERY SUPPORTIVE OF THIS
20 UNLIKE FIXED RAIL OPERATORS FOR US WE HAVE TO COMPETE WITH A
21 WHOLE BUNCH OF OTHER FACTORS WHEN WE'RE OPERATOR OUR BUSES ON
22 THE STREETS I'M SUPPORTIVE MAYBE I'M GOING TO ADDRESS SOME OF
23 THE COMMENTS THAT CAROLYN SAID HOW DO WE MAKE SURE THAT THE
24 CITIES ESPECIALLY WILL BE SUPPORTIVE OF THIS? I SEE THAT THEY
25 SEE THAT PARTICULARLY IN THEIR JURISDICTION FOR US IN

1 PARTICULAR BECAUSE WE THE ONE THOROUGH FAIR THAT WE'RE
2 INTERESTED IN MAKING SURE THAT THE TRAFFIC IT DOESN'T DEGRADE
3 IN THE LEVEL -- WE WORK QUITE A BIT WITH EL CAMINO REAL IN SAN
4 MATEO COUNTY WE WORK WITH CALTRANS WE HAVE A GROUP IT ALLOWS
5 COORDINATION EARLY BUT WHEN IT COMES DOWN TO WORKING WITH THE
6 CITIES HOW DO YOU GET THEM TO THE TABLE AHEAD OF TIME SO THAT
7 THEY DON'T -- THEY'RE NOT RAISING THIS HANDS AND COMPLAINING
8 THAT WE'RE STEPPING INTO THEIR JURISDICTION? HOW DO YOU DO
9 THAT? THROUGH CTA MAYBE ONE WAY WE ALSO BRING OUR CTA OUR
10 CITIES AND CALTRANS ALL AT THE TABLE, STILL FOR EXAMPLE, IF
11 THIS POLICY NOW AFTER ASSUMING IT PASSES THE COUNCIL HOW DO
12 YOU MAKE SURE THAT YOU ASSURE WHAT THIS IS REALLY
13 COLLABORATING AND COORDINATING EARLY AND HAVING THE CT'S
14 SERVING IN THAT ROLE IT'S REALLY IMPORTANT. WE DO TALK TO
15 THEM. I'M NOT -- I'M LIKE CAROLYN SHE'S ALSO HEAD OF CTA, WE
16 HAVE TO WORK WITH OUR INDIVIDUAL CTA'S AND MAKE SURE LOCK-STEP
17 BECAUSE YOU WANT TRAFFIC TO FLOW NICELY ON TO THE STREETS AND
18 WORKING WITH THAT AHEAD OF TIME THAT'S GOING TO BE MY COMMENT
19 HOW DO YOU GET WITH THAT GOING EARLY ENOUGH?

20
21 **CHAIR, ROBERT POWERS:** OKAY. I WILL JUST WRAP UP HERE,
22 STEPHANIE BRIT AND MIKA. I'M IN FULL SUPPORT BART IS IN FULL
23 SUPPORT OF THIS WE DON'T RUN BUSES I'M NOT RUNNING A REGIONAL
24 RAIL SYSTEM HERE CONNECTING FIVE COUNTIES BUT THE TOPIC AT
25 HAND HERE THROUGHPUT AND ROLLING STOCK FROM BUS FLEETS THAT

1 ARE OUT THERE IT DOESN'T MATTER IF IT'S AC TRANSIT, VTA,
2 COUNTY CONNECTION, MANY OF THEM OUT THERE ARE EITHER COMING
3 FROM OR GOING TO BART STATION AND SO THAT COORDINATION AND
4 THROUGHPUT AND GIVING ALLOWING FOR DISCUSSIONS FOR TRANSIT
5 PRIORITY IS SO SUPER CRITICAL ESPECIALLY NOW AS WE'RE
6 EMBARKING ON 2026. I WANT TO ECHO MY THANK YOU. AND I KNOW, I
7 GOT A BRIEFING FROM DIRECTOR CHOY AHEAD OF THIS TOPIC, AND
8 YOUR EFFORTS HERE AND YOUR OUTREACH TO ALL OF THE AGENCIES
9 HERE DOESN'T GO UNNOTICED. I WOULD PUT THIS ON YOUR RADAR HERE
10 NAVIGATING THE NEXT QUARTER, I SUSPECT THAT YOU KNOW AS YOU
11 DEVELOP THIS TRANSIT PRIORITY NETWORK THERE WILL BE
12 CONSIDERABLE VARIATIONS IN OPINION I CAN TELL YOU RIGHT NOW ON
13 THIS BOARD HERE THE SOONER YOU CAN GET A DRAFT WE CAN HAVE
14 THAT DISCUSSION I THINK THE BETTER OFF THE REGION IS GOING TO
15 BE. SO JUST APPRECIATE YOU AND EVERYTHING THAT YOU DO, FOR
16 BART NOT ONLY FOR BART BUT FOR EVERYBODY IN THE BAY AREA.
17 THANK YOU FOR THAT. LOOKING FOR A MOTION AND SECOND.
18

19 **SAL LLAMAS:** MOVE IT.

20
21 **CAROLYN GONOT:** SECOND.
22

23 **CHAIR, ROBERT POWERS:** MOTION FROM SALVADOR LLAMAS, SECOND
24 CAROLYN GONOT. ALL IN FAVOR, SAY AYE. [AYES] ANY OPPOSITION?
25 OKAY. 100% UNANIMOUS. STEPHANIE, WELL DONE. OKAY. WE'RE GOING

1 TO MOVE NOW TO AGENDA ITEM NUMBER 3D. IN 3D IS OUR -- THIS IS
2 AN INFORMATIONAL ITEM. I THINK THE FIRST INFORMATIONAL ITEM OF
3 THE DAY. AND THIS IS AN UPDATE FROM MTC AND OUR TRANSIT AGENCY
4 STAFF ON -- THIS IS REALLY ABOUT REGIONAL TRANSIT
5 COMMUNICATION ACTIVITIES, COORDINATION OF THOSE EFFORTS THAT
6 ARE EITHER ONGOING OR WILL BE UPON US HERE IN THE NEAR FUTURE.
7 SO, WE WELCOME HERE KHRISTINA FROM OUR MTC PARTNER AND WELL
8 KNOWN TO EVERYBODY HERE, ALICIA TROST, THE CHIEF COMMUNICATE
9 OFFICER FROM BART. DIRECTOR CHOY, SO I DON'T MISSTEP AGAIN, AM
10 I TURNING IT OVER TO YOU? NO I'M NOT? KHRISTINA.

11

12 **CHRISTY WEGENER:** THANK YOU VERY MUCH.

