



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Meeting Transcript



JUNE 13, 2025

JOINT MTC ABAG LEGISLATION COMMITTEE

FRIDAY, JUNE 13TH, 2025, 9:45 AM

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

CLERK OF THE BOARD: WILL DO. CHAIR CANEPA?

CHAIR, MTC LC, DAVID CANEPA: I'M HERE.

CLERK OF THE BOARD: VICE CHAIR CARLSON?

V. CHAIR, KEN CARLSON: HERE.



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1 **CLERK OF THE BOARD:** MEMBER AHN? IS ABSENT. MEMBER ANDERSEN? IS
2 ABSENT. MEMBER BURT?

3

4 **PAT BURT:** HERE.

5

6 **CLERK OF THE BOARD:** MEMBER CAMPOS?

7

8 **PAMELA CAMPOS:** PRESENT FROM THE SAN JOSE LOCATION.

9

10 **CLERK OF THE BOARD:** THANK YOU. MEMBER CORZO IS ABSENT. MEMBER
11 ECKLUND?

12

13 **PAT EKLUND:** PRESENT.

14

15 **CLERK OF THE BOARD:** MEMBER EZZY ASHCRAFT?

16

17 **MARILYN EZZY ASHCRAFT:** PRESENT.

18

19 **CLERK OF THE BOARD:** GIACOPINI, NON-VOTING?

20

21 **SPEAKER:** HERE.

22

23 **CLERK OF THE BOARD:** JOHN-BAPTISTE?

24

25 **ALICIA JOHN-BAPTISTE:** HERE.



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1

2 **CLERK OF THE BOARD:** MASHBURN IS ABSENT. RABBITT IS ABSENT.
3 RAMOS?

4

5 **BELIA RAMOS:** HERE.

6

7 **CLERK OF THE BOARD:** ROMERO?

8

9 **CARLOS ROMERO:** HERE.

10

11 **CLERK OF THE BOARD:** WILLIAMS? IS ABSENT. WE HAVE A QUORUM.

12

13 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU VERY MUCH MADAM CLERK.
14 AGENDA ITEM TWO INCLUDES AGENDA ITEM 2A DO I HAVE A MOTION AND
15 SECOND TO APPROVE THE CONSENT CALENDAR?

16

17 **V. CHAIR, KEN CARLSON:** SO MOVED.

18

19 **SPEAKER:** SECOND.

20

21 **CHAIR, MTC LC, DAVID CANEPA:** ROLL CALL PLEASE AND PUBLIC
22 COMMENT?

23



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1 **CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE
2 RECEIVED ON THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR
3 ZOOM WISHING TO SPEAK. CHAIR CANEPA?

4

5 **DAVID CANEPA:** YES.

6

7 **CLERK OF THE BOARD:** VICE CHAIR CARLSON?

8

9 **V. CHAIR, KEN CARLSON:** YES.

10

11 **CLERK OF THE BOARD:** MEMBER AHN IS ABSENT. MEMBER ANDERSEN IS
12 ABSENT. MEMBER BURT?

13

14 **PAT BURT:** YES.

15

16 **CLERK OF THE BOARD:** MEMBER CAMPOS?

17

18 **PAMELA CAMPOS:** YES.

19

20 **CLERK OF THE BOARD:** THANK YOU. MEMBER CORZO IS ABSENT. MEMBER
21 ECKLUND?

22

23 **PAT EKLUND:** AYE.

24

25 **CLERK OF THE BOARD:** ASHCRAFT?



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1

2 **MARILYN EZZY ASHCRAFT:** AYE.

3

4 **CLERK OF THE BOARD:** JOHN-BAPTISTE?

5

6 **ALICIA JOHN-BAPTISTE:** AYE.

7

8 **CLERK OF THE BOARD:** MAHAN IS ABSENT. MASHBURN? IS ABSENT.

9 RABBIT IS ABSENT. RAMOS?

10

11 **BELIA RAMOS:** YES.

12

13 **CLERK OF THE BOARD:** AND MEMBER ROMERO? HAS STEPPED AWAY. AND

14 MEMBER WILLIAMS IS ABSENT.

15

16 **SPEAKER:** YES.

17

18 **CLERK OF THE BOARD:** THANK YOU. MOTION PASSES UNANIMOUSLY BY

19 ALL MEMBERS PRESENT.

20

21 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU VERY MUCH. ITEM 3A

22 LEGISLATIVE HISTORY. THIS IS AN INFORMATION ITEM, JULIE

23 SNYDER, WILL YOU PROVIDE THE REPORT?

24



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1 **JULIE SNYDER:** GOOD MORNING CHAIR CANEPA, COMMISSIONERS AND
2 DIRECTORS. VERY QUICKLY BILLS ARE HALFWAY THROUGH THE
3 LEGISLATIVE PROCESS IN SACRAMENTO, RECENTLY FACED A DEADLINE
4 TO PASS OUT OF THEIR HOUSE OF ORIGIN. ALL THREE OF OUR SPONSOR
5 BILLS MADE IT THROUGH THOSE INCLUDE SB63 WITH ALL BAY AREA
6 MEMBERS SUPPORTING IT, SECOND ARE BILL TO GIVE CITIES AND
7 COUNTIES RHNA CREDIT FOR PRESERVATION, GOT A UNANIMOUS
8 BIPARTISAN VOTE AND FINALLY OUR BROWN ACT MEASURE PASSED 24 TO
9 6. A COUPLE OF NOTABLE MEASURES THEN EVERYTHING ELSE IS IN
10 YOUR PACKET. ASSEMBLYMEMBER WILSON'S STRAIGHT ROUTE 37 BILL
11 PASSED WE HAVE BEEN VERY ACTIVE ON THAT AS DID ASSEMBLYMEMBER
12 WICKS \$10 BILLION HOUSING BOND. BETWEEN NOW AND MID-JULY
13 APPROXIMATELY 1500 OTHER BILLS WILL BE HEARD NEXT IN POLICY
14 COMMITTEE. AND I'LL WRAP THERE. THANK YOU.

15

16 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU VERY MUCH. IS THERE ANY
17 PUBLIC COMMENT?

18

19 **CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE
20 RECEIVED ON THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR
21 ZOOM WISHING TO SPEAK ON THIS ITEM.

22

23 **CHAIR, MTC LC, DAVID CANEPA:** ARE THERE ANY COMMITTEE MEMBERS
24 WHO WOULD LIKE TO COMMENT ON THIS ITEM? SEEING NONE. THAT
25 BRINGS US TO AGENDA ITEM 3B, FISCAL YEAR 2025, 2026 STATE



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1 BUDGET AND CAP TRADE REAUTHORIZATION. THIS IS AN INFORMATIONAL
2 ITEM. GEORGIA GANN DOHRMANN.

3

4 **GEORGIA GANN-DOHRMANN:** GOOD MORNING. SO, THE LEGISLATURE IS ON
5 TRACK TO PASS THE STATE BUDGET TODAY HOWEVER THAT IS NOT THE
6 END OF THE PROCESS NEGOTIATIONS WITH THE GOVERNOR WILL LIKELY
7 CONTINUE THROUGH THE JUNE 30TH SIGNATURE DEADLINE AND THEN A
8 SECOND BUDGET PACKAGE IS ACTUALLY ANTICIPATED LATER THIS
9 SUMMER TO RESOLVE UNRESOLVED ISSUES. GOOD NEWS FOR TRANSIT IN
10 THE BUDGET SO FAR IT'S BEEN A DIFFICULT YEAR BUT BRIGHT SPOT
11 LEGISLATURE HAS PROPOSED TO HONOR THE STATE'S PRIOR YEAR
12 COMMITMENTS TO PUBLIC TRANSIT THAT'S SIGNIFICANT DEVELOPMENT
13 FOR THE BAY AREA AND I WANT TO SAY THANK YOU FOR MANY OF YOU
14 WHO HAVE BEEN ENGAGED TRYING TO MAKE THAT HAPPEN. SPECIFICALLY
15 THE LEGISLATURE HAS REJECTED THE GOVERNOR'S PROPOSAL TO
16 ELIMINATE SENATE BILL 125 TRANSIT FUNDS WHICH HAD BEEN
17 ADMINISTERED THROUGH MTC IN THE BAY AREA. AND ACTUALLY HELP
18 OPERATORS BRIDGE THE SHORTFALL BETWEEN THE END OF SB125 FUNDS
19 AND AVAILABILITY OF FUNDS FROM POTENTIAL NOVEMBER 2026
20 REGIONAL MEASURE THE LEGISLATURE HAS PROPOSED \$750 MILLION
21 EMERGENCY LOAN FOR BAY AREA TRANSIT REALLY CRITICAL STEP
22 SOMETHING THAT LEGISLATURE PROPOSED TO DO, MAJOR POINT OF
23 NEGOTIATION WITH THE GOVERNOR AND SO IS LIKELY TO BE
24 CONTENTIOUS ELEMENT OF THE BUDGET TALKS BETWEEN NOW AND END OF
25 THE MONTH ON THE BAY AREA HOUSING FINANCE AUTHORITY MTC AND



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1 ABAG MOUNTED A SIGNIFICANT CAMPAIGN TO TRY TO SECURE \$30
2 MILLION IN STATE FUNDING FOR BAHFA PROPOSED SUPPORT THANK YOU
3 TO MANY OF WHO YOU HAVE BEEN SIGNING LETTERS AND MAKING CALLS
4 TO FIGHT MOMENTUM THE FUNDING DID NOT MAKE IT INTO THE
5 LEGISLATURE BUDGET PROPOSAL IT'S GOING TO BE AN UPHILL BATTLE
6 AND STILL REALLY BIG EFFORT SO WE'LL KEEP OUR EYES OPEN TO
7 SUPPORT BAHFA'S WORK AND TRAILER BILLS AND OTHER THINGS LATER
8 THIS YEAR. UPDATE ON CAP-AND-TRADE. SO, THE GOVERNOR HAD
9 PROPOSED REAUTHORIZING CAP-AND-TRADE, WHICH HE'S NOW CALLING
10 INVEST AS PART OF THE BUDGET PROCESS. THAT WOULD HAVE REQUIRED
11 A COMPRESS TIMELINE FOR THOSE NEGOTIATIONS. SO, THE
12 LEGISLATURE DID PUSH BACK INDICATING THEY INTEND TO MOVE THIS
13 THROUGH REGULAR POLICY PROCESS INSTEAD, A LOT OF NOTION
14 NEGOTIATIONS ARE GOING TO HAPPEN IN JULY AND AUGUST. SO MORE
15 OF THAT TO COME AT A LATER DATE.

16

17 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. COMMISSIONER BAPTIST?

18

19 **ALICIA JOHN-BAPTISTE:** GREAT THANK YOU FOR THE REPORT I WANT TO
20 ACKNOWLEDGE THE HARD WORK OF VARIOUS COMMISSIONERS TO ACHIEVE
21 THIS MORE POSITIVE OUTCOME FOR TRANSIT FUNDING AT LEAST WHERE
22 WE ARE SO FAR IN THE NEGOTIATION PROCESS BUT ALSO TO THANK OUR
23 ADVOCATE PARTNERS WE HAD A LOT OF EXTERNAL SUPPORT BOTH AMONG
24 TRANSIT SUPPORTERS AS WELL AS BAY AREA BUSINESS COMMUNITY



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1 THEIR EFFORTS WERE REALLY APPRECIATED THROUGH THIS PROCESS AS
2 WELL.

3

4 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. ARE THERE ANY ADDITIONAL
5 COMMENTS?

6

7 **SUE NOACK:** I'M JUST GOING TO DITTO ALYSHA'S COMMENTS.

8

9 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. THROUGH OUR LEGISLATIVE
10 STAFF, LET'S REALLY THANK SENATOR ARREGUIN FOR HIS CONTINUED
11 LEADERSHIP. HE SERVED ON ABAG AND MTC, BUT HE'S BEEN AN ANCHOR
12 FOR US IN SACRAMENTO, OBVIOUSLY ON THE REGIONAL MEASURE. BUT I
13 THINK, IN GUARANTEEING THESE DOLLARS, FIRST YEAR SENATOR, WHAT
14 HE'S BEEN ABLE TO ACHIEVE IN TRANSIT HAS BEEN REMARKABLE.
15 SEEING NO OTHER COMMENTS. DO WE HAVE PUBLIC COMMENT?

16

17 **CLERK OF THE BOARD:** YES WE HAVE ONE MEMBER IN-HOUSE THAT WOULD
18 LIKE TO SPEAK ON THIS ITEM. ADINA COME UP. YOU HAVE ONE
19 MINUTE.

20

21 **SPEAKER:** ADINA LEVIN, AFFILIATIONS FROM THE PREVIOUS MEETING
22 WANT TO SPEAK TO WHAT COMMISSION ARE JOHN-BAPTISTE AND OTHERS
23 HAVE SAID IN TERMS OF THE STATEWIDE SIGNIFICANT HAD EFFORT
24 AMONGST ADVOCATES TO BRING UP THAT SUPPORT TO GET TO THE
25 CURRENT POINT IN THE BUDGET NEGOTIATIONS AND WORK ON THE NEXT



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1 STEPS. WE HAD OVER 10,000 PEOPLE SENDING LETTERS TO THE
2 LEGISLATURE ENCOURAGING THE LEGISLATURE TO GET TO WHERE THEY
3 GOT TO. WE HAD THOUSANDS OF CALLS INTO THE GOVERNOR, AND BASED
4 ON WHAT GEORGIA GANN DOHRMANN JUST SAID, AND THE DEADLINE, WE
5 WILL HAVE MORE CALLS HEADING TO THE GOVERNOR, AND, ALSO, IN
6 TERMS OF THE CAP-AND-TRADE ITEMS THAT ARE GOING TO BE
7 OUTSTANDING FOR THE NEXT MONTH OR THROUGH THE LEGISLATIVE
8 SESSION, THERE WILL CONTINUE TO BE MAJOR ALLIANCE ACROSS THE
9 STATE ON SECURING THAT FUNDING IN ORDER TO BE ABLE TO HELP
10 ACHIEVE THE GOALS THAT ARE DISCUSSED IN THE PREVIOUS MEETING.
11 THANK YOU.

12

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

15

16 **CHAIR, MTC LC, DAVID CANEPA:** GREAT BRINGING IT BACK TO THE
17 COMMITTEE. ARE THERE ANY FINAL COMMENTS FROM COMMITTEE
18 MEMBERS? ALL RIGHT. THANK YOU SO MUCH. THAT BRINGS US TO
19 AGENDA ITEM 3C, SENATE BILL 63. WIENER, ARREGUIN,
20 TRANSPORTATION REVENUE MEASURE ENABLING LEGISLATION. THIS IS
21 AN INFORMATION ITEM. GEORGIA GANN DOHRMANN.