13

14 **WENDI KALLINS:** THANK YOU VERY MUCH FOR HAVING ME ISOLATE
15 KHRISTINA WENZINGER I WORK WITH MTC AS PUBLIC INFORMATION
16 OFFICER. WE'RE GOING TO GIVE AN OVERVIEW WHAT WE HAVE BEEN
17 WORKING ON JOINTLY IN TERMS OF RETURN TO TRANSIT COMMUNICATION
18 AND SUPPORT FOR OUR TRANSFORMATION ACTION PLAN INITIATIVES.
19 THEN ALICIA IS GOING TO TALK ABOUT THE TRANSIT AGENCY LED
20 INITIATIVES THEN WE'LL GIVE YOU A LOOK AT 2026 AND WHAT'S TO
21 COME. THIS IS TO GROUND US WHERE JOINT EFFORTS BETWEEN MTC AND
22 TRANSIT AGENCIES STARTED, FUNDAMENTAL CHANGE IN THE WAY MTC
23 AND TRANSIT AGENCY STAFF WORKED PREVIOUSLY OUR COMMUNICATES
24 EFFORT ANDS WERE SILOED EACH AGENCY DEVELOPED COMMUNICATIONS
25 ON THEIR OWN AND MATERIALS SOMETIMES MAYBE A JOINT PRESS

1 RELEASE THAT WASN'T THE EXCEPT OF IT AND IT WASN'T BUILT IN
2 COORDINATION AS A RESULTS OF THE PANDEMIC AND REQUEST OF THE
3 BLUE RIBBON TRANSIT RECOVERY TASK FORCE WE WERE ASKED TO START
4 WORK TOGETHER TO DEVELOP JOINT MESSAGING FIRST AROUND
5 RIDERSHIP RECOVERY, THAT HAS CONTINUED TO THIS DAY MEETING
6 MONTHLY DOING AD-HOC MEETINGS AS NEEDED AND DEVELOPING
7 MESSAGING TOGETHER. WE DO THIS BECAUSE WE HAVE SHARED GOALS,
8 INCREASE AWARENESS OF BAY AREA TRANSIT AND MAKE SURE THAT MORE
9 PEOPLE ARE RIDING. SINCE 2020 OUR GOAL PRIMARY MESSAGE IS
10 BASICALLY WHEREVER YOU'RE GOING BAY AREA TRANSIT WILL GET YOU
11 THERE BUT LAST YEAR WE ADDED A SECONDARY MESSAGE WHICH IS
12 HIGHLIGHTING THAT NUMBERS ARE INCREASING RIDERSHIP IS GROWING
13 YOU SHOULD COME BACK AND CHECK OUT ALL THE CLEANLINESS AND
14 RELIABILITY THAT TRANSIT AGENCIES ARE MAKING. WE DO THIS
15 THROUGH A SERIES OF TACTICS AND USE DIFFERENT PLATFORMS. SO, I
16 WANT TO HIGHLIGHT THREE TACTICS THAT ARE KEY TO OUR JOINT
17 EFFORTS. ONE, WE FOCUS ON REACHING POTENTIAL RIDERS AND
18 INFREQUENT RIDERS, TWO, WE COMMUNICATE ABOUT BAY AREA TRANSIT,
19 RATHER THAN SPECIFIC AGENCIES, AND, THREE, WE'RE USING A
20 SINGLE UNIFIED MESSAGE AND THAT JOINT LOOK AND FEEL ACROSS
21 PLATFORMS AND ACROSS AGENCIES WHEN WE TALK TO THE PUBLIC. SO,
22 THIS SLIDE IS REALLY HIGHLIGHTING THE ALL BOARD BAY AREA
23 TRANSIT EFFORT THAT HAS BEEN IN PLACE SINCE 2021. YOU CAN SEE
24 THE IMAGE ON THE SCREEN IS ONE OF THE VERY FIRST IMAGES THAT
25 WE USE FOR THIS JOINT COMMUNICATION EFFORT. IN 2020 THE BLUE

1 RIBBON TRANSIT RECOVERY TASK FORCE TASKED US TO DEVELOP A
2 COORDINATED PUBLIC MESSAGE, ONE GOAL TO ACCELERATE RETURN TO
3 TRANSIT. THE GOAL WAS SIMPLE BUT THE CHALLENGE -- IT WAS
4 CHALLENGING. WE HAD TO GET EVERYONE, ALL OF THE AGENCIES AND
5 MTC ON BOARD TO USE A SIMILAR MESSAGE AND ALSO MAKE SURE WE'VE
6 HAD SOMETHING THAT WOULD RESONATE WITH TRANSIT RIDERS
7 ULTIMATELY WE LANDED ON THE CONCEPT OF ALL ABOARD BAY AREA
8 TRANSIT TO THIS DAY WE CONTINUE TO USE IT FOR OUR RIDERSHIP
9 RECOVERY MESSAGING. THIS SLIDE SHOWS EXAMPLES OF HOW WE
10 CONTINUE TO SPREAD THE WORD ONLINE AND USING ALL ABOARD BAY
11 AREA MOTION LOOK AND FEEL IT HAS EVOLVED WE HAVE BILLBOARDS
12 ALONG HIGHWAYS AND AUDIO AND DIGITAL ADS WE HAVE SHORT FORM
13 VIDEOS AND WE FOCUS ON MAKING SURE EVERYTHING IS CULTURALLY
14 COMPETENT WE STARTED DOING IT IN FIVE LANGUAGES AT MINIMUM
15 PRODUCE MATERIALS IN SPANISH, CHINESE, AND ENGLISH. SO, THE
16 CUMULATIVE IMPACT SINCE 2021 IS OUR ADS OR POSTS HAVE BEEN
17 HEARD OVER 135 MILLION TIMES, OR SEEN OR HEARD 135 MILLION
18 TIMES. AND AS MENTIONED WE'RE CONTINUING TO USE THIS
19 CONSISTENT LOOK AND FEEL. WE HAVE EXPANDED IT BEYOND JUST THE
20 ALL ABOARD BAY AREA MESSAGING FOR THE BIG SYNC WHICH WE'LL
21 TOUCH ON LATER, FOR OUR EFFORTS TO MAKE SURE THAT MONEY WAS
22 INCLUDED IN THE STATE BUDGET FOR OPERATING PURPOSES FOR ALL OF
23 OUR TRANSIT DAY AND TRANSIT MONTH ACTIVITIES AS WELL. MTC ALSO
24 HAS BEEN A SPONSOR OF THE TRANSIT MONTH EFFORT THAT'S LED BY
25 SEAMLESS AND THE SAN FRANCISCO TRANSIT RIDERS. AND, SO, WHAT

1 YOU CAN SEE ON THE SCREEN IS A LIST OF SOME OF OUR SUPPORT. WE
2 RUN DIGITAL PROMOTIONS TO HELP ENCOURAGE PEOPLE TO TAKE
3 TRANSIT AND BE INVOLVED IN THE ACTIVITIES FOR TRANSIT MONTH.
4 THE MIDDLE CHART SHOWS YOU HOW MANY IMPRESSIONS, SO, AGAIN,
5 HOW MANY TIMES OUR ADS WERE EITHER SEEN OR HEARD DURING
6 TRANSIT MONTH THIS PAST YEAR. WE HAD 8.6 MILLION IMPRESSIONS
7 THAT'S A SIMPLE AD THAT WE RAN THIS CYCLE THAT TO ENCOURAGE
8 PEOPLE TO PARTICIPATE. THIS SECTION WILL HIGHLIGHT SOME OF OUR
9 EFFORTS AROUND THE TRANSFORMATION ACTION PLAN INITIATIVE SO IN
10 2023 MTC STAFF ALONG WITH TRANSIT AGENCY STAFF CAME TOGETHER
11 TO DEVELOP A UNIFIED MESSAGE FOCUSED TOGETHER ON MESSAGE AND
12 FUNDING USING THE SAME LOOK AND SAME MESSAGE. WE WORKED
13 TOGETHER ON REGIONAL MAPPING AND WAYFINDING PROJECT SO THIS
14 SLIDE SHOWS THE FIRST INITIAL LAUNCH IN JANUARY 2024 WHEN THE
15 TEAM ROLLED OUT THE BRAND GUIDELINES IDENTITIES SO YOU CAN SEE
16 SOME OF THE SAMPLE POSTS THAT ALSO LOOKED AT POSTS FROM OUR
17 AGENCY PARTNERS INCLUDING BART THAT HELPED GIVE BUZZ WE
18 DEVELOPED A LOOK THEN. WE HAVE CONTINUED TO SUPPORT THE
19 PROJECT THROUGH PROTOTYPES I HAVE BEEN ABLE TO WORK WITH
20 DIFFERENT STAFF WHERE WE LAUNCHED AT TEST LOCATIONS WE HAD
21 JOINT NEWS RELEASES MEDIA EVENTS, GATHERED INPUT ABOUT
22 PROTOTYPES AND MATERIALS TO SEE WHAT RIDERS THINK. AND WE
23 CONTINUE TO INCREASE AWARENESS ABOUT THE CLIPPER BAY PASS
24 PROGRAM TO HELP WITH RECRUITMENT OF EMPLOYERS WHO MIGHT BE
25 INTERESTED IN JOINING THE PROGRAM. FINALLY, WE'RE ALSO

1 SUPPORTING THINGS LIKE CLIPPER START AND THE RELEASE OF THE
2 TRANSIT 2050+ NETWORK BY MAKING SURE THAT THE PUBLIC IS AWARE
3 OF THOSE EFFORTS THROUGH SOCIAL POSTS NEWS STORIES, ET CETERA.
4 I'LL TURN IT OVER TO ALICIA.

5

6 **ALICIA TROST:** I'M ALICIA TROST CHIEF COMMUNICATIONS OFFICER AT
7 BART I HAVE BEEN DOING COMMUNICATIONS FOR BART FOR 14 YEARS,
8 WHEN I TELL YOU THAT WE ARE COORDINATING ON A LEVEL NEVER
9 BEFORE, AND WHEN I SAY IT'S THE TRANSIT OPERATORS MTC
10 INCLUDING CLIPPER STAFF WE'RE NO LONGER COMPETING FOR
11 HEADLINES WE'RE SHARING HEADLINES AND THAT IS WHAT YOU NEED TO
12 KNOW. WE KNOW WE'RE STRONGER TOGETHER. AND THIS IS REALLY
13 HELPFUL FOR THE SMALLER AGENCIES THAT MAY NOT HAVE THE BRAND
14 RECOGNITION, RESOURCES OR SOCIAL MEDIA FOLLOWING. WHEN THE
15 LARGER AGENCIES TAKE THE LEAD AND GIVE TO THE SMALLER AGENCIES
16 THEY CAN COPY AND PASTE WHICH IS GREAT FOR EVERYONE AT THE END
17 OF THE DAY BESIDES WE HAVE LITTLE THINGS, SHARED CALENDAR WE
18 DON'T HAVE PRESS CONFERENCE ON THE SAME DAY, WE COORDINATE AND
19 SHARE AMPLIFIED MESSAGES ON SOCIAL MEDIA. BART WANTED TO DO
20 FOR THE SUPERBOWL WEAR YOUR FAVORITE JERSEY ON TRANSIT WE
21 WOULD DO IT THE FIRST WEDNESDAY OF THE FANFEST INSTEAD OF
22 HOGGING THAT IDEA FOR BART LET'S HAVE THE WHOLE REGION DO IT
23 SO IT'S A WHOLE ALL BOARD BAY AREA WITH THE LOOK AND FEEL
24 EVERYONE WEAR YOUR FAVORITE JERSEY ON TRANSIT ON THAT
25 WEDNESDAY THE FIRST FEBRUARY WHICH IS THE LAUNCH OF THE

1 FANFEST WHAT A FUN IDEA THAT IS THE TYPE OF STUFF WE'RE DOING
2 INSPIRING EACH OTHER DEMANDING EACH OTHER TO DO BETTER BE MORE
3 CREATIVE AND WE'RE TALKING ABOUT REGIONAL COORDINATION AND
4 THIS IS SO IMPORTANT WE'RE ACTUALLY TELLING THE STORY. SO, AND
5 ESPECIALLY WHEN PEOPLE ARE PAYING ATTENTION. AND GOOD COMMS
6 PEOPLE KNOW HOW TO DO THIS, WHEN SOMETHING NOT SO GREAT IS
7 HAPPENING HOW YOU CAN PUT A BETTER NARRATIVE TO IT, THE MIDDLE
8 PICTURE HIGHWAY FOUR CAR COMES CRASHING INTO ANTIOCH TRACKS
9 FOR BART WE CAME TO RESCUE COUNTY BE CONNECTION AND TRI DELTA
10 TRANSIT SO WHEN WE WERE DOING INTERVIEWS ALL MORNING INSTEAD
11 OF TALKING ABOUT THE AWFUL PART DELAY, EXAMPLE OF REGIONAL
12 COORDINATION GIVING SHOUT OUTS WE NEED TO BE DOING MORE OF
13 THIS WHEN CHANNEL FIVE WAS INTERVIEWING ME FOR TRANSIT --
14 INSTEAD OF BEING SELFISH TAKING TIME TO TALK ABOUT BART. THIS
15 IS HOW ALL OF YOU CAN HELP WHEN YOU ARE DOING INTERVIEWS
16 ENCOURAGE EMPLOYEES IF YOU ARE DOING TOP ACCOMPLISHMENTS OF
17 THE YEAR IS TRANSIT COORDINATION ONE OF THEM SHOULD BE NEXT
18 BIG FUN THING WE DID BIG SYNC SOMEHOW WE MANAGED TO MAKE
19 SOMETHING AS BORING AS SCHEDULE COORDINATION MEMENTO
20 REASONABLY SNAPPY AND NEWS WORTHY WE COINED AT THE BIG SYNC
21 MEDIA LOVED IT OUR BOARD MEMBERS REMEMBERED IT AND THE PUBLIC
22 GOT IT LIKE IT MADE SENSE OH THEY'RE SYNCING UP THIS IS
23 WONDERFUL. AND THEN WHEN THE AGENCY -- WHEN EACH AGENCY HAD
24 THEIR BLOG ABOUT ALL CHANGES WE HAD A SHARED PARAGRAPH ABOUT
25 WHAT THE BIG SYNC WAS AND THAT EXPANDED OUR REACH AND