22

23 **ANDREW FREMIER:** ANDREW FREMIER EXECUTIVE DIRECTOR. I WANT TO
24 OPEN UP WITH A COUPLE OF COMMENTS RECOGNIZING WE CONTINUE TO
25 MAKE REAL GOOD PROGRESS ON SB63, EVEN THOUGH WE HAVE A LOT OF



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1 WORK TO DO IN THE NEXT TWO MONTHS. BUT ALSO REMEMBER THE
2 COMMISSION HOW WE GOT HERE. WE ALL AGREE TRANSIT IS ESSENTIAL
3 TO THE BAY AREA'S ECONOMY, OUR ENVIRONMENT, AND ADVANCING ALL
4 KINDS OF AREAS OF OPPORTUNITY FOR THE RESIDENTS OF THE BAY.
5 REMEMBER THE COMMISSION ACTUALLY HELPS SECURE BILLION OF
6 DOLLARS IN EMERGENCY AID AND ACCOUNTED REGIONALLY TO
7 DISTRIBUTE IT BUT THOSE FUNDS RUN OUT IN FISCAL YEAR '27. THE
8 COMMISSION HAS BEEN WORKING CLOSELY WITH OPERATORS AND
9 ADVOCACY GROUPS TO ADVANCE IMPROVEMENT ACCIDENT TO THE RIDER
10 EXPERIENCE AND HELP INCREASE RIDERSHIP. EXCUSE ME. THE
11 COMMISSIONS'S INTEREST IN A MEASURE HAS NEVER BEEN ABOUT MTC'S
12 OWN GOALS IT'S ABOUT STABILIZING THE BAY AREA'S TRANSIT SYSTEM
13 AND DOING WHAT'S BEST FOR THE CURRENT AND FUTURE RIDERS OF ALL
14 BAY AREA RESIDENTS AND MAKING SURE THAT THOSE EMPLOYERS AND
15 RESIDENTS CAN BENEFIT FROM A WELL FUNCTIONING TRANSIT SYSTEM.
16 FUNDAMENTALLY THE MEASURE NEEDS TO AVOID THE DOOM LOOP, IT
17 NEEDS TO BE FAIR AND DELIVER TO ALL RIDERS OF THE REGION. SO
18 TODAY'S ITEM REALLY SEEKS YOUR DIRECTION ON PROVISIONS THAT
19 THE COMMISSION COULD PURSUE IN SB63, THE MEASURE THAT MEASURE
20 AND DELIVER TRANSIT RIDER FOCUSED IMPROVEMENTS AND THIS'S WHAT
21 GEORGIA IS GOING TO PRESENT FOR YOU TODAY.

22

23 **GEORGIA GANN-DOHRMANN:** JUST A QUICK OVERVIEW ON THE TIMELINE,
24 TO CATCH FOLKS UP, THE SENATE BILL 63 AUTHORS HAVE ASKED THAT
25 AT FULL EXPENDITURE PLAN BE FINALIZED AND INTEGRATED INTO THE



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1 LEGISLATION BY AUGUST 11TH. TO THAT POINT WE HAVE ASKED COUNTY
2 TRANSPORTATION AUTHORITIES TO PROVIDE TECHNICAL ASSISTANCE,
3 THINGS LIKE OPERATOR FUNDING TARGETS, GEOGRAPHIC FAIRNESS AND
4 OTHER PRIORITIES. THAT INPUT IS BEING DEVELOPED NOW AND
5 SENATORS WIENER AND ARREGUIN MAY BEGIN CIRCULATING A DRAFT FOR
6 FEEDBACK AS EARLY AS NEXT WEEK. SO WE'RE REALLY IN A PRIME
7 TIME FOR THIS DISCUSSION. YOU KNOW, AND YOUR INPUT TODAY, THIS
8 IS AN INFORMATION ITEM TODAY, AND WHAT WE ARE ASKING FOR IS
9 INPUT TO HELP SHAPE A STAFF RECOMMENDATION FOR COMMISSION
10 ACTION AT THE END OF THE MONTH. SO, WHAT THAT RECOMMENDATION -
11 - DRAFT RECOMMENDATION IS GOING TO BE, SO, THE COMMISSION,
12 AGAIN AS ANDY HAS SAID, HAS BEEN CLEAR OVER THE LAST SEVERAL
13 YEARS THAT A REGIONAL MEASURE MUST DELIVER REAL BENEFITS N
14 MANY SELF-HELP MEASURES THOSE REAL BENEFITS COME IN THE FORM
15 OF MAJOR CAPITAL PROJECTS AND THAT'S JUST NOT WHAT THIS
16 MEASURE IS STRUCTURED AROUND MOST OF THE FUNDING WILL
17 APPROPRIATELY GO TOWARDS SUSTAINING SERVICE. SO THE TRANSIT
18 TRANSFORMATION SET ASIDE IS THE PART OF THE MEASURE WHERE YOU
19 CAN DRAW A CLEAN LINE FROM DOLLAR TO SPECIFIC RIDER FOCUSED
20 OUTCOME. AS WE WALK THROUGH A SUITE OF POTENTIAL INVESTMENTS
21 IN THAT SPACE, I WOULD REALLY ENCOURAGE YOU TO PUT YOUR
22 TRANSIT RIDER HAT ON, NOT JUST YOUR COMMISSIONER HAT, TO
23 REALLY THINK ABOUT WHAT WOULD MAKE YOUR OWN TRIP EASIER, MORE
24 AFFORDABLE, MORE INTUITIVE. THAT WAS VERY MUCH STAFF'S LENS AS
25 WE WERE DEVELOPING THIS DRAFT PROPOSAL AND WE WERE LOOKING AT



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1 WHAT COULD DELIVER IMPROVEMENTS AND ALSO LOOKING AT WHAT IS
2 DELIVERABLE. SO WHEN YOU ARE LOOKING AT THIS SUITE OF
3 INVESTMENTS, THEY'RE NOT TRANSFORMATIONAL, NECESSARILY, BUT
4 THEY ARE REALLY MEANINGFUL, TANGIBLE, AND WITHIN REACH AT THE
5 SCALE OF 10% OF A MEASURE FUNDING. SO, THEY ARE, THE FOUR OF
6 THEM ARE RATIONALIZING FARES, AND MAKING TRANSIT MORE
7 AFFORDABLE, ACCESSIBILITY IMPROVEMENTS FOR SENIORS AND
8 INDIVIDUALS WITH DISABILITIES, MOVING BUSES OUT OF TRAFFIC,
9 AND MAKING IT EASIER AND MORE INTUITIVE TO NAVIGATE WHAT IS A
10 PRETTY COMPLEX SYSTEM. SO, THE COMMISSION HAS SEEN THIS HIGH-
11 LEVEL FRAMING BEFORE. TODAY WHAT I WANTED TO PROVIDE FOR YOU
12 BOTH IN YOUR PACKET AND THEN A LITTLE BIT VERBALLY, IS WHAT
13 THESE IDEAS COULD ACTUALLY MEAN FOR RIDERS. SO, AGAIN, YOU
14 HAVE GOT A POWER POWERPOINT WITH MATERIALS IN IT WE'RE NOT
15 GOING TO GO THROUGH ALL OF IT FOR THE SAKE OF TIME BUT CALLING
16 OUT A COUPLE ITEMS, FIRST ON FARES, SO, THE TWO COMPONENTS ARE
17 FARES, FIRST IS AROUND A TRANSFER POLICY WHICH IS REALLY A
18 FREE REDUCED COST TRANSFER THAT'S DESIGNED TO MAKE A MULTI-
19 AGENCY TRIP EASIER AND MORE AFFORDABLE. SO, RIDERS PAY THE
20 FIRST FARE FULL FARE ON THEIR FIRST RIDE THEN TRANSFER TO
21 DIFFERENT AGENCIES IS DISCOUNTED WITHIN TWO HOURS. TO GIVE A
22 SENSE OF SCALE A COMMUTER TRANSFERRING FROM BUS TO BART ON
23 BOTH LEGS OF A TRIP COULD SAVE NEARLY \$15,000 A YEAR. BY
24 REMOVING FINANCIAL AND LOGISTICAL BARRIERS, THIS CHANGE IS
25 PROJECTED TO INCREASE RIDERSHIP BY UP TO \$30,000 TRIPS PER



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1 DAY, WHICH IS VERY SIGNIFICANT. CLIPPER START, THAT IS AN
2 EXISTING PILOT PROGRAM THAT WE HAVE THAT IS A MEANS BASED
3 DISCOUNT THAT PROVIDES A 50%, I GUESS IT'S MOVED FROM PILOT TO
4 PERMANENT, THAT PROVIDES A 50% FARE REDUCTION FOR LOW-INCOME
5 ADULTS. 2/3 OF THE USERS THAT HAVE BEEN UTILIZING THIS PROGRAM
6 THUS FAR SAY IT HELPS THEM BUY MORE TRANSIT IS MAKES IT EASIER
7 FOR THEM TO COVER ESSENTIAL EXPENSES. WITH \$25 MILLION A YEAR,
8 PLUS A COLA, THE MEASURE COULD FUND THE TRANSFER DISCOUNT
9 PROGRAM AND DOUBLE CLIPPER START CAPACITY EXTENDING THAT
10 BENEFIT TO ANOTHER ABOUT 100,000 RIDERS IN THE BAY AREA. THE
11 NEXT ONE I REALLY WANTED TO HONE IN ON, BECAUSE WE HAVE HAD A
12 LOT OF QUESTIONS FROM COMMISSIONERS, OR DIRECTION FROM
13 COMMISSIONERS TO TELL US ON ACCESSIBILITY, WHAT DOES THAT
14 MEAN. SO, ACCESSIBILITY IMPROVEMENTS FOR SENIOR AND PEOPLE
15 WITH DISABILITIES ARE ALSO A REALLY LONG STANDING PRIORITY,
16 THOSE COULD INCLUDE THINGS LIKE STREAMLINING ADA PARATRANSIT
17 ELIGIBILITY OR INITIATING ONE-SEAT RIDE ACROSS PARATRANSIT
18 SERVICE IN AREAS KIND OF SIMILAR TO WHAT CONTRA COSTA COUNTY
19 HAS ALREADY DONE RELATIVELY LOW START UP COST THEY CAN RANGE
20 FROM \$100,000 TO A MILLION DOLLARS SO AT \$5 MILLION WE THINK
21 THAT COULD MAKE A SIGNIFICANT DIFFERENCE FOR HIGHLY TRANSIT
22 DEPENDENT POPULATIONS. LAST TWO ARE AGAIN PRETTY DETAILED IN
23 YOUR PACKET TRANSIT PRIORITY AND BETTER MAPPING AND WAYFINDING
24 ABOUT MAKING TRANSIT FASTER AND EASIER TO USE. YOU, THE
25 COMMISSION WITH STAFF AND OPERATORS HAVE ALREADY MADE RANGE



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1 PROGRESS ON GETTING THOSE PROGRAMS TO A POINT WHERE THEY'RE
2 ABOUT TO BE SCALEABLE, SO THIS MONEY WOULD BE ABOUT
3 DELIVERING. AND WITHOUT NEW REVENUE MEASURE FUNDING
4 IMPROVEMENTS WOULD LIKELY STALL OR COULD FALL SHORT OF
5 CONSTRAINED COUNTIES OR TRANSIT OPERATORS TO COVER COSTS. THE
6 DRAFT RECOMMENDATION FOR REQUEST FOR YOUR FEEDBACK IS THAT THE
7 COMMISSION ENDORSED DEDICATING 10% OF A HALF CENT SALES TAX TO
8 RIDER FOCUSED IMPROVEMENTS TO SEND A SIGNAL THAT THE MEASURE
9 IS NOT JUST ABOUT PRESERVING SERVICE, BUT IMPROVING IT. SORT
10 OF, AS YOU ARE THINKING ABOUT THIS DISCUSSION, WE WANT TO
11 ACKNOWLEDGE THERE OUR COMPETING PRESSERS INCLUDING FROM SOME
12 COUNTIES AND OPERATORS.

13

14 **DAVID CANEPA:** GEORGIA, IS THERE A POWERPOINT?

15

16 **GEORGIA GANN-DOHRMANN:** THERE IS A POWERPOINT BUT WE'RE NOT
17 GOING THROUGH IT FOR SAKE OF TIME IT'S IN YOUR PACKAGE FOR
18 REFERENCE. SO THERE ARE COMPETING PRESSURES FROM CANDIDATES
19 AND OPERATORS TO REDUCE THAT SHARE SO STAFF IS RECOMMENDING
20 THAT THE COMMISSION IDENTIFY WHICH OUTCOMES MATTER THE MOST
21 AND IN THINKING ABOUT THOSE OUTCOMES, YOU MIGHT WANT TO
22 PRIORITIZE SPECIFIC BENEFITS, LIKE, YOU KNOW, FULLY FUNDING
23 THE TRANSFER DISCOUNT PROGRAM, DOWNING CLIPPER START CAPACITY
24 THINK ABOUT THINGS THAT KEEP FOCUS ON IMPACT WHILE STILL



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1 ALLOWING FLEXIBILITY DURING FAST MOVING NEGOTIATIONS. SO, WITH
2 THAT WE ARE REALLY, AGAIN, ASKING FOR YOUR FEEDBACK.

3

4 **SUE NOACK:** I WANT TO SEE IF YOU BEING PUT UP THE POWERPOINT
5 SLIDE FIVE IT WOULD GIVE EVERYBODY FRAME OF REFERENCE TO
6 DISCUSS IT. IS THAT -- WERE YOU ABLE TO DO THAT?

7

8 **REBECCA LONG:** CAN THE NTT TEAM PLEASE PULL UP SLIDE FIVE?

9

10 **SUE NOACK:** I THINK IT WILL REMIND US OF THE FOUR KEY AREAS SO
11 PEOPLE CAN TALK ABOUT THEM.

12

13 **SPEAKER:** THROUGH THE CHAIR?

14

15 **CHAIR, MTC LC, DAVID CANEPA:** NO. YOU WANTED THE SLIDE UP. DO
16 YOU HAVE ANY COMMENT ON THE SLIDE?

17

18 **SUE NOACK:** I JUST WANTED TO PUT THAT UP INITIALLY, BECAUSE I'M
19 OFFICIALLY SITTING IN THIS MEETING. I'M A SPECTATOR RIGHT NOW.
20 BUT AS GEORGIA SAID THERE IS A LOT OF PRESSURE ON THIS 10%
21 FROM ALL THE COUNTIES. I THINK, YEAH, I HAVE SPOKEN WITH THE
22 CTAS AND THERE IS A LOT OF PRESSURE ON, YOU KNOW, IS THE 10%
23 REALLY NEEDED, SOMETHING LESS. WHEN I LOOK AT THIS I
24 PRIORITIZE IN MY MIND DEPENDING WHAT'S GOING ON. FOR ME, THE
25 BIGGEST PRIORITY IS TRANSIT FARES. I THINK THE FREE TRANSFERS,



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1 CLIPPER, SMART, ARE REALLY TWO PROGRAMS THAT WILL REALLY DRIVE
2 RIDERSHIP AND GET THAT MODE SHIFT THAT WE REALLY ARE FOCUSING
3 ON. SO FOR ME THAT'S SUPER IMPORTANT. I THINK ACCESSIBILITY IS
4 VERY IMPORTANT. I'M HOPING \$5 MILLION IS SUFFICIENT TO REALLY
5 HAVE AN IMPACT IN THAT AREA BECAUSE I KNOW THERE IS A LOT OF
6 THE WORK TO BE DONE, AS GEORGIA SAID CONTRA COSTA HAS DONE THE
7 ONE-SEAT RIDE REALLY A WONDERFUL CONCEPT AND PROJECT IN CONTRA
8 COSTA, I THINK THAT'S EXTREMELY IMPORTANT. IN MY MIND, I PUT
9 TRANSIT PRIORITY ON THE BOTTOM ONLY BECAUSE IT'S VERY
10 IMPORTANT BUT IT'S PROJECT DRIVEN AND I THINK A LOT OF IT IS
11 DONE WITHIN THE COUNTIES AND THEIR OWN CTAS. SO, I'M, SORT OF,
12 OUTLINING WHERE I THINK THINGS ARE REALLY IMPORTANT AND WHERE
13 THINGS CAN BE DONE MAYBE AT THE COUNTY LEVEL VERSUS A REGIONAL
14 LEVEL. AND THAT WOULD BE THE TRANSIT PRIORITY PROJECTS. SO,
15 THOSE ARE MY COMMENTS.

16

17 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU MADAM CHAIR. JOHN-
18 BAPTISTE.