1 COMMUNICATION ABOUT IT WHEN EVERY TRANSIT AGENCY WAS USING THE
2 SAME INFORMATION. THEN FOR THE AUGUST 2025 BIG SYNC INSTEAD OF
3 USING LIKE GOOGLE MAPS OR THE BART SYSTEM MAP TO SHOW WHERE
4 THE REGIONAL HUBS WERE WE USED LOOK AND FEEL OF THE REGIONAL
5 MAPPING AND WAYFINDING MAP WE'RE JUST GETTING STARTED ABOUT
6 HOW POWERFUL THE NEW REGIONAL MAP IS GOING TO BE FOR
7 COMMUNICATE HOW TO GET AROUND THE BAY AREA ON TRANSIT. WE'RE
8 ALSO EXPLORING NEW SOCIAL MEDIA PLATFORMS CALTRAIN ABSOLUTELY
9 DESERVES THE CREDIT THEY'VE DID ALL THE HARD WORK SET UP THIS
10 AWESOME DISCORD SERVER THIS PLATFORM ABOUT SHARED INTEREST,
11 THEY SET UP ANY TRANSIT AGENCY THAT IS OFFERS SERVICE ALERTS
12 IS THERE THEN EVERY AGENCY HAS ITS OWN CHANNEL THEN SOME OF
13 THE AGENCY STAFF ARE ACTUALLY ON THERE AND SO WE'RE
14 COMMUNICATING WITH REAL PEOPLE IT'S SUPER GRATIFYING FOR THOSE
15 WHO ARE ON IT AND I LOVE THE FORWARD FACING TRYING NEW
16 PLATFORMS. AND THEN MASCOT, I TRULY THINK THIS IS A MARKING OF
17 THE FUNDAMENTAL SHIFT AWAY FROM A FRAGMENTED SERVICES AND IT
18 ALL COMES DOWN TO HOW THEY COMMUNICATE AND HELD EVENTS
19 TOGETHER THIS WAS THE GRAPHIC TREATMENT THEY DID AND WHAT'S
20 THE MOST POWERFUL ABOUT THIS IS WHAT'S NOT IN THIS GRAPHIC
21 TREATMENT. WHAT'S MISSING FROM THIS GRAPHIC TREATMENT? WHAT'S
22 MISSING? I'M TESTING YOU. LOGOS. THIS GRAPHIC TREATMENT BEFORE
23 THE PANDEMIC WOULD HAVE JUST BEEN ALL OF THE LOGOS PROBABLY
24 ONE BEING USED THE WRONG WAY BECAUSE THAT'S LIKE WHAT HAPPENS
25 AND INSTEAD WHAT IT IS, IT'S JUST FOCUSING ON THE MODES. LIKE

1 WE KNOW THAT'S A SMART TRAIN WE KNOW THAT'S THE BUS SO IT'S
2 MORE ABOUT THE REAL PEOPLE AND WHAT WE'RE TRYING TO DO AND
3 LESS ABOUT THE ACTUAL AGENCIES. THEN RECOGNIZING MOST TRANSIT
4 RIDERS ARE TAKING MORE THAN ONE MODE, OUR AGENCIES ARE REALLY
5 DOUBLING DOWN ON TRANSFER COMMUNICATIONS. SO, THE BART DIGITAL
6 SCREENS WE UPDATED SO THEY ACTUALLY SHOW WHERE YOU CAN
7 TRANSFER AT THOSE STATIONS THIS EXAMPLE AT POWELL HOW YOU GET
8 TO THE MUNI T SERVICE, CABLE CARS HOW GREAT WITH TO BE FOR
9 THOSE MEGA EVENTS WHEN YOU GET OFF THE TRAIN ON THAT POWELL
10 STREET PLATFORM THERE IS A SIGN WITH ARROWS WE DIDN'T DO THAT
11 TYPE OF WORK IN OUR STATIONS AND NOW WE ARE WE HAVE GOT GREAT
12 TRANSFER TIME TABLES NOT JUST BART CALTRAIN BUT SMART TRAIN
13 AND GOLDEN GATE FERRY ALONG WITH THE BREAD CRUMBS WE NEED TO
14 BE THINKING ABOUT THESE TOUCH POINTS AND EXPANDING THEM AS WE
15 GET MONEY TO DO SO. THEN COORDINATING WHEN SYSTEMS GO DOWN NOT
16 JUST BART ALL SYSTEMS AND HOW WE'RE HELPING EACH OTHER. 511 IS
17 A RESOURCE. NOT ONLY THAT, I KNOW WHO TO CALL AT FOUR IN THE
18 MORNING IF BART GOES DOWN AND I NEED A 96LE ALERT, WAY BIGGER
19 THAN THE BART SERVICE ALERTS WE ARE STARTING TO HAVE TOOLS THE
20 BART TRIP PLANNER WILL TELL YOU WHEN TAKING AN AC TRANSIT BUS
21 IS FASTER THAN BART WITHOUT MESSING WITH ANYTHING IT WILL TELL
22 YOU IF SOMETHING IS FASTER THAN BART PROOF THAT WE'RE NOT
23 COMPETING TOGETHER BUT WHEN SOMETHING DOES HAPPEN WITH BART
24 YOU CAN REMOVE BART FROM THE EQUATION AND ROUTE AROUND IT
25 LET'S SAY YOU'RE NOT AN AP APP PERSON WE MADE THIS APP IN

1 COORDINATION WITH AC TRANSIT AND FERRIES TO SHOW YOU WHERE YOU
2 CAN GET WALKING DISTANCE IF A BART STATION AT LEAST TRANSBAY
3 NEAR LAKE MERRITT WALK TO JACQUELINE DEN SQUARE GET ON THE
4 FERRY IN RICHMOND TAKE A BUS TO THE FERRY. IT'S HELPFUL
5 BART.GOV/ALTERNATIVES IS HOW YOU GET AC TRANSIT HAS THE MOST
6 EPIC WEB SITE, WE NEED COMMUNICATION THIS TYPE OF COORDINATION
7 WE NEED, FERRY TWEETS THEY ADDED BOATS AT THE LAST MINUTE,
8 THAT'S REALLY GREAT WORK. ALL RIGHT I'M GOING TO TURN IT OVER
9 TO KHRISTINA TO WRAP IT UP.

10

11 **KHRISTINA WENZINGER:** THIS IS OUR LAST SLIDE LOOK AHEAD 22026
12 GOING TO CONTINUE THE EFFORTS, FOCUSED ON ELEVATING NEXT
13 GENERATION CLIPPER WORKING ON BENEFITS OF TRANSIT REPORT THEN
14 PUBLIC INFORMATION RELATED TO SB63 AND THE MEGA EVENTS. WITH
15 THAT WE'LL TAKE ANY QUESTIONS.

16

17 **CHAIR, ROBERT POWERS:** THAT'S AWESOME WALLY. OKAY, MADAM CLERK,
18 LET US FIRST GO TO PUBLIC COMMENT EITHER IN THE ROOM OR
19 VIRTUAL.

20

21 **CLERK, WALLY CHARLES:** WE HAVE TWO SPEAKERS ONLINE. ADINA
22 LEVIN, YOU MAY SPEAK, UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

23

24 **ADINA LEVIN:** ALL RIGHT. ADINA H WITH SEAMLESS BAY AREA AND
25 THANKS FOR THE SHOUT OUT ON TRANSIT MONTH AS A SUCCESSFUL

1 EVENT WITH BROAD MEDIA COVERAGE ACTIVITIES ALL AROUND THE
2 REGION TO HELP PEOPLE EXCITED ABOUT PUBLIC TRANSPORTATION THE
3 TOPIC OF THE PRESENTATION TODAY IS EXISTENTIALLY IMPORTANT IN
4 THE COMING YEAR. ADVOCACY GROUPS LIKE OURS CAN, IN THE COMING
5 YEAR, BE OUT IN THE FIELD ENCOURAGING PEOPLE TO TAKE SPECIFIC
6 ACTIONS WITH RELATION TO THE BALLOT MEASURE AND THAT'S
7 SOMETHING THAT THE INSTITUTIONS MTC AND AGENCIES CANNOT DO SO
8 WITHIN THE PURVIEW OF WHAT THE INSTITUTIONS CAN DO, ARE THE
9 CLEAR AND ATTRACTIVE COMMUNICATION ABOUT PUBLIC TRANSIT AND
10 HOW IT IS WORKING, HOW IT IS GETTING INCREASINGLY MORE
11 APPEALING FOR PEOPLE, THAT IS SOMETHING THAT THE MTC AND
12 AGENCIES CAN DO TO HELP INCREASE THAT AWARENESS AND POSITIVE
13 FEELING ABOUT PUBLIC TRANSPORTATION WITHOUT CROSSING A LINE.
14 THE POLLING SHOWS THAT THE MORE FREQUENTLY SOMEBODY USES
15 PUBLIC TRANSPORTATION, THE MORE LIKELY THEY ARE TO, AS AN
16 INDIVIDUAL, AND A VOTER, TO POLITICALLY SUPPORT. SO EVERYTHING
17 THAT CAN BE DONE TO MOVE SOMEBODY FROM I USE PUBLIC TRANSIT
18 RARELY TO I USE IT MORE OFTEN IS SOMETHING THAT IS HELPFUL AT
19 THE END OF THE DAY WITH VOTERS. SO THIS IS REALLY
20 EXISTENTIALLY IMPORTANT TO BE STEPPING UP THE GAME ON THE
21 COMMUNICATIONS AS WAS PRESENTED TODAY. THANK YOU.

22

23 **CLERK, WALLY CHARLES:** THANK YOU. NEXT SPEAKER ALETA DUPREE YOU
24 HAVE TWO MINUTES TO SPEAK.

25

1 **SPEAKER:** THANKS BOB POWERS AND MEMBERS. ALETA DUPREE FOR THE
2 RECORD, SHE AND HER WITH TEAM FOLDS. I DID GET TO HEAR SOME OF
3 THIS AT A MEETING ON FRIDAY. IT'S NICE THAT WE'RE NOT SO
4 RUSHED THIS TIME. COMMUNICATION TAKES ON TWO PARTS. ONE IS
5 BROADLY EDUCATING THE PUBLIC, FOR LACK OF -- OR INFORMING THE
6 PUBLIC, EITHER WAY, ON THE GENERALITIES OF THE SERVICE THAT WE
7 OFFER. THE OTHER, THIS TIMELY NOTIFICATION OF SERVICE
8 DISRUPTIONS. AND YOU REACH DIFFERENT PEOPLE IN DIFFERENT WAYS.
9 I WAS WATCHING THE NEW YORK CITY TRANSIT MEETING TODAY, AND
10 THEY WERE TALKING ABOUT THE OUTREACH PROGRAMS THAT THEY HAVE
11 BEEN DOING WITH THE NEW TAP TO RIDE WITH OMNI THAT'S COMING
12 NEXT MONTH, AND ABOUT NICHE OUTREACH. NICHE, NICHE OUTREACH,
13 IT'S DIFFERENT COMMUNITIES THAT HAVE DIFFERENT UNDERSTANDINGS
14 OF OMNI. BECAUSE SOME PEOPLE JUST DON'T WANT TO GIVE UP THEIR
15 PAPER METRO CARDS, EVEN THOUGH THEY GET DAMAGED AND THIS IS
16 ABOUT DRIVING RIGHT NOW OMNI'S AT 94%. HOW DO WE DO THAT HERE?
17 THERE ARE DIFFERENT WAYS TO GET PEOPLE INTERESTED IN PUBLIC
18 TRANSPORTATION. AND THERE IS A LOT I DON'T KNOW ABOUT OTHER
19 PEOPLE, BECAUSE I ENJOY PUBLIC TRANSPORTATION, AS I HAVE DONE
20 SO SINCE 1970. BUT THERE ARE DIFFERENT WAYS TO REACH PEOPLE.
21 SO, I LIKE ALL THESE DIFFERENT IDEAS. BUT I HOPE THAT WE DON'T
22 HAVE A SCATTER SHOT APPROACH TO IT. I HOPE THAT SOMEHOW WE CAN
23 REACH EVERYONE. THANK YOU.
24
25 **CLERK, WALLY CHARLES:** THANK YOU. NEXT SPEAKER, CHRIS LU, YOU

1 MAY UNMUTE YOURSELF. CHRIS?

2

3 **SPEAKER:** HI. CAN YOU HEAR ME? HELLO?

4

5 **CLERK, WALLY CHARLES:** YES. WE CAN HEAR YOU NOW.