19

20 **ALICIA JOHN-BAPTISTE:** I APPRECIATE ALL THE WORK THAT'S GONE
21 INTO THIS. FROM MY PERSPECTIVE WHEN WE THINK ABOUT THE PURPOSE
22 OF SB63, THE MOST IMPORTANT THING THAT THIS LEGISLATION HAS
23 INTENDED TO ACCOMPLISH IS TO KEEP TRANSIT RUNNING, THAT HAS TO
24 BE OUR FIRST PRIORITY, THAT HAS TO BE WHERE WE PUT THE VAST
25 MAJORITY OF OUR PUBLIC INVESTMENT BECAUSE WITHOUT FUNCTIONING



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1 TRANSIT SYSTEMS THE WHOLE CONVERSATION AROUND TRANSIT
2 TRANSFORMATION DISAPPOINT -- DOESN'T MATTER, FROM THAT
3 PERSPECTIVE IT HAS BEEN THE OPINION THAT SAN FRANCISCO THAT
4 HAS THE 10% IS PROBABLY TOO HIGH AND WE NEED BE THINKING AT
5 SMALLER THAN THAT, WITHIN THE ALLOCATION FOR TRANSFORMATION
6 THERE ARE PRINCIPLES THAT MAKE SENSE FROM WHERE I SIT, AND
7 FIRST OF ALL, WHEN WE HAVE TALKED ABOUT TRANSIT TRANSFORMATION
8 IN THE PAST, THE WHOLE INITIAL CONCEPT AROUND SEAMLESS
9 TRANSIT, THE PURPOSE OF THAT, LIKE, REALLY THE GOAL OF THAT IS
10 TO DRIVE MODE SHIFT. WE TALK ABOUT INTEGRATING TRANSIT SO THAT
11 IT BECOMES A MORE PREFERRED CHOICE OF TRAVEL, AND WHEN WE'RE
12 THINKING ABOUT THE, SORT OF, WHAT IS IT THAT WE AS A
13 COLLECTIVE ENTITY ARE TRYING TO ACHIEVE, I THINK THE OTHER
14 PRINCIPLE THAT MAKES SENSE IS TO CONSIDER WHERE WE NEED TO
15 TAKE COLLECTIVE ACTION IN ORDER TO DRIVE CHANGE. SO, THOSE TWO
16 THINGS. MODE SHIFT AND COLLECTIVE ACTION IN TERMS OF WHAT I
17 WOULD SUGGEST WE COULD CONSIDER AS PRINCIPLES. FROM THERE, I
18 AGREE WITH CHAIR NOACK THAT, SORT OF, THE QUESTIONS OF
19 AFFORDABILITY AND FARE INTEGRATION ARE INCREDIBLY CENTRAL TO
20 DRIVING THE CHOICE TO TAKE TRANSIT. AND THEREFORE I'M
21 SUPPORTIVE OF PRIORITIZING THE FARE PROGRAMS THAT HAVE BEEN
22 IDENTIFIED. THE OTHER ITEMS, I THINK I WOULD SUGGEST THAT WE
23 ONCE AGAIN APPLY THAT LENS OF ARE THESE ACTIONS THAT
24 INDIVIDUAL JURISDICTIONS OR INDIVIDUAL OPERATORS CAN BE TAKING
25 ON THEIR OWN OR DO THEY REALLY NEED THE, SORT OF, EXTRA --



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1 OOMPH -- I CAN'T THINK OF A BETTER WORD -- THAT COMES FROM
2 REGIONAL INVESTMENT AS WE'RE MOVING FORWARD. THE THIRD THING I
3 WANT TO FLAG ON THIS THERE HAS BEEN DISCUSSION AS TO THE KIND
4 OF WHAT IS APPROPRIATE ADMINISTRATIVE ALLOCATION TO MTC AS AN
5 AGENCY AND I WOULD BE SUPPORTIVE OF MAKING SURE WE REALLY
6 UNDERSTAND, FOR THINGS LIKE THE EFFICIENCY STUDY, WHAT DO WE
7 EXPECT THAT TO COST, WE WANT TO MAKE SURE WE HAVE THE
8 RESOURCES FOR THAT, AND WE DON'T UNDERMINE OUR OWN KIND OF
9 EFFORT ARE HERE BY SHORT CHANGING WHAT IS, YOU KNOW, AN
10 APPROPRIATED ADMINISTRATIVE ALLOCATION. SO WOULD LOOK TO STAFF
11 TO HELP US UNDERSTAND WHAT THAT IS AS WELL. THANK YOU.

12

13 **CHAIR, MTC LC, DAVID CANEPA:** COMMISSIONER?

14

15 **MARILYN EZZY ASHCRAFT:** THANK YOU MR. CHAIR. AGAIN, THANK YOU
16 FOR ALL THE WORK THAT HAS GONE INTO THIS. I AM ONE WHO IS AN
17 OPTIMIST AT HEART AND ALWAYS SEE THE GLASS HALF FULL. SO, I'M
18 HOPING WE GET TO FIVE COUNTIES PARTICIPATION THEREFORE WE'LL
19 HAVE MORE MONEY TO ALLOCATE TO EVERYBODY. KEEP FINGERS
20 CROSSED, POSITIVE THOUGHTS. I WANT TO JUST PUT A THANK YOU OUT
21 TO THE ALAMEDA COUNTY TRANSPORTATION COMMISSION EXECUTIVE
22 DIRECTOR, TONY TAVARES AND HIS STAFF TO HELP ME UNDERSTAND
23 PRIORITY FOR OUR REGION. BUT I THINK TOP PRIORITY SHOULD BE
24 FREE AND REDUCED TRANSFERS AND EXPANDING THE CLIPPER START
25 PROGRAM. I WILL ALSO SAY I COULD AGREE WITH COMMISSIONER JOHN-



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1 BAPTISTE, THAT 10% OF THE REVENUES DOES STRIKE ME AS HIGH. SO,
2 I THINK THAT'S SOMETHING FOR FURTHER DISCUSSION. BUT
3 DEFINITELY, AND GIVEN THAT THIS WILL BE A SALES TAX, WHICH IS
4 AGGRESSIVE IN NATURE, WHICH WILL IMPACT OUR LOW-INCOME
5 EARNERS, I THINK IT REALLY BEHOOVES US TO MAKE SURE WE ARE
6 ASSISTING THEIR USE OF TRANSIT WITH FREE AND REDUCED TRANSFERS
7 TO THE CLIPPER START PROGRAM, I THINK ACCESSIBILITY IS ALSO
8 EXTREMELY IMPORTANT. WE HAVE AN AGING POPULATION, PAT EKLUND
9 HIGHLIGHTED THAT, BUT I THINK ALL OF OUR COUNTIES ARE SEEING
10 THAT TOO. AND IN PART, AT LEAST IN THE BAY AREA, BECAUSE THOSE
11 YOUNGER FAMILIES CAN'T ALWAYS AFFORD TO BE LIVING HERE. SO WE
12 NEED TO MAKE SURE THAT PEOPLE CAN GET AROUND. AND SOMETIMES AS
13 YOU AGE, AND SOMETIMES NOT EACH AS YOU AGE, YOU MAY HAVE SOME
14 DISABILITY, SOME IMPAIRMENTS THAT MAKES YOU NEED SOME
15 ADDITIONAL ASSISTANCE. SO, I AM TROUBLED WHEN I SEE THE
16 ALLOCATIONS OF MONEY, AND I REALIZE WRITTEN IN PENCIL, NOT IN
17 STONE, BUT WE'RE LOOKING AT \$5 MILLION ALLOCATED FOR
18 ACCESSIBILITY VERSUS TWICE AS MUCH, 10%, FOR MAPPING AND
19 WAYFINDING. WE DID HEAR FROM ONE OF OUR PUBLIC SPEAKERS, A
20 GENTLEMAN WHO IS VISUALLY IMPAIRED HOW IMPORTANT IT IS TO HAVE
21 THAT KIND OF SIGNAGE AND WHATEVER SIGNAGE THAT PEOPLE WITH
22 DIFFERING DISABILITIES NEED THAT'S IMPORTANT MAYBE SOME OF
23 THAT GETS ROLLED OVER INTO THE ACCESSIBILITY PORTION. BUT IT
24 SEEMS TO ME THAT HAVING ACCESSIBILITY IS THE LOWEST NUMBER IS
25 NOT QUITE RIGHT. AND THEN, THE OTHER THING I WANT TO SAY THAT,



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1 YES, KEEPING TRANSIT RUN SUGGEST A TOP PRIORITY OF THIS BILL.
2 I ALWAYS LIKE TO START WITH THE END IN MIND, WHAT WE REALLY
3 HAVE TO DO IS MAKE SURE THIS GETS PASSED. AND THE WAY WE DO IT
4 IS STARTING NOW. SO FOR THOSE OF US WHO WERE RECENTLY IN
5 WASHINGTON DC ON LOBBYING, TRANSIT METRO, HOW I GET IN FROM
6 THE AIRPORT WE WENT TO A GAME ONE NIGHT, TOOK METRO, BUT METRO
7 I BELIEVE THE SYSTEM IS JUST A LITTLE BIT OLDER THAN BART, BUT
8 GOSH YOU GET ON THE CARS, I KNOW ONE BART COMMISSIONER DIDN'T
9 APPRECIATE THIS BUT WE LOOK AROUND AND GO WOW LOOK HOW CLEAN
10 THIS IS, THE TRAINS ARE SPOTLESS, THE STATIONS, NOT A PIECE OF
11 LITTER ON THE GROUND AND DC, WASHINGTON DC HAS ITS ISSUES WITH
12 UNSHELTERED POPULATION I GET THAT, BUT SOMEHOW THAT EXPERIENCE
13 JUST FEELS MORE ACCESSIBLE. SO, THAT IS SOMETHING THAT NOT SO
14 MUCH AS COMMISSIONERS, BUT JUST PUTTING MY TRANSIT RIDERS HAT
15 ON, AS MISS GANN DOHRMANN ASKED US TO DO, WE HAVE GOT TO MAKE
16 SURE THAT SUCCESS DONE. IT SHOULD BE ANYWAY, BUT CERTAINLY TO
17 MAKE -- THERE ARE A NUMBER OF REASONS PEOPLE AREN'T GOING BACK
18 TO TRANSIT, BUT PEOPLE HAVE TO FEEL SAFE TO MAKE THE CHOICES
19 THEY MAKE. AND I'M A HUGE TRANSIT SUPPORTER AND TRANSIT RIDER.
20 BUT I THINK THAT THE -- THE PRIORITIES LISTED ARE IN THE RIGHT
21 ORDER. I DO QUESTION AN ENTIRE 10% OF THE ALLOCATION FOR THESE
22 ITEMS. AND, ALSO, I DO THINK THAT WE NEED TO TAKE ANOTHER LOOK
23 AT ONLY 5 MILLION, OR WHATEVER PERCENTAGE IT REMAINS TO BE,
24 BUT THE LOWEST PERCENTAGE BEING ALLOCATED TO ACCESSIBLE. THANK
25 YOU.



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1

2 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU VERY MUCH. COMMISSIONER
3 RAMOS AND THEN COMMISSIONER BURT.

4

5 **BELIA RAMOS:** THANK YOU SO MUCH. I APPRECIATED WHAT IS BEING
6 PRESENTED FOR OUR DISCUSSION AND CONSIDERATION IS THAT WE ARE
7 TO LOOK AT HOW WE MAKE THINGS BETTER IN THE SPACE OF TRANSIT.
8 AND WHILE I DO APPRECIATE THE DESIRE FOR THAT, THE FACT
9 REMAINS, WE'RE HAVING A HARD TIME SIMPLY JUST RUNNING TRANSIT,
10 OF KEEPING IT OPERATIONAL. AND SIMILARLY, IN -- AND WE HAD A
11 BOND MEASURE CAME UP IN NAPA THAT HAD BEEN EVALUATED THAT WAS
12 PROMISED AS ONE THING TO THE VOTERS, AND THERE HAS BEEN A
13 SHIFT IN HOW THAT BOND MONEY IS BEING USED AND THE SENTIMENT
14 AROUND THAT. I THINK WHAT WE REALLY NEED TO LOOK AT IS
15 UNDERSTANDING WHAT IT'S GOING TAKE FOR THE NOT JUST FOR THIS
16 TO PASS OUT OF THE LEGISLATURE, GET SIGNED, GET FULL
17 AUTHORITY, BUT ALSO TO MAKE SURE THAT WE ARE GAINING VOTER
18 SUPPORT. ULTIMATELY AT THE BALLOT BOX, THAT'S WHAT MATTERS.
19 AND IN LOOKING AT THAT, I THINK 10% IS SIMPLY TOO HIGH OF A
20 NUMBER. I'M NOT GOING TO SAY WHAT I -- I DON'T HAVE THE MAGIC
21 PERCENTAGE RECOMMENDATION FOR YOU, BUT I WILL SAY, FROM A
22 VALUES PERSPECTIVE, FROM A PERSON WHO WAS DEPENDENT ON TRANSIT
23 TO COME ALL THE WAY FROM NAPA, TO SAN FRANCISCO, THAT THAT
24 FIRST CATEGORY OF TRANSIT FARES WAS INCREDIBLY IMPORTANT TO
25 ME. I WOULD TAKE A FERRY. I WOULD TAKE A MUNI BUS. AND THE



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1 MUNI WAS NOT AS RELIABLE AS THE BART TRAIN SCHEDULE AT THAT
2 TIME, BUT THE BART TRAIN TICKET WAS MORE EXPENSIVE. AND THE
3 BART TRAIN TICKET WOULD ONLY ALLOW ME ONE IN AND ONE OUT,
4 WHEREAS THE MUNI PAPER TICKET, IF YOU GOT A GOOD BUS DRIVER, I
5 MIGHT GET AN EXTRA 45 MINUTES OR LONGER ON THAT TRANSFER. AND,
6 SO, I WAS VERY PRICE SENSITIVE AS TO WHAT TYPE OF TRANSIT I
7 COULD TAKE. AND I WAS DEPENDENT, SOLELY, SO, I JUST HAD TO
8 MAKE THE PRICE CONSIDERATION. I THINK TO MYSELF, IF IT WAS
9 THAT MUCH EASIER FOR YOU TO HOP FROM ONE SYSTEM TO ANOTHER,
10 HOW AMAZING THAT WOULD BE. AND THAT ADDITIONAL RIDERSHIP THAT
11 WOULD COME FROM IT, AND I THINK THAT HERE'S WHAT'S -- WHEN WE
12 THINK ABOUT THAT, IF IN FACT THAT ADDITIONAL RIDERSHIP IS
13 GOING TO YIELD AN ADDITIONAL 17 MILLION IN REVENUE, WELL, THAT
14 TAKES CARE OF THE TWO IN BETWEEN OF MAPPING AND WAYFINDING AND
15 TRANSIT PRIORITIES. AND WHEN I THINK ABOUT TRANSIT PRIORITIES,
16 I -- GREAT -- BUT I DO BELIEVE THAT THE OPERATOR SHOULD BE
17 DOING THIS. I THINK THAT THE OPERATOR SHOULD BE GETTING TO
18 THIS POINT. THEY HAVE TO BECOME RIDER FOCUSED IN EVERYTHING
19 THAT THEY'RE DOING AND HOW TO ENHANCE THAT EXPERIENCE. BECAUSE
20 I, LIKE COMMISSIONER EZZY ASHCRAFT, I GO TO OTHER PLACES, IT'S
21 SO PRETTY, IT'S SO NICE, IT'S SO CLEAN, I LIKE IT, AND THEN I
22 GET TO THE WHY CAN'T WE HAVE NICE THINGS, RIGHT? AND PART OF
23 IT IS BECAUSE WE ARE STILL OPERATING ON SUCH THIN MARGINS OF
24 BASIC TRANSPORTATIONAL -- ON BASIC TRANSPORTATION. AND, SO, I
25 THINK WE HAVE TO PUT TRANSPORTATION AND ITS OPERATIONS FORWARD



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1 BEFORE WE CAN GET TO OUR WISH LIST. I DO BELIEVE THAT TRANSIT
2 FARE INTEGRATION IS INCREDIBLY IMPORTANT TO THE SURVIVABILITY
3 AND THE ENHANCEMENT OF TOTAL OPERATIONS AND ACCESSIBILITY. I
4 ALSO AGREE, I THINK HAS TO BE A HIGHER THRESHOLD. BUT THE
5 OTHER TWO, I THINK, CAN TRULY BE ADDRESSED WITHIN EACH OF THE
6 OPERATORS AND WITHIN EACH OF THE COUNTIES AND JURISDICTIONS BY
7 THE INCREASED RIDERSHIP THAT WOULD NATURALLY COME FROM JUST
8 SIMPLY HAVING A BETTER OVERALL SYSTEM.

9

10 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU. WE'LL GO TO
11 COMMISSIONER BURT, PAPAN, AND THEN REMOTELY TO COMMISSIONER
12 CAMPOS WHOSE HAND IS RAISED.

13

14 **PAT BURT:** THANK YOU. SO, AS WE HAVE DISCUSSED PREVIOUSLY, A
15 NUMBER OF US IN SANTA CHAIR CAN'T ARE REALLY LOOKING AT WHAT
16 WOULD BE THE CONDITIONS IN THE LEGISLATION THAT WOULD ENABLE
17 US TO GET OUR BOARD TO AGREE TO PARTICIPATING. AND WE HAVE A
18 SECOND KIND OF POINT OF VIEW, WHICH IS, WHAT DOES IT TAKE TO
19 GET OUR VTA STAFF ON BOARD WITH IT, AS WELL. AND, SO, FIRST ON
20 THE ISSUE OF THE -- THE TRANSIT TRANSFORMATION, WHICH HAS BEEN
21 REBRANDED AS RIDER FOCUSED, WHICH I THINK IS A GOOD THING. I
22 THINK PEOPLE UNDERSTAND THAT BETTER. AND THERE IS A QUESTION
23 OF WHAT PERCENTAGE OF THE TOTAL TAX REVENUE WOULD GO FOR THAT,
24 BUT A SECOND QUESTION THAT OUR VTA STAFF HAS BEEN REALLY
25 PUSHING ON IS WHAT -- WHETHER A PORTION OF THAT 10%, OR



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1 WHATEVER PERCENT IT IS, SHOULD BE RETURNED TO SOURCE FOR THOSE
2 PURPOSES. AND YOU KNOW WHEN WE LOOK AT THOSE PURPOSES OF
3 WAYFINDING, ACCESSIBILITY, TRANSIT PRIORITY, AND FARES, THOSE
4 ARE THINGS THAT OUR AGENCY RIGHTLY SAYS, WELL, WE MANAGE THOSE
5 ISSUES AND HAVE A DIFFERENT FOCUS FROM WHAT MTC MAY HAVE ON
6 THAT. AND THE ONE I HAVE USED AS AN EXAMPLE IS ON FARES. SO,
7 WE HAVE OUR VTA SMART PASSES, IN VOLUME, THEY ARE \$120 A YEAR.
8 WE HAVE BEEN WORKING ON SCALING THAT TO LOW-INCOME RESIDENTS
9 AND LOW-INCOME WORKERS. AND WHEN YOU LOOK AT THAT, \$120 A
10 YEAR, IT'S \$0.30 A DAY. IN OUR CITY WE HAVE A TMA, SO, WE'RE
11 ACTUALLY PAYING THAT \$120 OUT OF CITY PARKING REVENUES AND
12 PROVIDING TRANSIT PASSES FREE OF CHARGE TO LOW-INCOME WORKERS
13 THROUGHOUT THE CITY. AND WE'RE LOOKING AT SCALING IT AT VTA,
14 AND IN THE CITY, TO LOW-INCOME RESIDENTS. A LOT OF CROSS OVER
15 BETWEEN THOSE, BUT RESIDENTS IN DEED RESTRICTED AFFORDABLE
16 HOUSING IS WHAT I SHOULD HAVE SAID. THAT'S A GREAT OPPORTUNITY
17 TO MAKE TRANSIT FREE OR VIRTUALLY FREE-FOR-ALL OF OUR LOW-
18 INCOME FOLKS. AND THAT GOES BACK TO THIS QUESTION THAT WE HAD
19 IN THE PRIORITY MEETING OF WHAT'S THE COST OF TRANSPORTATION
20 FOR HOUSEHOLD. SO, BUT IN VTA, WE DON'T HAVE THE SAME
21 PROPORTION OF TRANSFERS THAT WE HAVE ELSEWHERE IN A LOT OF
22 COUNTIES. AND, SO, THE CLIPPER PASS SYSTEM, WHICH I BELIEVE IS
23 TREMENDOUSLY VALUABLE FOR THE REGION, IS LESS VALUABLE FOR
24 VTA. SO, HOW DO WE CREATE A HYBRID THAT CONTINUES TO ADDRESS
25 AND SUPPORT SOMETHING LIKE THE CLIPPER PASS REGIONALLY, BUT



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1 ALSO ACKNOWLEDGES THAT SOME PORTION OF THIS TRANSIT
2 TRANSFORMATION SHOULD BE RETURN TO SOURCE. AND I'M REALLY
3 INTERESTED IN HEARING COLLEAGUES ON THAT ASPECT, ASIDE FROM
4 THE PERCENTAGE, ABOUT HOW WE MIGHT DO THAT. AND THEN ON THE
5 BIGGER ISSUE OF THE BALANCE OF THE DOLLARS, WE HAVE, THAT'S
6 THE EVEN BIGGER YET ISSUE WITH VTA IS THIS RETURN TO SOURCE
7 CONCEPT. AND I WANT TO ASK OF STAFF, THEIR INSIGHTS. MY
8 SUSPICION IS, AND THAT'S NOT AN NEFARIOUS SUSPICION I'M JUST
9 SUPPOSING THAT FOR SENATOR WIENER AND OTHERS A LOT OF THE
10 CONCERN IS THAT IF THE DOLLARS DIDN'T GO THROUGH MTC WITH SOME
11 DISCRETION THERE ISN'T THE ABILITY TO DEAL WITH KIND OF THE
12 TEMPORAL DIFFERENCES OF WHEN DO DIFFERENT AGENCIES HAVE THEIR
13 BIGGEST CASH SHORTFALL. AND IS THAT REALLY PART OF THE REASON
14 THAT THERE IS RESISTANCE TO THE RETURN TO THE AGENCY SOURCE IS
15 THAT THIS WHOLE MEASURE NEEDS TO BE ABLE TO SAY, HEY, OKAY,
16 EVEN IF WE AGREE WITH EVERY AGENCY WILL ULTIMATELY, OVER THE
17 LIFE OF THE MEASURE, GET THE DOLLARS BACK THAT THEY PUT IN, WE
18 STILL HAVE A PROBLEM BECAUSE SOME OF THE AGENCIES HAVE A
19 FISCAL CLIFF IN THE NEAR-TERM THAT MAY NEED A FREIGHTER
20 PROPORTION OF THE REVENUE THAN THEY WOULD OTHERWISE GET IN THE
21 FIRST FEW YEARS. IS THAT PART OF THE ISSUE?

22

23 **SPEAKER:** HI.

24



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1 **CLERK OF THE BOARD:** COMMISSIONER NOACK, WOULD YOU MIND BE
2 DEPUTIZED SO THAT WE CAN CONTINUE THE MEETING?

3

4 **SUE NOACK:** NO PROBLEM.

5

6 **CLERK OF THE BOARD:** THANK YOU.

7

8 **REBECCA LONG:** THANK YOU COMMISSIONER BURT. THERE IS A LOT TO
9 UNPACK THERE BUT REALLY ONE IMPORTANT PIECE THAT I THINK IT'S
10 CRITICAL THAT EVERYONE WHO IS TRACKING THIS UNDERSTANDS IS
11 THAT THE EXPECTATION IS THAT THE BILL ITSELF IS GOING TO LAY
12 OUT A DETAILED EXPENDITURE PLAN WHICH WILL SPELL OUT HOW MUCH
13 FUNDING EACH OPERATOR RECEIVES ON AN ANNUAL BASIS SO THERE IS
14 NOT -- WE DON'T ANTICIPATE AT THE END OF THE DAY HAVING
15 DISCRETION TO MAKE ADJUSTMENTS AS TO HOW MUCH FUNDING IS GOING
16 TO BART, AC TRANSIT, CALTRAIN, ARE ET CETERA. AND,
17 ADDITIONALLY, AFTER WHATEVER IS AGREED TO FOR RIDER FOCUSED
18 IMPROVEMENT THE, MTC ADMINISTRATION, AND THEN THE PORTION
19 GOING TO INDIVIDUAL OPERATORS, THERE WOULD BE A SUBALLOCATION
20 TO THOSE COUNTIES THAT, SORT OF, HAVE MONEY LEFTOVER OF WHICH
21 SANTA CLARA WOULD CERTAINLY BE ONE AND THAT ALL WOULD BE
22 RETURN TO SOURCE. SO, THE ONLY AREA WHERE WE ANTICIPATE
23 DISCRETION WOULD BE, AGAIN, WITH THE ADMINISTRATION OF ANY OF
24 THE RIDER FOCUSED IMPROVEMENTS. BUT EVEN THERE, WE EXPECT, FOR



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1 THE PURPOSE OF GIVING THE VOTERS SOME CERTAINTY, THAT TRANSIT
2 FARES, RIGHT, THAT PORTION WOULD BE SPELLED OUT, ET CETERA.

3

4 **PAT BURT:** WELL THEN, WHETHER IT'S IN THE LEGISLATION OR
5 DELEGATED THROUGH MTC, AND IT SOUND LIKE THE ANTICIPATION IS
6 TO BE SPELLED OUT IN THE LEGISLATION, THERE IS STILL THE
7 QUESTION OF WHETHER THE LEGISLATION WILL SAY, OKAY, WE NEED TO
8 ALLOCATE TO THESE AGENCIES IN A GIVEN TIME FRAME TO MEET THEIR
9 NEEDS, VERSUS HOW THE DIFFERENT AGENCIES RECEIVE DOLLARS OVER
10 THE COURSE OF THE LIFE OF THE MEASURE. SO IT MAY BE THAT THE
11 LENS SAYS MUNI AND BART NEED MORE UPFRONT MONEY. BUT THAT
12 DOESN'T MEAN THE LEGISLATION COULDN'T SAY THAT'S BASICALLY THE
13 OTHER AGENCIES WHO DIDN'T GET IN THOSE FIRST YEARS, THE SHARE
14 THAT THEY PUT IN, THEY COULDN'T BE GUARANTEED THAT OVER THE
15 LIFE OF THE MEASURE.

16

17 **GEORGIA GANN-DOHRMANN:** YOU KNOW, COMMISSIONER, I THINK -- NOT
18 I THINK -- I KNOW THAT THERE HAVE BEEN -- WERE DISCUSSIONS IN
19 -- AROUND THE 1031 DISCUSSIONS AND DURING THE SELECT COMMITTEE
20 CONVERSATION ABOUT, YOU KNOW, TIMING OF NEED, AND THERE HAD
21 BEEN TALK ABOUT POTENTIALLY FRONT LOADING AND BACK LOADING.
22 BUT I THINK ONE OF THE THINGS THAT'S REALLY IMPORTANT TO
23 CONVEY IS THAT SENATORS HAVE BEEN VERY CLEAR THEY'RE GOING TO
24 THE COUNTY TRANSPORTATION AUTHORITIES FOR TECHNICAL ASSISTANCE
25 FOR DRAFTING AN EXPENDITURE PLAN. SO, AS WE HAVE CERTAINLY



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1 BEEN BRIEFED ON SOME OF WHAT THEIR THINKING IS BUT I HAVE NOT
2 SEEN THAT THERE HAD BEEN THIS IDEA THAT SANTA CLARA WOULD PAY
3 IN MORE UP FRONT TO COVER OTHER OPERATOR NEEDS AND THEN BACK
4 PAY. I THINK WHAT I'M TRYING TO SAY IS I THINK THAT IS A
5 DISCUSSION THAT, WHERE THE LOCALS IN THIS TIME, WITH THIS
6 LEGISLATIVE SESSION, LOCALS HAVE A REALLY GOOD WAY TO COME IN
7 AND BE IN THE ROOM FOR THAT DISCUSSION. RIGHT? SO, I THINK
8 IT'S LESS UP --

9

10 **PAT BURT:** WELL, WE ARE PARTICIPATING WITH THE LEGISLATORS BUT
11 I WAS SEEKING WHETHER MTC HAD ANY INSIGHT ON THAT INTENTION AT
12 THAT HIGH-LEVEL.

13

14 **GEORGIA GANN-DOHRMANN:** NO.

15

16 **PAT BURT:** NO?

17

18 **ALIX BOCKELMAN:** COMMISSIONER BURT, WHAT WE HAVE OR HAVEN'T
19 HEARD IS THAT THE CURRENT THINKING BUT AGAIN THE CTAS ARE BUY
20 TECHNICAL ASSISTANCE RIGHT NOW.

21

22 **PAT BURT:** EITHER WAY I WANT TO GET IT OUT ON THE TABLE.

23

24 **CHAIR, MTC LC, DAVID CANEPA:** PAPAN ARE?

25



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1 **GINA PAPAN:** SIMILAR TO WHAT COMMISSIONER JOHN-BAPTISTE SAID
2 THEN PARTIALLY WHAT COMMISSIONER BURT SAID HERE IS THAT THE
3 FEELING OF THE 55 MILLION IN THE RIDER FOCUSED ASPECT DOESN'T
4 REALLY MEET THE PURPOSE AT THIS POINT IN TIME AS TO CONTINUING
5 THE OPERATION SO THERE HAS BEEN VARIOUS DISCUSSIONS WHETHER
6 THERE IS A PORTION THERE, OR ACTUALLY A PORTION OF RETURNING
7 TO SOURCE TO ACCOMPLISH THE RIDER FOCUSED. SO, THAT'S KIND OF
8 WHAT'S COMING UP IN OUR REGION HERE. WE ARE -- I MEAN WE HAVE
9 TO SELL THIS TO THE VOTERS. SO THEY'RE GOING TO HAVE TO BE
10 SURE. MY QUESTION IS IT MIGHT BE OUT THERE BECAUSE I DON'T
11 KNOW EVERYBODY REALLY AGREES WITH THE TRANSIT FARE ASPECT OF
12 THIS. SO, IS IT POSSIBLE OR IS IT ALREADY OUT THERE WHAT THE
13 IMPACT OF THOSE ARE ON SPECIFIC JURISDICTIONS? BECAUSE THAT
14 MIGHT BE HELPFUL. I MEAN, EVEN IF THE PASSES ARE BEING USED TO
15 COME INTO OUR JURISDICTION, THAT'S VERY IMPORTANT. BECAUSE WE
16 KNOW THAT THE VAST MAJORITY OF WORKERS IN SAN MATEO COUNTY ARE
17 PEOPLE THAT LIVE THERE AND ARE GOING OUT TO WORK AND THEN THE
18 HUGE NUMBER THAT ARE COMING TO WORK SO AGAIN FROM THE
19 PERSPECTIVE OF CONVINCING VOTERS THAT WOULD BE IMPORTANT
20 BECAUSE AGAIN THESE ARE GOOD PROGRAMS, THEY'RE WORKING AND I
21 THINK THEY WILL HELP GET MORE RIDERS ON TRANSIT. SO THAT'S ONE
22 THING. VERY GOOD TO KNOW ON THE ACCESSIBILITY THAT THAT IS
23 100% RETURN TO SOURCE. I THINK A LOT OF THE JURISDICTIONS WILL
24 BE LOOKING AT CURRENTLY WHAT THEIR ACCESSIBILITY PROGRAMS ARE.
25 THIS ONE IS VERY SPECIFIC, AND I UNDERSTAND VERY SUCCESSFUL.