6

7 **SPEAKER:** THANK YOU. I SAW IN THE PRESENTATION THAT THERE WAS A
8 NOTE ABOUT IMPROVING THE TRANSACTIONS TIME OF -- OF THE
9 CLIPPER SYSTEM FOR BART, BUT I WANT TO LEAVE A NOTE ABOUT HOW
10 FRUSTRATING IT HAS BEEN AS A CLIPPER USER FOR OVER THE LAST
11 SEVEN MONTHS JUST BECAUSE OF HOW SLOW THE TRANSACTION TIME HAS
12 TAKEN. IT'S HONESTLY QUITE FRUSTRATING AND I UNDERSTAND THAT
13 IT'S A WORK IN PROGRESS, AND I HOPE THAT THE COMMITTEE WILL
14 MAKE SURE THAT THIS IS RESOLVED BECAUSE HONESTLY HAVING TO
15 TAKE ALMOST A WHOLE SECOND TO CLEAR THE DOOR IS NOT SOMETHING
16 NOT A STANDARD THAT WE SHOULD BE HOLDING OURSELVES TO AND
17 AUDIO I USED THE CREDIT CARD SYSTEM JUST TO SEE HOW IT WORKS
18 OVERALL AND THE CREDIT CARD GOES THROUGH FASTER THAN THE
19 CLIPPER CARD AND TO ME THAT SHOULD NOT BE THE STANDARD THAT
20 THE CLIPPER SYSTEM HOLDS ITSELF TO. AND IF THIS CONTINUES
21 THERE IS NO REASON ME TO EVER WANT TO USE THE CLIPPER CARD
22 GOING FORWARD. SO I HOPE THAT THIS IS PRIORITIZED TO SOME
23 DEGREE AND THAT WE DO SEE IMPROVEMENTS OVER THE NEXT YEAR
24 BECAUSE THERE IS NO SYSTEM DOMESTIC OR INTERNATIONAL THAT I
25 HAVE EVER TAKEN WHERE I HAVE HAD TO STAND IN FRONT OF THE FARE

1 GATE FOR A NOTICEABLE AMOUNT OF TIME BEFORE BEING LET THROUGH.
2 WE SHOULD MAKE IT EASY FOR PEOPLE TO USE THE CARD FOR THE
3 SYSTEM WITHOUT HAVING TO HAVE THESE ISSUES. SO, THANK YOU.

4

5 **CLERK, WALLY CHARLES:** THANK YOU. THERE ARE NO OTHER SPEAKERS
6 ONLINE, NO ONE IN THE ROOM, AND NOTHING WAS RECEIVED IN
7 WRITING.

8

9 **CHAIR, ROBERT POWERS:** OKAY. LET'S CLOSE PUBLIC COMMENT ON THIS
10 ITEM. COMMISSIONERS, DIRECTORS, COMMENTARY ON THE ITEM IN
11 FRONT OF US, THIS IS AN INFO ITEM COMING DOWN THIS WAY. BILL
12 CHURCHILL, COUNTY CONNECTION.

13

14 **BILL CHURCHILL:** I KNOW WE'RE SHORT ON TIME. CHAIR POWERS I'LL
15 GO QUICKLY. ONE, I LOVE THE ENTHUSIASM, AS ALWAYS, IT'S
16 INFECTIOUS. THE ONE THING I DEPARTMENT TO SAY THEY THINK IS
17 PROFOUNDLY VALUABLE ABOUT WHAT IS HAPPENING, AND WHAT THE TWO
18 OF YOU HAVE LED, FOR THE SMALL OPERATORS, IN PARTICULAR, MOST
19 OF US DO NOT HAVE THE RESOURCES TO REALLY HAVE A REASONABLE
20 MARKETING DEPARTMENT. THIS HAS ALLOWED THE SMALL OPERATORS TO
21 LEVERAGE THE WORK THAT THE LARGER OPERATORS DO, AND THEN
22 SPREAD IT TO ALL CORNERS OF THE BAY AREA. AND FROM MY
23 PERSPECTIVE, WATCHING THAT UNFOLD HAS BEEN PROFOUNDLY
24 IMPACTFUL. SO, I JUST WANTED TO EXPRESS MY APPRECIATION FOR
25 THAT, THE COLLABORATION AND THE WORKING TOGETHER. AND I'M

1 REALLY HAPPY TO HEAR THAT WE'RE GOING TO CONTINUE TO DO THIS.
2 BECAUSE I THINK IT'S JUST PRO FOUNDATIONALLY IMPORTANT. THANK
3 YOU.

4

5 **CHAIR, ROBERT POWERS:** THANK YOU FOR THOSE COMMENTS. SEAMUS
6 MURPHY WITH SAN FRANCISCO BAY AREA. SEAMUS?

7

8 **SEAMUS MURPHY:** REAL QUICK, THANK YOU FOR RECOGNIZING THE
9 COMMUNICATION WE PUT OUT. I THINK WE TRY TO ASK OURSELVES IN
10 THOSE MUTUAL AID SITUATIONS WHAT WOULD BART WANT US TO DO WE
11 COULD PROBABLY ALL THINK ABOUT IT IN THOSE TERMS. I WAS REALLY
12 IMPRESSED TO FIND OUT THAT SOME OF YOUR AMBASSADORS WHEN THAT
13 HAPPENS ACTUAL LEAN THE SERVICE WE PUT OUT KNOW THE SCHEDULE
14 AND CAN COMMUNICATE THAT TO RIDERS IN REALTIME ABOUT HOW THEY
15 CAN GET WHERE THEY NEED TO GO. SO WE'RE ACTING AS ONE SYSTEM
16 MORE THAN WE EVER HAVE BEFORE AND WE NEED TO CONTINUE TO TOOT
17 OUR HORN ABOUT THAT.

18

19 **CHAIR, ROBERT POWERS:** SALVADOR LLAMAS AC TRANSIT.

20

21 **SAL LLAMAS:** WANT TO THANK YOU. THANK YOU VERY MUCH FOR THE
22 ENTHUSIASM AND ALSO FOR THE HARD WORK TO GETS ALL TRANSIT
23 AGENCIES TO PARTICIPATE. ONE THING I LEARNED AS A GENERAL
24 MANAGER IS THE CREATIVE TEAM SOMETIMES IS ASSERTIVE OF HOW
25 THEY WANT TO SEE THINGS AND GET A LOT OF CREATIVE PEOPLE TO

1 WORK TOGETHER, IT'S AMAZING YOU'RE DOING AN INCREDIBLE JOB AND
2 I R COMING FROM MILITARY MANY YEARS UNIFORMITY SPEAKS VOLUMES
3 UNIFIES PEOPLE NOT ONLY FOR USERS BUT EVENTUALLY THEY DON'T
4 REALIZE THERE IS A DIFFERENT AGENCIES THEY JUST REALIZE THERE
5 IS AN AMAZING TRANSIT SYSTEM OUT THERE AND THEY KNOW HOW TO
6 USE IT. THANK YOU.

7

8 **CHAIR, ROBERT POWERS:** THANK YOU. RACHAEL.

9

10 **SPEAKER:** WANTED TO OFFER APPRECIATION FOR ALL THE WORK, ALL
11 EFFORTS HAVE BROUGHT US MORE CONNECTED WITH THE REST OF THE
12 REGION IN TERMS OF HOW WE'RE MESSAGING RIDERS AND LEVERAGING
13 CAPACITY THAT SOME OF THE LARGER OPERATORS HAS, ECHOING BILL'S
14 COMMENTS. THANK YOU SO MUCH. I JUST JOINED THE DISCORD SERVER
15 THAT'S A LOT FUN SO THERE IS A PROMO FOR THAT.