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1 SO, WE ARE LOOKING AT THAT KIND OF THING. WHAT I AM NOT SEEING
2 ON ALL ASPECTS, AND PARTICULARLY WITH THE RIDER FOCUS, WE'RE
3 HAVING A MORE IN-DEPTH DISCUSSION ON ACCOUNTABILITY. BECAUSE
4 TO ME, THE WAY THE LEGISLATION IS WRITTEN, PRESENTLY, IS, I
5 THINK I'M GOING OFF HERE, IS, LIKE, A REPORT TO MTC, A REPORT
6 TO THE STATE LEGISLATURE, THAT JUST -- THAT'S TOO DAMN SLOW.
7 SORRY. [LAUGHTER] I REPORT THAT DOESN'T GET US RESULTS. SO,
8 WE'RE THINKING -- AND THIS JUST FOR DISCUSSION HERE -- SETTING
9 SPECIFIC STANDARDS, CALTRAIN, BART, IF YOU DON'T MAINTAIN YOUR
10 SCHEDULES, IF YOU DON'T MAINTAIN COORDINATION, IF YOU DON'T
11 MAINTAIN YOUR STATIONS, SPECIFICALLY WRITTEN OUT, THEN WE
12 WITHHOLD THIS TAX IN ESCROW UNTIL YOU DO THAT. BECAUSE WE ARE
13 JUST NOT -- I'M SICK AND TIRED OF WAITING FOR THEM TO DO WHAT
14 THEY'RE SUPPOSED TO BE DOING ALREADY. SO, I THINK THE MORE
15 ACCOUNTABILITY THAT IS IN THIS PROGRAM, AND NOT 3, 4, 5 YEARS
16 DOWN THE LINE. BECAUSE, LOOK, I WAS ON THE TRANSFORMATION
17 RECOVERY PLAN HERE. THAT'S ALREADY FIVE YEARS OLD. AND, YES,
18 THINGS HAVE BEEN HAPPENING THERE, BUT WE CANNOT LEAVE IT TO
19 THE OPERATORS TO SAY, HEY, YOU KNOW, WE'RE GOING TO GET THERE.
20 WE TRIED -- WHEN BART CAME TO MTC FOR THE FARE GATES, OH,
21 YEAH, WE'LL GET THERE IN 2027. AND, FINALLY, THE COMMISSIONERS
22 -- PLEASE COMMISSIONER CHAVEZ FOR SAYING, YOU'RE GOING TO
23 FINISH THOSE BY 2025. BECAUSE YOU WERE LOSING MONEY. IT MADE
24 NO SENSE. SO WE'RE LOOKING FOR COMMON SENSE AND WE'RE REALLY
25 LOOKING FOR IN OUR COUNTY BECAUSE WE HAVE TO SELL THIS TO THE



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1 VOTERS, WHAT IS THE ACCOUNTABILITY HOW CAN WE ENSURE
2 TRANSPORTATION DOES GET BETTER INSTEAD OF THE SAME OLD, SAME
3 OLD. AND AGAIN, THEY'RE DOING A LOT OF GOOD THINGS. I GET
4 THAT. BUT HOW DO WE ENSURE THAT'S GOING TO HAPPEN WITHIN OUR
5 JURISDICTION BECAUSE THAT'S WHAT OUR TAXPAYERS ARE GOING TO BE
6 PAYING FOR. SO, THOSE ARE THE DISCUSSIONS THAT WE ARE HAVING,
7 SO AGAIN, THE 10% WHICH NOBODY IS MENTIONING, IN ADDITION TO
8 THE ADDITIONAL 1% ON TOP OF THE TEN FOR ADMIN IS THE FEELINGS
9 ARE, IS THAT REALLY GOING TO ACHIEVE THE GOAL OF SB63? SO,
10 THERE IS A GREAT SENSITIVITY TO THAT. AND, ALSO, WHO IS GOING
11 TO BE DECIDING. IS IT -- WHEN WE'RE TALKING TRANSIT FARES
12 HERE, IS THAT GOING TO BE ONLY IN THE JURISDICTIONS THAT
13 PARTICIPATE? OR AM I WRONG HERE THAT WE NEED TO MAKE SURE IT
14 GETS TO JURISDICTIONS THAT ARE COMING IN? SO, I DON'T HAVE THE
15 ANSWERS TO THOSE THINGS. BUT IT DOES IMPACT THE DECISION-
16 MAKING IN HOW WE CAN PRESENT THAT HERE. BECAUSE, AGAIN, I HAVE
17 TO POINT OUT, I HAVE SEVERAL JURISDICTIONS THAT THIS IS GOING
18 TO KICK THE SALES TAX UP ABOVE 10%.

19

20 **CHAIR, MTC LC, DAVID CANEPA:** GOT IT.

21

22 **GINA PAPAN:** AND SO SOME OF THEM HAVE THEIR OWN IDEAS ABOUT WE
23 NEED TO INCREASE OUR SALES TAX. SO THAT'S KIND OF WHAT THE
24 DISCUSSIONS ARE IN OUR JURISDICTION.

25



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1 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU.

2

3 **GINA PAPAN:** THANK YOU.

4

5 **CHAIR, MTC LC, DAVID CANEPA:** ALL RIGHT COMMISSIONER PAPAN.

6 THANK YOU VERY MUCH. NOACK?

7

8 **SUE NOACK:** COUPLE OF THINGS. I DON'T THINK THE ACCESSIBILITY
9 IS RETURN TO SOURCE, FIRST OFF. THAT'S NOT -- IT'S NOT MEANT
10 TO BE A DO YOU WANT TO -- [INDISCERNIBLE] THE SLIDE?

11

12 **GEORGIA GANN-DOHRMANN:** STAFF'S PROPOSAL IS IT WOULD BE 100%
13 COMMITTED TO IT BEING INVESTED IN COUNTY --

14

15 **SUE NOACK:** IN THE COUNTY WHERE IT WAS DONE, BUT NOT RETURNED
16 TO SOURCE AND THEN YOU FUND IT. IT'S MEANT TO GO TO COUNTIES
17 THAT GENERATED IT, THE ACCESSIBILITY DONE THERE BUT THE MONEY
18 IS NOT GOING TO THE -- I'M SAYING THAT MTC WOULD MAKE SURE
19 ACCESSIBILITY PROGRAMS IN SAN MATEO COUNTY CONTRA COSTA COUNTY
20 WOULD BE ALLOCATED WOULD BE DONE BASED ON MONEY GENERATED
21 THERE BUT IT'S NOT GOING BACK TO THE COUNTIES TO MAKE THOSE
22 DECISIONS I WANT TO MAKE CLARIFICATION ON THAT PIECE, THE
23 SLIDE MAY BE A BIT WONKY. RETURN TO SAY IS THE SAME AS RETURN
24 TO SOURCE CONTRA COSTA PAYS TO BART REALLY COMING TO US WE'RE
25 JUST GETTING ALLOCATED BASED ON THAT I THINK THAT'S A



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1 MISLEADING POINT I WANT TO GO ON TO YOUR POINT ABOUT 10% AND
2 1% ON THE ADMIN FEE. AND I DON'T THINK -- I THINK WE TEND TO
3 THINK ABOUT ADMIN FEE IS PEOPLE DOING THE BOOKS AND ACCOUNTING
4 AND STUFF LIKE THAT BUT I WANT TO POINT OUT SOME OTHER THINGS
5 THAT ARE IN LEGISLATION NOW THAT ARE PUT ON MTC THAT WE HAVE
6 TO BE AWARE OF, AND FOR EXAMPLE, WHO PAYS FOR THE EFFICIENCY
7 STUDY THAT HAS TO BE DONE. DOES THAT HAVE TO -- THAT'S MTC?
8 ELECTION COST, MTC'S. IF THEY'RE -- IF THERE IS ANY LITIGATION
9 RISK, THAT'S MTC'S RISK. SO, THOSE ADMINISTRATIVE DOLLARS
10 WOULD HAVE TO COVER ALL OF THAT, NOT JUST, SORT OF, THE
11 BOOKKEEPING WORK. SO, I WANT PEOPLE TO UNDERSTAND THAT IT'S
12 NOT JUST TO PAY STAFF TO TRACK WHERE THE DOLLARS ARE GOING,
13 THERE IS A LOT MORE RESPONSIBILITY AND LIABILITY THAT MTC
14 COULD FACE THAT IS MTC'S -- IT WOULD BE MTC'S COST THAT THAT
15 ADMINISTRATIVE FEE HAS GOT TO PAY. SO, I THINK, YOU KNOW,
16 PEOPLE ARE TALKING ABOUT THAT, BUT I THINK THEY'RE ONLY
17 THINKING ABOUT STAFF DOING THE BOOK KEEPING AND ALLOCATION,
18 NOT THESE OTHER POTENTIAL RISKS THAT MTC, THE LEGISLATION IS
19 PLACING ON MTC AT THIS POINT. SO, I KNOW -- I KNOW SENATOR
20 WEINER'S STAFF HAS BEEN MADE AWARE OF SOME OF THOSE CONCERNS.
21 AND, SO, THAT'S CAN PASS THAT ON TO THE CTAS AS THEY'RE
22 PROVIDING THEIR TECHNICAL ASSISTANCE TO HELP THINK ABOUT, BUT
23 I JUST WANT TO GIVE EVERYBODY THAT HEAD'S UP THAT IT'S NOT
24 SOLELY WHAT PEOPLE ARE THINKING ABOUT AS FAR AS ADMINISTRATIVE
25 COST.



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1

2 **CHAIR, MTC LC, DAVID CANEPA:** CAMPOS.

3

4 **GINA PAPAN:** CAN I -- THE MORE DETAILS MTC PROVIDES TO THAT
5 ENABLES TO US COMMUNICATE WITH OUR JURISDICTIONS SO WE KNOW
6 WHAT'S INVOLVED IN THE ADMINISTRATIVE COST BECAUSE WE KEEP
7 TALKING ABOUT 10% BUT THERE IS THAT ADDITIONAL 1% ADMIN SO IT
8 WOULD BE GOOD TO GET THAT DEFINITION OUT THERE FOR THE
9 JURISDICTIONS THAT ARE EVALUATING THIS BUT STILL SENSITIVITY
10 IS THE 10% IS A LOT. THANK YOU VERY MUCH.

11

12 **CHAIR, MTC LC, DAVID CANEPA:** COMMISSION ARE CAMPOS.

13

14 **PAMELA CAMPOS:** I HOPE YOU CAN ALL HEAR ME? YEAH.

15

16 **CLERK OF THE BOARD:** WE CAN.

17

18 **PAMELA CAMPOS:** OKAY. THANK YOU. I JUST WANT TO START OFF BY
19 THANKING STAFF FOR THIS PRESENTATION, AND REALLY, I ECHO THE
20 SENTIMENTS THAT HAVE BEEN SHARED FROM FELLOW COMMISSIONERS,
21 ESPECIALLY AROUND SAFETY. I AGREE WITH COMMISSIONER BURT ON
22 HOW WE CAN TAKE THE SUCCESS OF CLIPPER IN SANTA CLARA COUNTY
23 AND THE REGION AND REALLY EXPAND ON THAT AND BUILD ON THAT
24 SUCCESS. AND SUPERVISOR RAMOS MADE EXCELLENT POINTS ABOUT THE
25 RIDER EXPERIENCE AND THE NEED FOR FARE INTEGRATION. SO, WHAT



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1 I'M THINKING OF, JUST BASED ON ALL THAT I HAVE HEARD SO FAR,
2 IS WHEN IT COMES TO TRANSFORMATIONAL CHANGE AND REALLY FROM
3 THE TIME I SPENT IN VIENNA ON THE SOCIAL HOUSING STUDY TOUR,
4 REFLECTING ON THE 365 THERE ANNUAL PASS THAT IS OFFERED TO THE
5 VIETNAMESE, AND JUST HOW AFFORDABLE THAT IS TO GET YOU AROUND
6 THE ENTIRE CITY, AND SO I KNOW THAT FOR SANTA CLARA CAN'T,
7 IT'S ABOUT HALF OF THAT JUST FOR THE COUNTY. BUT I WONDER WHAT
8 KIND OF POSSIBILITIES COULD COME FROM EXPANDING THAT TO A 365
9 THERE A YEAR CLIPPER BAY AREA PASS THAT GETS YOU TO, YOU KNOW,
10 UNLOCK ALL KIND OF REGIONAL TRANSIT AND CONNECTIVITY, WHETHER
11 IT'S OUR FERRIES, CALTRAIN, BART, VTA, ET CETERA. I THINK THAT
12 THAT IS THE PIECE OF CONVERSATION THAT I WANT TO UPLIFT.
13 BECAUSE WE REALLY DO NEED TO BE BUILDING REGIONAL PARTNERSHIP.
14 WE NEED TO IDENTIFY THE OPPORTUNITIES THAT WE HAVE THAT WILL
15 HELP UNIFY US AS A REGION, AND AS A COMMUNITY. AND, SO, I'M --
16 I'M LOOKING FOR OPPORTUNITIES TO DRIVE THESE CHANGES. AND I
17 THINK THIS MIGHT BE ONE OF THOSE OPPORTUNITIES. I KNOW THAT
18 SEVERAL COMMISSIONERS AND MTC STAFF HAVE GONE ON THIS VIENNA
19 TRIP. AND THOSE ARE THE KINDS OF MODELS THAT I'M CURIOUS HOW,
20 THROUGH THIS PROCESS, WE CAN START TO QUANTIFY THROUGH COST
21 MODELING OR OTHERWISE, IS THERE A WAY THAT WE CAN GET TRANSIT
22 TO A THERE A DAY THROUGHOUT THE REGION, GETTING ALL OF THE
23 TRANSIT, YOU KNOW, 27 TRANSIT AGENCIES WORKING TOGETHER ON THE
24 FARE INTEGRATION, THE SCHEDULING INTEGRATION, SO THAT CAN BE
25 PART OF THE MESSAGING AND WHEN WE'RE TRYING TO SELL. WE WANT



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1 TO MAKE TRANSIT A THERE A DAY FOR EVERY RESIDENT ACROSS THE
2 BAY. AND I THINK THAT THAT SETS THE FOUNDATION FOR WHAT COMES
3 NEXT, WHICH IS REALLY BUILDING A COMMUNITY AROUND RIDING
4 TRANSIT TO GET TO WORK, SCHOOL, APPOINTMENTS, EVENTS, AND THE
5 MARKETING THAT IT TAKES TO CREATE AND DRIVE THAT FOMO. RIGHT?
6 PEOPLE HAVE A WAY OF RESPONDING TO THAT FEAR OF MISSING OUT.
7 AND IF WE HELP DRIVE THE CHANGE THAT IS GOING TO MAKE TRANSIT
8 THE PLACE TO BE, NOT JUST THE PLACE THAT GETS YOU FROM A TO B,
9 I THINK THESE ARE THE OPPORTUNITIES FOR TRANSFORMATIONAL
10 CHANGE THAT IS REALLY GOING TO DRIVE THE RIDERSHIP THAT WE
11 NEED. BECAUSE WORD OF MOUTH CONTINUES TO BE ONE OF THE MOST
12 POWERFUL TOOLS THAT WE HAVE TO DRIVE CHANGE IN OUR COMMUNITIES
13 AND IN OUR REGION. AND, SO, I THINK ABOUT WHAT IT IS PEOPLE
14 ARE TALKING ABOUT. AND THEY TALK ABOUT, YOU KNOW, WHAT THEY
15 PAY, THE COST OF LIVING, HOW THEY SEE, HOW THEY FEEL, THE
16 PUBLIC SAFETY, AND THE CLEANLINESS ASPECT OF TRANSIT. AND THEN
17 THE CONVENIENCE, RIGHT? HOW MANY TRANSFERS THEY HAVE TO TAKE,
18 THE FREQUENCY OF SERVICE, SERVICE HOURS, ARE THEY ABLE TO TAKE
19 IT TO WORK, USE IT ON THE WEEKS. THIS IS ALL PART OF THAT
20 SHARED VISION FOR HOW WE IMPROVE TRANSIT LONG-TERM AND FOR THE
21 FUTURE, RECOGNIZING THAT WE HAVE TO IDENTIFY HOW TO SUSTAIN
22 TRANSIT TODAY. SO, I HOPE THAT THAT WAS HELPFUL. AND I REALLY
23 HOPE THAT THE MESSAGE THAT IS LEFT WITH YOU ALL IS, IS THERE A
24 WAY TO GET TO A PLACE WHERE WE ARE ABLE TO QUANTIFY THAT IT
25 TAKES ONLY A THERE A DAY PER RIDER TO PAY FOR TRANSIT. SO THAT



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1 THOSE WHO CAN AFFORD TO PAY THAT \$365 A YEAR DO SO, AND SO WE
2 CAN AGREE THAT IF THERE IS AN AMOUNT TO BE SUBSIDIZED FOR
3 FOLKS WHO ARE OF LOW-INCOME OR LIMITED MEANS THAT'S WHAT IT
4 COSTS FOR REGION-WIDE ACCESS TO PUBLIC TRANSIT. THANK YOU FOR
5 HEARING ME OUT

6

7 **CHAIR, MTC LC, DAVID CANEPA:** COMMISSION ARE CARLSON.

8

9 **V. CHAIR, KEN CARLSON:** TO FOLLOW UP ON WHAT COMMISSIONER
10 CAMPOS WAS SAYING, I APPRECIATE EVERYTHING THAT'S BEEN SAID
11 HERE AND THE DISCUSSION IS GREAT, THE ONLY THING I HAVEN'T
12 HEARD IS EDUCATION AND TECHNOLOGY TRANSFORMATION. SO, I'LL
13 JUST SPEAK FOR ME IN THE SENSE OF THE FEAR FACTOR, HAVING TO
14 MAKE A TRIP WHERE I HAVE TO INTEGRATE THREE DIFFERENT
15 OPERATORS IS SO INTIMIDATING AND TECHNOLOGY IS ONE APP WHERE I
16 CAN DO THIS, AND IF WE'RE GOING TO DO FARE REDUCTION WHEN IT
17 COMES TO TRANSFERS AND INTEGRATING, MAKING IT ACCESSIBLE FOR
18 PEOPLE AND IMPROVE WAY FINDING ALL THINGS I THINK TECHNOLOGY
19 PLAYS A BIG PART OF THAT TRANSIT TRAINING IS REALLY ESPECIALLY
20 FOR SENIORS IS A GREAT WAY TO GO BECAUSE AGAIN IF YOU BUILD
21 OVER FEAR FACTOR I'M GOING TO HAVE TO INTEGRATE THREE
22 DIFFERENT TRANSIT OPERATORS I'M WORRIED GO GETTING TO WHERE I
23 WANT TO BE, FOMO, IF I'M GOING TO MAKE MY WAY GOING TO A
24 CONCERT HERE IN THE CITY AND USE THREE DIFFERENT METHODS OF
25 TRANSPORTATION I'M GOING TO BE AN HOUR LATE [LAUGHTER] IT



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1 DOESN'T MAKE SENSE. I JUST THINK THAT EDUCATION IN TECHNOLOGY
2 HAVE TO BE INTEGRATED AND MORE PERVASIVE IN THE WORK WE'RE
3 DOING.

4

5 **CHAIR, MTC LC, DAVID CANEPA:** COMMISSIONER ROMERO?

6

7 **CARLOS ROMERO:** AS SOMEONE WHO HAS USED THREE MODES OF
8 TRANSPORTATION TO GET FROM SANTA ROSA TO EAST PALO ALTO, IT
9 TOOK A LITTLE LONGER THAN I THOUGHT, IT'S POSSIBLE, BUT
10 CERTAINLY THIS IS JUST AN ASIDE HERE, AN APP THAT COULD
11 INTEGRATE THAT EASILY SO THAT I DIDN'T HAVE TO STAY UP UNTIL
12 ONE IN THE MORNING SAYING WHERE IS THE CONNECTION, WHERE HOW
13 WOULD -- WOULD HELP. BACK TO THE COUNTY OF SAN MATEO AND
14 DISCUSSIONS WE HAVE BEEN HAVING, I WOULD CONCUR WITH MY FELLOW
15 SAN MATEO COUNTY COMMISSIONERS UP HERE, THAT AT LEAST WESTERN
16 THE CONVERSATIONS THAT I HAVE BEEN IN, AND AT THE CHAIR, VICE
17 CHAIR LEVEL OF THE VARIOUS TRANSPORTATION ENTITIES IN THE
18 COUNTY, THE 10% IS SEEN AS PERHAPS A PERCENTAGE TOO FAR. AND
19 ONE OF THE SUGGESTIONS THAT I THINK HAS SEEMED TO GRAB SOME
20 INTEREST IS THAT IF IT WERE TO BE A 10%, THAT 5% WOULD BE
21 MANAGED, CONTROLLED CENTRALLY THROUGH MTC. IF I HAD MY
22 DRUTHERS, I WOULD ESSENTIALLY SEND IT ALL TO MTC. I THINK
23 THERE IS ADMINISTRATIVE REASONS WHY WE WANT TO DO THAT BUT
24 FROM A POLITICAL PERSPECTIVE IN OUR COUNTY ONE OF THE
25 POTENTIAL COMPROMISES WOULD BE IF YOU KEPT THE 10%, 5% WOULD



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1 GO BACK TO THE COUNTIES TO IMPLEMENT SIMILAR PROGRAMS BUT
2 WOULD BE CONTROLLED LOCALLY. RIGHT NOW THAT'S WHERE THE
3 CONVERSATIONS ARE, AND I THINK WE'RE SHARING THAT WITH YOU.
4 AGAIN, THERE ARE ECONOMIES OF SCALE THAT ARE ACHIEVED WHEN YOU
5 CAN JUST PUT THE MONEY IN ONE POT AND MAKE SURE THERE IS
6 ACCOUNTABILITY RELATED TO RETURN TO SOURCE IS IMPORTANT. RIGHT
7 NOW JUST HEARING FROM MEMBERS AROUND THIS TABLE HAVING 10% ALL
8 GO TO MTC MIGHT BE PROBLEMATIC BUT LET'S SEE WHAT HAPPENS
9 WITHIN THE NEXT MONTH. THE OTHER THING I WANTED TO SAY IS THAT
10 WITHIN THE COUNTY, AGAIN, IN THE TABLES AND ROOMS THAT I HAVE
11 BEEN IN, THE TRANSIT FARES AND THE ACCESSIBILITY CATEGORIES
12 WERE THE ONES THAT RESONATED THE MOST, PRIMARILY BECAUSE
13 THEY'RE SEEN AS INCREASING RIDERSHIP. AND THE OTHER REASON IS
14 THAT THERE IS AN EQUITY FACTOR RELATED TO THIS. AND IF YOU
15 LOOK AT OUR BUS SYSTEMS, OUR BUS SYSTEMS ARE MUCH BETTER THAN
16 FIXED GUIDE WAY THAT'S BECAUSE OUR BUS SYSTEMS ARE MOVING
17 PEOPLE WHO ARE NOT QUOTE UNQUOTE CHOICE RIDERS AND I HATE THAT
18 TERM, RIGHT, BUT THEY ARE THE TRANSIT DEPENDENT SO YOU KNOW
19 ANYTHING THAT CAN HELP THOSE TRANSIT DEPENDENT FOLKS CONTINUE
20 TO STAY ON TRANSIT AND REDUCE THE IMPACT. ALSO I MEAN FOR
21 YOUTH, YOU START USING TRANSIT IN AN EARLY AGE YOU BECOME MORE
22 ACCUSTOMED TO IT. I WILL SAY, YES, I WORKED IN DC, AND TOOK
23 THE METRO ALL THE TIME. AND I'LL SAY IT AGAIN AND AGAIN, I
24 THINK BART SERVICES IS IMPROVED IT'S CLEANER, GRANTED THERE IS
25 SOME STATIONS THAT ARE NOT AS CLEAN, FROM A SAFETY PERSPECTIVE



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1 THERE HASN'T BEEN A SINGLE TIME THAT I HAVE NOT BEEN ON BOARD
2 THAT I HAVEN'T SEEN SOME OF THE PUBLIC SAFETY FOLKS UNARMED,
3 RIGHT, BUT JUST WALKING EVEN SAYING HELLO, PRESENT ON BOTH
4 PLATFORMS AS WELL AS IN THE TRAINS THEMSELVES, I THINK WE'RE
5 IMPROVING. I AGREE WITH YOU ACCOUNTABILITY PIECE, MAKE SURE
6 THAT STAYS THERE BUT YOU KNOW BACK TO THE TRANSFORMATION I
7 THINK IT MIGHT BE DIFFICULT TO LIFT THE 10%, ALL GOING TO MTC,
8 AND I AM IN FAVOR OF THE 1% ADMINISTRATIVE FEE, WE MAY DIFFER
9 ON THIS BUT IN OUR COUNTY I DO -- EXPENSES THAT ARE GOING TO
10 BE INCURRED IN THIS.

11

12 **MARILYN EZZY ASHCRAFT:** ONE FOLLOW-UP QUESTION?

13

14 **CHAIR, MTC LC, DAVID CANEPA:** GO AHEAD.

15

16 **MARILYN EZZY ASHCRAFT:** THANK YOU THIS IS TO FOLLOW UP ON
17 COMMISSIONER RAMOS'S COMMENT ABOUT WOULDN'T IT BE NICE TO HAVE
18 A CLIPPER THAT YOU CAN USE ON EVERY -- I MEAN, THAT IS
19 SEAMLESS TRAVEL. SO, TO STAFF, IS THE COST OF DOING THAT --
20 HAS THAT BEEN LOOKED AT? STUDIED? IS IT ANYWHERE IN OUR
21 MATERIALS?

22

23 **ALIX BOCKELMAN:** THROUGH THE CHAIR?

24

25 **CHAIR, MTC LC, DAVID CANEPA:** YEP.



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1

2 **ALIX BOCKELMAN:** THANK YOU FOR THE QUESTION AND THANK YOU TO
3 MEMBER CAMPOS FOR BRINGING THAT UP. I WANT TO REMIND EVERYBODY
4 WE HAVE A CLIPPER BAY PASS PILOT WHICH HAS BEEN WILDLY
5 SUCCESSFUL AND IN FACT PEOPLE WHO HAVE A CLIPPER BAY PASS
6 COMPARED TO A SINGLE OPERATOR PASS, IN THE CLIPPER BAY PASS
7 YOU CAN RIDE ANY SYSTEM UNLIMITED, WE SEE 40% MORE TRIPS ON
8 THE CLIPPER BAY PASS. SO, RIGHT NOW IT'S REALLY KIND OF A
9 SELF-FUNDED MODEL. I THINK IT WOULD BE WELL BEYOND THE 10% TO
10 TRY TO PROVIDE, UNFORTUNATELY, A 365 THERE A YEAR PASS. BUT
11 WHAT WE ARE DOING IS WORKING, AS YOU KNOW, WHERE, I BELIEVE,
12 WITH UNIVERSITIES, COMMUNITY COLLEGES, AND SO IT'S BEEN VERY
13 SUCCESSFUL THERE. AND WE ALSO ARE WORKING WITH EMPLOYERS. AND
14 RIGHT NOW, THAT COVERS THE COST. SO, I THINK WE'RE CONTINUING
15 TO LEARN AND LOOK AT THAT. WE DO THINK THERE IS LOTS FOR THE
16 FUTURE. IT WOULD BE VERY EXPENSIVE AND WELL BEYOND THE 10%
17 HERE THAT WE'RE TALKING ABOUT.

18

19 **MARILYN EZZY ASHCRAFT:** AND SO JUST TO BE CLEAR, THE CLIPPER
20 BAY PASS DOES COVER EVERY TRANSIT SYSTEM IF ALL OF THE FIVE
21 COUNTIES THAT ARE GOING TO GET ON BOARD. THANK YOU.

22

23 **ALIX BOCKELMAN:** IN ALL NINE COUNTIES, CLIPPER BAY PASS. YES.

24



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1 **MARILYN EZZY ASHCRAFT:** ALL RIGHT. SOMETHING WE SHOULD CONSIDER
2 AT SOME POINT. THANK YOU.

3

4 **GINA PAPAN:** THROUGH THE CHAIR?

5

6 **CHAIR, MTC LC, DAVID CANEPA:** YES.

7

8 **GINA PAPAN:** OVER HERE.

9

10 **CHAIR, MTC LC, DAVID CANEPA:** YES WE GOT GINA PAPAN. GO AHEAD.

11

12 **GINA PAPAN:** ANOTHER POINT OF CLARIFICATION WE HAVE DISCUSSED
13 MULTIPLE TIMES HERE IF FUNDING DOES GO THROUGH MTC, WHO AT MTC
14 WILL BE MAKING THE DECISIONS? I KNOW THAT WE IF WE'RE A PART
15 OF THIS ARE ONLY COMFORTABLE WITH THE COUNTIES THAT ARE
16 PARTICIPATING MAKING THOSE DECISIONS NOT THE FULL COMMISSION
17 SO I DON'T THINK WE HAVE RECEIVED CLARIFICATION ON THAT YET
18 BUT THAT SEEMS TO MAKE MORE SENSE TO MANY OF US.

19

20 **REBECCA LONG:** SO JUST TO BE CLEAR RIGHT NOW, THE BILL CREATES
21 THE DISTRICT, AND THEN IT SAYS THAT THE FULL COMMISSION BOARD
22 IS THE ONE TO ADMINISTER THE FUNDS. SO, IT WOULD BE THE FULL
23 COMMISSION MAKING THOSE DECISIONS. BUT ONE POINT THAT I MADE
24 EARLIER THAT IS RELEVANT HERE, IS THAT WE DO ANTICIPATE THAT
25 THE BILL AND THE MEASURE WILL SPELL OUT HOW MUCH MONEY IS



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1 GOING TO EVERYBODY WHO IS GOING TO BE A RECIPIENT. SO IT'S NOT
2 LIKELY TO BE ANY SIGNIFICANT DISCRETIONARY DECISIONS MADE BY
3 THE COMMISSION.

4

5 **GINA PAPAN:** BUT I'M SEEING THIS 55 MILLION, 10% BEING
6 DISCRETIONARY AND I DO BELIEVE JURISDICTIONS ARE NOT
7 COMFORTABLE WITH THAT BEING DECIDED BY THE FULL COMMISSION. IF
8 YOU'RE NOT AT THE PARTY, YOU'RE NOT PAYING IN, WE'RE NOT
9 COMFORTABLE WITH THE REST OF THE COMMISSION MAKING THE
10 DECISIONS AS TO THAT.

11

12 **REBECCA LONG:** FOR THE RIDER-FOCUSED IMPROVEMENTS, A COUPLE
13 POINT THAT GEORGIA WAS GOING TO MAKE EARLIER -- I HAVE THE MIC
14 NOW -- [LAUGHTER] TRANSIT FARE PIECE WE HAVE DONE SOME
15 ANALYSIS LOOKING AT BOTH TRANSFERS AND RIDERS IF IT'S A FIVE
16 COUNTY MEASURE WE'RE TALKING ABOUT SOMETHING LIKE 98% OF TOTAL
17 TRIPS -- YEAH [LAUGHTER] -- ARE WITHIN THOSE FIVE COUNTY
18 OPERATORS SO EVEN THOUGH THAT WOULD HELP FUND THE NINE COUNTY
19 TRANSIT FARE POLICY YOU REALLY ARE HAVING THAT BENEFIT HAPPEN
20 WITHIN THE PARTICIPATING COUNTIES THAT MAKES SENSE, AND THEN
21 FOR ACCESSIBILITY AS WE TALKED ABOUT THAT WOULD ESSENTIALLY BE
22 GOING BACK TO THE COUNTIES THAT ARE CONTRIBUTING TO THE
23 MEASURE EXCLUSIVELY. SO, YOU KNOW, WE DO HAVE SOME CONCERNS. I
24 DON'T THINK WE WANT TO GET INTO IT AT GREAT LENGTH TODAY ABOUT
25 HAVING A SUBCOMMITTEE OF THE COMMISSION ADMINISTER AND GOVERN



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1 THE DISTRICT. IT CREATES A LOT OF ADMINISTRATIVE CHALLENGES.
2 SO, OUR THOUGHT REALLY IS THAT WITH THE EXPLICIT EXPENDITURES
3 BEING LAID OUT IN THE MEASURE, THERE REALLY SHOULDN'T BE A
4 CONCERN THAT, YOU KNOW, COUNTIES THAT ARE NOT PARTICIPATING
5 CAN UNDO, YOU KNOW, WHAT IS SPELLED OUT.