16

17 **CHAIR, ROBERT POWERS:** OKAY I'LL WRAP UP BY THANKING YOU ALICIA
18 YOU KNOW YOUR OFFICE IS WITHIN ME, SHOUTING DISTANCE, RIGHT?
19 SO ANYWAY THANK YOU FOR BEING PART OF THE BART FAMILY AND
20 KHRISTINA THANK YOU FOR ALL THE COORDINATION. I THINK IT'S
21 TIMELY I THINK WE GOT OUR ACT TOGETHER FROM A COMMUNICATION
22 STANDPOINT, YOU KNOW, YOUR WORDS ABOUT WE'RE SPEAKING IN ONE
23 VOICE, YOU KNOW, THIS NEXT 12 MONTHS IT'S GOING TO BE THE MOST
24 IMPORTANT 12 MONTHS FOR PUBLIC TRANSIT IN THE BAY AREA AND US
25 SPEAKING IN ONE VOICE HAS GOT TO BE AT THE CORE OF THAT. SO,

1 JUST THANK YOU FOR GETTING US AND PUTTING US IN A POSITION
2 GOING INTO 2026. THANK YOU FOR ALL OF THAT. AND HAPPY HOLIDAYS
3 TO YOU. AND WITH THAT, MADAM CLERK, WE'RE GOING TO CLOSE
4 AGENDA ITEM NUMBER 3D, I GUESS THAT'S WHAT WE WERE ON, WE'RE
5 GOING TO GO TO AGENDA ITEM FOUR DIRECTOR REPORT, DIRECTOR CHOY
6 THE FLOOR IS YOURS.

7

8 **MELANIE CHOY:** THANK YOU CHAIR POWERS. KHRISTINA AND ALICIA
9 REALLY HARD ACT TO FOLLOW. AS WE CLOSE OUT OUR SECOND YEAR
10 TOGETHER I WANT TO THANK YOU FOR ALL OF YOUR CONTINUED SUPPORT
11 AND ENGAGEMENT I KNOW THAT SHOWING UP HERE IS A CHOICE THAT
12 ALL OF YOU MAKE AND THAT YOU HAVE A TON OF OTHER COMPETING
13 PRIORITIES BUT WE DON'T TAKE IT FOR GRANTED THAT YOU ARE
14 MAKING THE TIME TO ENGAGE AND SUPPORT ALL OF THE WORK BEING
15 DONE COLLECTIVELY HERE TODAY I ALSO WANT TO THANK YOUR STAFF
16 CASE IN POINT TO A LOT OF THE PRESENTATIONS TODAY WE REALLY
17 COULD NOT ACHIEVE AND GET TO A POINT WHERE WE'RE AT WITH ALL
18 PROGRAMS WITHOUT DISCUSSION AND BACK AND FORTH BETWEEN ALL
19 STAFF AND YOU KNOW WHAT I SEE IS NOT JUST PARTNERSHIP IN NAME
20 ONLY BUT TRUE COLLABORATION STAFF HAVE EACH OTHER'S BACKS JUST
21 REALLY INTEGRATING AND WORKING WITH EACH OTHER IN A REALLY
22 SPECIAL WAY JUST AS WE ENTER 2026 THIS PARTNERSHIP TO ME IS
23 GOING TO BE EVEN MORE IMPORTANT AND NOT JUST ON THE STUFF
24 THAT'S DEALT WITH HERE IN THIS FORUM BUT MANY OTHER THINGS
25 WE'LL BE DEALING WITH NEXT YEAR AND LASTLY I WANT TO RECOGNIZE

1 WALLY FOR HER EXCELLENT WORK IN MANAGING AND CLERKING THE RNM
2 COUNCIL AND WALLY IS TRANSITIONING OUT OF THIS ROLE IN JANUARY
3 SHE IS GOING TO BE TRANSITIONING NOT GOING FAR, SHE'S GOING TO
4 SUPPORT JASON WEINSTEIN AND MYSELF IN OUR SECTION BEING OUR
5 ADMINISTRATIVE ASSISTANT. AND, SO, YOU WILL SEE STILL BE
6 HEARING FROM WALLY OFTEN, AND I THINK BRITTANY SOUTHERN LAND
7 IS TEMP LATERALLY TAKING HER PLACE STARTING IN JANUARY. I WANT
8 TO APPRECIATE WALLY AND THANKS FOR HER SERVICE AS CLERK. I
9 WANT TO CLOSE OUT AND WISH EVERYONE A HAPPY HOLIDAYS AND SEE
10 YOU IN JANUARY.

11

12 **CHAIR, ROBERT POWERS:** THANK YOU FOR THAT REPORT DIRECTOR CHOY.
13 MADAM CLERK PUBLIC COMMENT EITHER IN THE ROOM OR VIRTUAL ON
14 THE DIRECTOR'S REPORT?

15

16 **CLERK, WALLY CHARLES:** THERE IS NO WRITTEN COMMENTS RECEIVED
17 FOR THIS ITEM, AND THERE NO MEMBERS IN THE BOARDROOM OR ZOOM
18 WISHING TO SPEAK ON THIS ITEM.

19

20 **CHAIR, ROBERT POWERS:** OKAY MOVING TO AGENDA ITEM NUMBER FIVE.
21 HANG ON. IS IT ON WALLY? HANG ON. HOLD UP A SECOND, LET'S WRAP
22 UP THEN DROP BACK TO THAT. AGENDA ITEM NUMBER FIVE IS PUBLIC
23 COMMENT ON ANY OTHER ITEM, MADAM CLERK, THAT WAS NOT ON THE
24 AGENDA?

25

1 **CHAIR, ROBERT POWERS:** OKAY.

2

3 **CLERK, WALLY CHARLES:** ALETA DUPREE, YOU MAY UNMUTE YOURSELF.