6

7 **CHAIR, MTC LC, DAVID CANEPA:** YEAH. THANK YOU SO MUCH. THAT MAY
8 BE A CONVERSATION FOR ANOTHER DAY. COMMISSIONER ROMERO.

9

10 **CARLOS ROMERO:** QUICK QUESTION, IF FIVE COUNTIES WERE ALL TO
11 SAY YES WE CAN AGREE ON WHAT THE PARAMETERS ARE, HOW MANY
12 COMMISSIONERS FROM THOSE FIVE COUNTIES ARE REPRESENTED ON THE
13 BOARD? BECAUSE IT'S A VAST MAJORITY. IS IT NOT? I MEAN, FOUR
14 FROM THE CITY, 3, THREE, THREE?

15

16 **CHAIR, MTC LC, DAVID CANEPA:** YEAH?

17

18 **ALIX BOCKELMAN:** WE THINK IT'S BETWEEN 13 AND 14.

19

20 **CARLOS ROMERO:** AND THE TOTAL IS 19? WHAT'S THE TOTAL ON MTC?

21

22 **ALIX BOCKELMAN:** 18 VOTING MEMBERS.

23

24 **CARLOS ROMERO:** OKAY. THE FIVE COUNTIES HAVE IT. SO I MEAN WE
25 DO HAVE -- I SAY WE BECAUSE I'M ONE OF THOSE COUNTIES, THOSE



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1 FIVE COUNTIES WOULD HAVE ALMOST 66% TO ADDRESS THAT ISSUE.

2 BUT, ANYWAY, I POINTED THAT OUT.

3

4 **CHAIR, MTC LC, DAVID CANEPA:** ALL RIGHT WHY DON'T WE DO THIS,

5 GO TO PUBLIC COMMENT. I DON'T THINK WE HAVE TAKEN PUBLIC

6 COMMENT. HAVE WE?

7

8 **CLERK OF THE BOARD:** OKAY. ONE MINUTE. THE MIC IS TO YOUR LEFT.

9 OKAY.

10

11 **SPEAKER:** HELLO MEMBERS OF THE BOARD, WARREN CUSHMAN, COMMUNITY

12 RESOURCES FOR INDEPENDENT LISTENING. I JUST WANT TO THANK THE

13 COMMITTEE FOR ENTHUSIASTICALLY SUPPORTING ACCESSIBILITY. IT'S

14 SO VITAL TO PEOPLE WITH DISABILITIES AND SENIORS. THERE ARE

15 SEVERAL NEEDS, INCLUDING ONE-SEAT RIDE AND TECHNOLOGY NEEDS,

16 MOBILITY MANAGEMENT, THERE ARE A NUMBER OF NEEDS THAT WE'RE

17 LOOKING AT HERE TO SOLVE GETTING FROM POINT A TO POINT B FOR

18 PEOPLE WITH DISABILITIES IS VITAL. AND I'M JUST HEARTENED TO

19 HEAR THE SUPPORT FOR THAT, AND I ALSO SUPPORT THE WAYFINDING

20 PIECE. I RECOGNIZE THE DIFFERENT NEEDS, BUT IT DOES WORK TO

21 HAVE WAYFINDING FOR PEOPLE WITH DISABILITIES, AS WELL. THANK

22 YOU.

23

24 **CLERK OF THE BOARD:** GIVE ME A MOMENT.

25



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1 **SPEAKER:** OKAY.

2

3 **ADINA LEVIN:** GOOD AFTERNOON -- ALL RIGHT. GOOD AFTERNOON.

4 THANKS ARE GOING THIS ROBUST DISCUSSION. FOR A REGIONAL

5 MEASURE WE VERY MUCH WANT IT TO PASS. AND THE THESE RIDER

6 FOCUSED IMPROVEMENTS ARE CONSISTENTLY POPULAR, AND THEY'RE

7 THINGS THAT PEOPLE EXPECT THE SYSTEM TO BE RIDER FRIENDLY AND

8 CONVENIENT AND ADDING THAT CONVENIENCE TO SOMETHING THAT HELPS

9 TO MEASURE TO PASS. IN TERMS OF HOW MUCH TO SPEND I THINK IT

10 WOULD BE USEFUL TO HAVE A PICTURE OF IF WE SPEND LESS HOW MUCH

11 LONGER IT WILL TAKE TO DELIVER THE OUTCOMES WE ARE IMPATIENT

12 GETTING THE RESULTS SO IF WE RELY ON EXAMPLE WAYFINDING

13 IMPROVEMENTS TO ROLL OUT ONLY BASED ON CURRENT SIGN UPGRADE

14 BUDGETS AGENCY BY AGENCY WILL TAKE 30 YEARS TO DELIVER AND

15 WILL BE MAD THAT WE WANTED IT DONE BUT IT'S NOT ROLLING OUT

16 AND LASTLY IN TERMS OF INTEGRATION, CASE STUDIES FROM SANTA

17 CLARA COUNTY THAT I WOULD LOVE TO SPEAK WITH SANTA CLARA CAN'T

18 REPS ABOUT. THANK YOU.

19

20 **CLERK OF THE BOARD:** MOVING TO ZOOM, ROLAND.

21

22 **SPEAKER:** LET'S BE CLEAR HERE, OF THE FISCAL CLIFF IS ENTIRELY

23 SELF-INFLICTED AND IT GOES BY WASTING OVER \$5 BILLION ON BART

24 OVER THE LAST 25 YEARS WHILE AT THE SAME TIME SPENDING \$89

25 MILLION ON CALTRAIN. AND THE WAY THEY GOT AWAY WITH IT IS BY



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1 BREAKING COMMITMENTS THERE TO THE CALTRAIN -- [INDISCERNIBLE]
2 IN 1991, 1996, AND JUST LIKE NAPA TO THE -- 2016 AND 2020 END
3 RESULT IS CATASTROPHE OF OVER 40,000 CARS HEADED FOR SILICON
4 VALLEY EVERY MORNING STARTING AT 4:30 A.M. YES WE DO NEED ALL
5 OUR MONEY BACK 100% RETURN TO SOURCE IN SANTA CLARA COUNTY BUT
6 WE NEED 100% MTC OVERSIGHT THAT MONEY IS GOING TO BE ALLOCATED
7 BECAUSE IT'S IMPACTING EVERYBODY IN THE BAY AREA. THANK YOU.
8 NEXT UP IS VINAY PIMPLE, WHEN YOU HAVE 15 SECONDS LEFT I'LL
9 SAY YOU HAVE 15 SECONDS. GO AHEAD AND UNMUTE YOURSELF.

10

11 **VINAY PIMPLE:** HI. I'M VINAY PIMPLE, POLICY ADVISORY COUNCIL
12 REPRESENTING THE DISABLED COMMUNITY OF CONTRA COSTA COUNTY I'M
13 HEARTENED BY SUPPORT OF THE COMMISSIONERS FOR ACCESSIBILITY
14 ISSUES ARE AND TRANSIT FARE ISSUES FOR LOW-INCOME POPULATIONS
15 BUT I'M ALSO DISAPPOINTED THAT PEOPLE ARE NOT WILLING TO FUND
16 THE PART FROM WHICH THAT FUNDING IS SUPPOSED TO COME. SO, YOU
17 KNOW, FOR THE LAST TWO OR THREE YEARS, THE 10% HAS BEEN ALWAYS
18 -- I MEAN, THERE HAS NEVER BEEN ANY ARGUMENT ABOUT THE 10% AND
19 SUDDENLY A FEW WEEKS BEFORE, LAST MINUTE, PEOPLE WANT TO CUT
20 THE 10%. AND THAT'S A CONCERN FOR ME. AND THE THINGS THAT ARE
21 GOING TO BE FUNDED FROM IT, YOU CAN KEEP THE 10% AND REJIG THE
22 NUMBER TO THE INTERNALS AFTERWARDS BUT I HOPE YOU STILL TO THE
23 STAFF RECOMMENDED 10%. ALSO I THINK IMPROVEMENT AND
24 ACCOUNTABILITY ARE REALLY IMPORTANT.

25



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1 **CLERK OF THE BOARD:** 15 SECONDS.

2

3 **VINAY PIMPLE:** BECAUSE I DON'T THINK FOLKS WILL VOTE FOR
4 ADDITIONAL TAXES IF THEY THINK THAT TRANSIT IS NOT GOING TO
5 IMPROVE IF IT'S NOT GOING TO BE ACCOUNTABILITY BASICALLY
6 THEY'RE NOT GOING TO USE IT.

7

8 **CLERK OF THE BOARD:** TIME.

9

10 **VINAY PIMPLE:** THANK YOU.

11

12 **CLERK OF THE BOARD:** AND LAST SPEAKER WENDI KALLINS.

13

14 **WENDI KALLINS:** THANK YOU WENDI KALLINS I ALSO SERVE ON THE
15 POLICY ADVISORY COUNCIL AND WE HAVE VOTED CONTINUALLY TRANSIT
16 TRANSFORMATION IS ACTUALLY OUR NUMBER ONE PRIORITY SO IT'S
17 DISHEARTENING TO HEAR PEOPLE WANT TO TAKE IT BELOW 10% WHEN IN
18 FACT WE WOULD LIKE TO HAVE SEEN IT HIGHER THAN 10%. IF
19 RETURNING TO SOURCE IS WHAT'S GOING TO GET THE REMAINING
20 COUNTIES ON BOARD, IF WE CAN KEEP THE 10% AND HAVE A RETURN TO
21 SOURCE COMPONENT OF THAT, THEN PERHAPS THAT WOULD BE THE WAY
22 TO GO. BUT PLEASE DO NOT REDUCE THE 10%. THANK YOU. OH, AND
23 I'M FROM MARIN COUNTY. SO, I DON'T HAVE A DOG IN THIS FIGHT,
24 BECAUSE WE'RE NOT PART OF THIS, SO I'M SPEAKING REGIONALLY.
25 THANK YOU.



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1

2 **CLERK OF THE BOARD:** THANK YOU WENDI. THERE ARE NO OTHER
3 MEMBERS OF THE PUBLIC WISHING TO SPEAK ON THIS ITEM.

4

5 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. THANK YOU SO MUCH. IF WE
6 COULD BRING THE SLIDE BACK UP? YOU KNOW, THIS WORK IS
7 CRITICALLY IMPORTANT. AND I RECALL PREVIOUS BOARDS WHO HAVE
8 REALLY WORKED ON FOCUSING ON THE INTEGRATION OF OUR SYSTEM. WE
9 HAVE OVER 27 OPERATORS. LET ME SAY THAT AGAIN, WE HAVE OVER 27
10 OPERATORS, AND WHEN I LOOK AT HOW WE MOVE FORWARD WITH
11 ACCOUNTABILITY, I THINK ACCOUNTABILITY COMES THROUGH MTC. AND
12 I KNOW SOME PEOPLE MAY FUNDAMENTALLY DISAGREE WITH THAT, BUT I
13 FIRMLY BELIEVE, AS WE MOVE FORWARD, AND I HAVE HEARD FROM THIS
14 BOARD ACCIDENT RELATIVE TO FARE PROGRAMS AND ACCESSIBILITY, I
15 SEE THAT'S WHERE WE'RE RELYING, BUT IF WE'RE GOING TO MAKE AN
16 INVESTMENT IN THESE AREAS, WE ARE TO DO SO. WE HAVE TO DO IT
17 BECAUSE WE HAVE HAD REGIONAL STAKEHOLDERS. I HAVE SEEN ADINA
18 AND OTHERS WITH SEAMLESS, AND TIME AFTER TIME AGAIN, WHAT DO
19 PEOPLE SAY? WHAT DO RIDERS SAY? RIDERS SAY IT'S SO DIFFICULT
20 TO MOVE THROUGH OUR SYSTEM. AND, SO, THIS IS AN MTC SPONSORED
21 BILL. AND I THINK WHAT I DO AS A POLICY MAKER, AND I
22 APPRECIATE THIS ROBUST CONVERSATION, BUT I LOOK AT THESE
23 PILLARS, AND THESE PILLARS ARE PILLARS THAT ARE REALLY FOCUSED
24 ON THE RIDER AND GETTING THEM THROUGH, WHETHER YOU LIVE IN
25 EAST PALO ALTO AND YOU'RE TRYING TO GET TO SANTA ROSA. WHAT'S



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1 CURRENTLY IN PLACE RIGHT NOW, NOT ME SAYING IT, JUST THE DATA
2 -- IT'S NOT WORKING. IT'S NOT WORKING. AND, SO, AS WE MOVE
3 FORWARD, WE NEED TO, YOU KNOW, REALLY FOCUS ON, YOU KNOW,
4 WHETHER IT'S THE ACCESSIBILITY PIECE, WHETHER IT'S TRANSIT
5 FARES. AND, SO, MY ISSUE, FUNDAMENTALLY, IF WE DO GIVE THESE
6 DOLLARS BACK -- [LAUGHTER] -- TO THE OPERATORS, I DON'T KNOW
7 IF THAT'S SOUND PUBLIC POLICY. BECAUSE EACH OPERATOR, AND WE
8 SEE THIS ON THIS BOARD, AND IT'S BEEN REFERENCED BY MEMBERS,
9 THEIR NEEDS ARE ALL DIFFERENT. THEIR DIFFERENT NEEDS. SO, WHAT
10 I THINK MTC BRINGS AND THAT'S WHY THESE DOLLARS ARE SO
11 IMPORTANT IS REALLY MAKING SURE THAT THE END USER IS ABLE TO
12 GET THROUGH THE SYSTEM. AND, SO, YOU KNOW, ONE OF THE THINGS I
13 THINK ABOUT, THE 10%, AND I THINK I HAVE TOLD STAFF, YOU KNOW,
14 I WOULD LIKE TO SEE THAT NUMBER INCREASED. BUT, WE CAN'T DO
15 THAT WE'RE AT THE \$55 MILLION. IF THERE IS FLEXIBLE, AND I'M
16 HEARING FROM OTHER MEMBERS, I THINK WHAT WE SHOULD DO MOVING
17 FORWARD IS FOCUS ON THE OUTCOMES. TO ME, THE OUTCOMES ARE THE
18 MOST IMPORTANT. AND WHO DO THOSE OUTCOMES FOCUS ON? FOCUS ON
19 GETTING THE RIDERS THROUGH THE SYSTEM. AND, SO, I'LL BRING IT
20 BACK TO THE BOARD. AND I WANT TO MAKE SURE THAT I HEAR FROM
21 YOU ON TERMS OF ARE WE GOING IN THE RIGHT DIRECTION RELATIVE
22 TO FARES. I WOULD LOVE TO HEAR FROM THE BOARD IN TERMS OF
23 THESE AREAS WHETHER IT'S FARE PROGRAMS AND THE ACCESSIBILITY
24 PIECE, IF THERE IS DISAGREEMENT IN THOSE AREAS. IF THERE IS
25 ALIGNMENT. BECAUSE I WANT TO MAKE SURE THAT OUR STAFF HAS



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1 DIRECTION WHEN THIS COMES BACK BEFORE US. SO, THAT'S THE
2 QUESTION BEFORE THE BOARD. AND I WOULD LIKE TO GET SOME FIRM
3 DIRECTION AND HOW WE'RE GOING TO MOVE FORWARD. CHAIR NOACK?
4 COMMISSIONER NOACK?