4 YOU HAVE TWO MINUTES TO SPEAK.

5

6 **SPEAKER:** THANKS AGAIN CHAIR BOB POWERS AND MEMBERS. ALETA
7 DUPREE FOR THE RECORD, SHE AND HER WITH TEAM FOLDS. I SEE
8 YOU'RE IN THE BART ROOM TODAY. I WISH I COULD BE IN THE BART
9 ROOM WITH YOU ALL. BECAUSE BART IS THE PEOPLE SYSTEM. WHEN I
10 THINK ABOUT THE WORK THAT WE DO, I THINK ABOUT OUR NAME,
11 NETWORK. THIS IS ABOUT NETWORKING, IT'S ABOUT CONVERSATIONS.
12 IN MY TEENS, I LEARNED HOW TO WORK A ROOM. I STILL WORK ROOMS
13 TO THIS DAY. IT'S NOT JUST AT PUBLIC MEETINGS, IT'S WEDDINGS,
14 AND BAR MITZVAHS, HOLIDAY COMMUNITY MEALS, AND VARIOUS OTHER
15 SITUATIONS. WHEN YOU WORK THE ROOM, YOU HAVE GOT TO FEEL LIKE
16 YOU OWN THEM. JUST LIKE WHEN I GO INTO THE SUBWAY. SAY, HOW DO
17 YOU ENJOY THE NEW YORK CITY SUBWAY? YOU HAVE GOT TO WALK
18 THROUGH THE THIRD GATE LIKE YOU OWN THEM. HOW DO WE OWN THESE
19 ISSUES? IT'S TAKES HAVING CONVERSATIONS. IT'S NOT EASY HAVING
20 CONVERSATIONS WHEN YOU GET 27 GENERAL MANAGERS INTO A ROOM, IT
21 CAN FEEL LIKE A FLIGHT ATTENDANT GETTING 150 PEOPLE ON AN
22 AIRPLANE. ALL DO WHAT THEY'RE SUPPOSED TO DO, LISTEN TO SAFETY
23 BRIEFINGS, PUT YOUR SEATBELTS ON, AND HAVE TRAY TABLES UP AND
24 GET READY TO GO UP IN THE AIR. IT'S KIND OF LIKE HERDING CATS,
25 SO IT TAKES CONVERSATION NETWORKING AND WORKING A ROOM KNOWING

1 THE TEMPERATURE OF THE ROOM TO DO WHAT WE NEED TO HAVE THE
2 BEST PUBLIC TRANSPORTATION SYSTEM THAT WE CAN HAVE THERE IS A
3 LOT OF THINGS THAT WE CAN LEARN FROM OUTSIDE PUBLICITY
4 TRANSPORTATION SO WE CAN TAKE IT IN HERE. THANK YOU.

5

6 **CLERK, WALLY CHARLES:** THANK YOU. THERE ARE NO OTHER SPEAKERS.

7

8 **CHAIR, ROBERT POWERS:** OKAY. LET'S CLOSE AGENDA ITEM NUMBER
9 FIVE. AGENDA ITEM SIX FINAL AGENDA ITEM ADJOURNMENT AND NEXT
10 MEETING. LOOKS LIKE WE ALL SET UP HERE FOR END OF JANUARY,
11 MONDAY, 2026, JANUARY 2026, AND I BELIEVE WE'RE BACK AT MTC
12 HEADQUARTERS AND BEFORE I OFFICIALLY ADJOURN THIS MEETING, LET
13 ME CALL ON CAROLYN GONOT AND APRIL CHAN. CAROLYN?

14

15 **CAROLYN GONOT:** I JUST WANTED TO SAY, AND I WAS GOING DO THIS
16 UNDER OTHER BUSINESS, FIVE, BUT I JUST WANT TO SAY THAT LAST
17 MONTH I WAS ABLE TO GO TO ASIA WITH AMERICAN PUBLIC TRANSIT
18 ASSOCIATION MISSION, SO IT WAS A GROUP OF 25 WHO WENT TO
19 SINGAPORE, SEOUL, KOREA, TOKYO, IT WAS BUSY, MTC, LISA KLEIN
20 WHO IS BACK THERE WENT WITH US AS WELL AS MYSELF, JILL YOUNG
21 FROM BOARD OF DIRECTORS FROM AC TRANSIT, VICE CHAIR BOARD AC
22 TRANSIT BOARD DIRECTORS AS WELL FROM CALTRAIN AND MTC
23 COMMISSIONER WAS ON THE TRIP AS WELL, THERE WERE ONLY TWO
24 TRANSIT BOARD MEMBERS ACTUALLY ON THE TRIP AS WELL, THEN THERE
25 WAS A GROUP OF CEO'S FROM LAMTA RAMADA AUSTIN COLUMBUS OHIO,

1 VICE CEO FROM WONDER WHAT'S SHE'S CALLED DEPUTY CEO FROM --
2 [INDISCERNIBLE] TRANSIT THIS WAS AS WELL, THERE WAS A GROUP OF
3 US WHO WERE THERE CHICAGO RTA CEO WAS THERE IT WAS A GOOD TRIP
4 BUT THERE WAS A LOT OF DISCUSSION AROUND NETWORK MANAGEMENT
5 NUMBER OF OPERATORS PRIVATIZED OPERATIONS, INTERESTING A LOT
6 OF WORK FARE COLLECTION DIFFERENT ASPECTS, OPERATION CENTERS
7 AUTONOMOUS VEHICLES JUST HOW THEY PRIVATIZE OPERATIONS AND
8 HAVE BEEN ABLE TO TURN INTO OTHER WAYS THAT THEY CONSULT AND
9 DO OTHER THINGS THROUGHOUT THE WORLD SO THIS'S ACTUALLY
10 INTERESTING, FINAL REPORT THAT COMES OUT OF THAT I'LL SHARE
11 BUT THERE WAS A LOT OF GOOD INFORMATION IN TERMS OF
12 CONSTRUCTION WE'RE AHEAD IN SOME AREAS BUT I THINK IN OTHER
13 AREAS THEY'RE ACTUALLY FURTHER AHEAD IN SOME TECHNOLOGIES
14 PARTICULARLY USE OF DATA AND HOW THEY USE WORKFORCE READINESS.

15

16 **CHAIR, ROBERT POWERS:** THANKS FOR THOSE COMMENTS. QUICKLY TO
17 APRIL CHAN, VICE CHAIR IN SAMTRANS. APRIL?

18

19 **V. CHAIR, APRIL CHAN:** MY COMMENT WILL BE QUICK. I JUST WANTED
20 TO EXPRESS MY APPRECIATION, I'M GOING TO SAY I'M PRETTY SURE
21 I'M SAYING IT FOR A LOT OF BOARD MEMBERS UP HERE, FOR WALLY,
22 FOR YOUR COMMITMENT AND CONTRIBUTION, YOU'RE ALWAYS THE FIRST
23 ONE HERE LAST ONE OUT. AND ALSO THE LAST ONE TO EAT LUNCH HERE
24 AND JUST SUPPORTING ALL THE WORK WE DO. I WANT TO THANK YOU.
25 GLAD YOU'RE NOT LEAVING US, THAT YOU ARE STILL HERE, BUT, YOU

1 KNOW, YOUR VIEWS WILL BE HARD TO FILL. LET'S PUT IT THAT WAY.

2 THANK YOU SO MUCH.

3

4 **CLERK, WALLY CHARLES:** THANK YOU VERY MUCH IT'S BEEN MY
5 PLEASURE WORKING WITH ALL OF YOU AND WE WILL CONTINUE WORKING
6 TOGETHER.

7

8 **CHAIR, ROBERT POWERS:** WITH THAT, MADAM CLERK, THIS MEETING IS
9 ADJOURNED. [ADJOURNED]