5

6 **SUE NOACK:** WHATEVER YOU WANT TO CALL ME.

7

8 **CHAIR, MTC LC, DAVID CANEPA:** YEAH.

9

10 **SUE NOACK:** [LAUGHTER] JUST SUE WOULD BE FINE.

11

12 **CHAIR, MTC LC, DAVID CANEPA:** YEAH.

13

14 **SUE NOACK:** THANK YOU. AND THANKS FOR THE GREAT DISCUSSION
15 HERE. I THINK IT'S REALLY IMPORTANT. I THINK WE HAVE ALL, SORT
16 OF -- WE KNOW THERE IS GOING TO BE PRESSURE ON THE 10%, MUCH
17 AS OTHERS HAVE DIFFERENCE OF OPINIONS, WHETHER IT SHOULD BE
18 HIGHER OR LOWER, THE 55 MILLION IS BASED ON A FIVE COUNTY
19 MEASURE, THE THERE AMOUNT WOULD BE IF IT'S FIVE COUNTY PEOPLE
20 FOCUS ON THE DOLLARS IT'S REALLY THE FOUR COLUMNS AND WHAT
21 THEY WOULD BE OKAY JUST PUT ONTO CONTEXT, I THINK THERE WAS
22 GENERAL CONSENSUS OVER THE FOCUS TO THE EXTENT WE HAVE TO
23 PRIORITIZE THERE WAS SOME AGREEMENT ON TRANSIT FARES, I KNOW
24 YOU GOT A LITTLE ISSUE WITH THAT, BUT THE PIECE OF IT AND
25 ACCESSIBILITY PIECE AS WELL I WANT TO, SORT OF -- WITH THE



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1 DISAGREEMENT, I'M HOPING AS WE GO FORWARD THERE IS GOING TO BE
2 A LOT OF WORK DONE ON THE NUMBERS AND WHERE THINGS ARE AND OUR
3 GOALS OBVIOUSLY THAT HAS TO SAVE TRANSIT FROM HAVING DEEP
4 SERVICE CUTS THAT'S CLEAR, AND THEN WHAT REMAINS FROM RIDER
5 IMPROVEMENT I THINK PEOPLE ARE GOING TO EXPECT TO SEE SOME
6 RIDER IMPROVEMENT, I THINK THOSE TWO THINGS BRING THE MOST
7 PEOPLE TO THE SYSTEM AND I THINK THAT'S A REAL POSITIVE AND I
8 DON'T THINK I HEARD DIFFERENCE OF OPINION THERE EITHER. AND I
9 THINK WE'RE GOING TO HAVE TO DISCUSS THE ADMINISTRATION FEE AT
10 SOME POINT, BUT IT'S IMPORTANT AS NOTED BEFORE THAT WE ALL
11 UNDERSTAND WHAT THAT REALLY MEANS AND WHAT ARE THE RISKS ARE
12 INVOLVED FROM AN MTC PERSPECTIVE ON WHAT THOSE DOLLARS NEED TO
13 COVER AND HOW WE ADDRESS THOSE. SO, I DON'T KNOW IF I
14 SUMMARIZED THAT PRETTY WELL FROM EVERYBODY. BUT UNLESS
15 SOMEBODY HAS SOME GREAT DIFFERENCE OF OPINION FROM ME, THAT'S
16 WHERE I THINK --

17

18 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. AND COMMISSIONER CARLSON,
19 I THINK COMMISSION ARE CARLSON'S COMMENTS REFLECTED THAT
20 EARLIER, I THINK. IS THAT CORRECT?

21

22 **V. CHAIR, KEN CARLSON:** YES.

23

24 **CHAIR, MTC LC, DAVID CANEPA:** COMMISSIONER?

25



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1 **MARILYN EZZY ASHCRAFT:** I AGREE WITH COMMISSIONER AND CHAIR
2 NOACK, THAT THE FARE, REDUCING THE FARES TO BE TOP PRIORITY, I
3 WONDER -- I'M NOT SURE HOW YOU WOULD DO THIS, BUT IF WE KEPT
4 THE AMOUNT OF \$55 MILLION, AND HOPEFULLY GOT THE FIVE COUNTIES
5 IN, IT WOULD BE 55 MILLION TO SPEND, AS, AGAIN, I WOULD LIKE
6 MORE PUT IN ACCESSIBILITY, WE CAN TALK ABOUT THAT IF YOU WISH,
7 BUT IT WOULD ALSO BE A LOWER PERCENTAGE OF THE TOTAL AMOUNT,
8 AND THEREFORE MORE WOULD GO TO PREVENTING OUR TRANSIT SYSTEMS
9 FROM GOING OVER THAT FISCAL CLIFF. SO, IT'S, YOU KNOW, IT'S
10 ASPIRATIONAL, BUT I FEEL LIKE WE'RE GOING TO GET THERE. THOSE
11 ARE MY THOUGHTS.

12

13 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. I THINK IT'S IMPORTANT,
14 AND I SHOULD HAVE LEVEL -- I SHOULD HAVE TABLE SET THIS. IT'S
15 REALLY, YOU KNOW, I UNDERSTAND WE HAVE THE NUMBERS HERE, BUT
16 LET'S FOCUS ON, SORT OF, THE OUTCOMES, AND THE PRIORITIES, SO
17 THAT WE CAN DIRECT STAFF ON HOW TO MOVE FORWARD. ARE THERE ANY
18 ADDITIONAL COMMENTS? COMMISSIONER? ALL RIGHT. SO, THROUGH
19 STAFF, DO YOU -- DO YOU THINK YOU HAVE CLEAR DIRECTION, MR.
20 FREMIER?

21

22 **ANDREW FREMIER:** YEAH, NO, THANK YOU FOR THAT. I WANT TO
23 CLARIFY ONE THING, CHAIR, THAT YOU ACTUALLY MENTIONED, MTC HAS
24 SUPPORTED THE BILL, WE AREN'T A SPONSOR. I THINK THAT'S AN
25 IMPORTANT THING TO REMEMBER. I ALSO WANTED TO THANK YOU FOR



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1 THE DISCUSSION I THINK IT'S LINING UP NICELY IN TERMS OF OUR
2 DIRECTION. I DID WANT TO EMPHASIZE THOUGH THAT, AGAIN, THESE
3 RIDER IMPROVEMENTS ARE CONSENSUS ITEMS THAT CAME UP THROUGH
4 ALL OF THE WORK THAT WAS DONE THROUGH THE SELECT COMMITTEE,
5 THROUGH THE WORK THAT YOU ALL DID, THROUGH THE OPERATORS AND
6 ADVOCACY GROUPS SO THEY WERE DEEMED TO BE IMPORTANT HOW YOU
7 DECIDE TO DIVVY THEM UP I THINK IS CHEERILY GETTING CLOSER. I
8 THINK WE CAN DO SO. WHAT YOU TOLD US TODAY, THOUGH WHICH I
9 THINK A LOT OF US LINE UP IS THE TRANSIT FARES ACCESSIBILITY
10 IS LIKE JOB NUMBER ONE. BUT I WANT TO ASSURE FOLKS THAT WE
11 THINK ALL THOSE ELEMENTS SHOULD MOVE FORWARD ONE WAY OR
12 ANOTHER TO INCREASE RIDERSHIP. AND I ALSO WANT TO CLARIFY AND
13 EMPHASIZE, IT'S NOT MONEY COMING TO MTC. EVEN THE MAPPING AND
14 WAYFINDING IS A JOINT PROGRAM LED BY BOTH BART AND MTC ON ALL
15 TRANSIT FACILITIES. AND IT'S PUTTING WORK INTO THOSE TRANSIT
16 CENTERS. SO, AGAIN, IT'S A CONTRACTUAL METHOD, NOT A MTC
17 PROGRAM. AND I DO THINK, AND I HAVE BEEN TRYING TO EMPHASIZE
18 THAT, WE WANT TO SEE THIS THING GET PASSED HOWEVER IT GETS
19 PASSED. BECAUSE THE FIRST GOAL IS TO CONTINUE PROVIDING
20 SERVICE. BUT ALSO INCREASING RIDERSHIP, AND YOU NEED THE TWO
21 TOGETHER. THERE IS, ALSO, I THINK A LOT OF PRESSURE IN THIS
22 ACCOUNTABILITY QUESTION. BECAUSE WHEN YOU START PUSHING
23 ACCOUNTABILITY, YOU GET A LOT OF RESISTANCE FROM THE OPERATORS
24 THAT YOU'RE PUSHING IT ON, AND THAT CREATES LESS THAN
25 UNANIMITY IN MOVING TO SUCCESS. SO SIMPLICITY IS ALSO A GOAL.



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1 AND WE LOOK FORWARD TO THE NEXT STEPS. AND THANK YOU, I THINK
2 IT WAS CLEAR WHAT YOU EXPECT OF US.

3

4 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. THANK YOU SO MUCH. MY
5 UNDERSTAND SUGGEST THAT THIS IS AN INFORMATIONAL ITEM. IS THAT
6 CORRECT? GREAT. THANK YOU VERY MUCH. MY UNDERSTANDING, THROUGH
7 THE CLERK, OUR REMOTE LOCATION, COMMISSIONER CAMPOS HAS TO
8 LEAVE BUT THE REMOTE LOCATION WILL REMAIN OPEN. AND WE WOULD
9 LIKE TO, AT THIS TIME, DEPUTIZE COMMISSIONER PAPAN. IS THAT
10 CORRECT?

11

12 **CLERK OF THE BOARD:** THAT IS CORRECT.

13

14 **CHAIR, MTC LC, DAVID CANEPA:** IS THAT OKAY?

15

16 **GINA PAPAN:** I THINK I CAN DO THAT.

17

18 **CHAIR, MTC LC, DAVID CANEPA:** ARE YOU SURE?

19

20 **GINA PAPAN:** SURE.

21

22 **CHAIR, MTC LC, DAVID CANEPA:** THANK YOU COMMISSIONER PAPAN. MY
23 UNDERSTANDING THROUGH STAFF IS AGENDA ITEM 4A AND 4B ARE IN
24 OUR PACKETS. IT'S THE MTC ABAG 2025 WASHINGTON DC ADVOCACY
25 TRIP. GEORGIA GANN DOHRMANN.



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1

2 **GEORGIA GANN-DOHRMANN:** IT'S IN YOUR PACKET FOR REVIEW.

3

4 **CHAIR, MTC LC, DAVID CANEPA:** ALL RIGHT. IS THERE ANY PUBLIC
5 COMMENT?

6

7 **CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE
8 RECEIVED FOR AGENDA ITEM 4A OR 4B. THERE IS NO ONE IN THE
9 BOARDROOM WISHING TO SPEAK FOR AGENDA ITEM 4A OR 4B, AND THERE
10 IS NO ONE IN ZOOM WISHING TO SPEAK FOR AGENDA ITEM 4A OR 4B.

11

12 **CHAIR, MTC LC, DAVID CANEPA:** ARE THERE ANY COMMITTEE MEMBERS
13 WHO WANT TO COMMENT ON 4A OR 4B? ALL RIGHT. SEEING NONE.
14 AGENDA ITEM FIVE IS THERE ANY PUBLIC COMMENT?

15

16 **CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE
17 RECEIVED FOR AGENDA ITEM FIVE. HOWEVER, THERE ARE TWO MEMBERS
18 OF THE PUBLIC IN-HOUSE WISHING TO SPEAK ON THIS ITEM. FIRST UP
19 IS GOING TO BE ALETA DUPREE. YOU HAVE ONE MINUTE. GO AHEAD
20 TURN YOUR MIC ON.

21

22 **SPEAKER:** THANK YOU CHAIR CANEPA AND MEMBERS. ALETA DUPREE FOR
23 THE RECORD SHE AND HER WITH TEAM FOLDS. I SPEAK GENERALLY.
24 WHAT IS THEREABOUT LEGISLATION? LEGISLATION IS NOT JUST WORDS
25 ON A PIECE OF PAPER BUT IT DELINEATES AND CALLS FOR ACTION.



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1 I'M ALL OVER THE MAP WITH LEGISLATION. I HAVE ADVOCATE FOR THE
2 MORE INCLUSIVE BROWN ACT LEGISLATION, BECAUSE THE BROWN ACT
3 WAS WRITTEN ABOUT 70 YEARS AGO BEFORE WE HAD ALL OF THESE
4 REGIONAL GROUPS. WE HAVE LOTS OF PEOPLE WHO HAVE ISSUES WITH
5 TRAVEL, SO WE HAVE WORK ON THAT. I CONSIDER AS I RIDE THE
6 CIRCUIT AROUND THE COUNTRY HOW DO WE -- I'M GOING TO
7 SACRAMENTO. JUST LIKE EVERY YEAR, THE SUBWAY BOARD HAS TO GO
8 UP TO ALBANY TO MAKE THEIR CASE. AND I HAVE BEEN ON THE
9 WASHINGTON METRO, AND I ENJOY IT. AND HOPEFULLY MANY OF YOU
10 WILL GET TO SEE THE SUBWAY. THANK YOU.

11

12 **CLERK OF THE BOARD:** THANK YOU. OUR NEXT PUBLIC SPEAKER WILL BE
13 ADINA LEVIN. GO AHEAD.

14

15 **ADINA LEVIN:** I WANT TO TELL A FEW STORIES THAT ALSO PERTAIN TO
16 SOME PREVIOUS DISCUSSIONS. ON OF THE 28th OF LAST MONTH,
17 UNFORTUNATELY, DURING THE COMMITTEE MEETING, THERE WAS AN
18 AFFORDABLE HOUSING MONTH EVENT IN SAN MATEO AT THE KIKU
19 CROSSING LOCATION WHERE THEY HAVE AN AFFORDABLE HOUSING
20 COMMUNITY THAT IS GETTING THE BAY PASS, AND HAVING THAT HELPS
21 GIVE MORE MOBILITY AND AFFORDABILITY TO RESIDENTS AND PEOPLE
22 WHO ONLY HAD A SINGLE AGENCY SAMTRANS PASS BEFORE HAVE ACCESS
23 TO THE WEALTH OF BAY AREA TRANSIT GIVING PEOPLE MORE MOBILE,
24 EDUCATION OPPORTUNITIES AND SO ON, THERE ARE A DOZEN BAY PASS
25 AFFORDABLE HOUSING COMMUNITIES, INCLUDING FOUR IN SANTA CLARA



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1 COUNTY WHERE PEOPLE BENEFIT FROM THAT MOBILITY WITH THE FARE
2 INTEGRATION. UC BERKELEY STUDENTS VOTED AT 90% TO CONTINUE
3 PARTICIPATING IN THE BAY PASS, BECAUSE OF THAT INCREASED
4 MOBILITY. PEOPLE, PERSONAL, WHEN I'M AT MILLBRAE OR DIRIDON,
5 PEOPLE ASK ME FOR DIRECTIONS ALL THE TIME. WAYFINDING, I
6 BELIEVE THE STATS SHOWING WAYFINDING WILL INCREASE RIDERSHIP
7 FOR PEOPLE WHO GET CONFUSED AND LOST, AND ARE NOT BRAVE ENOUGH
8 TO FOE THERE EVEN THOUGH THEY KNOW WHERE THEY'RE GOING. THANK
9 YOU.

10

11 **CLERK OF THE BOARD:** THERE IS ONE PERSON IN ZOOM WISHING TO
12 SPEAK ON THIS ITEM. ROLAND GO AHEAD AND UNMUTE YOURSELF. YOU
13 HAVE ONE MINUTE.

14

15 **SPEAKER:** THANK YOU. I WOULD LIKE TO RECOGNIZE COMMISSIONER
16 CAMPOS WHO, SOME OF YOU MAY REMEMBER, USED TO BE THE MTC PAC
17 CHAIR. I USED TO LIVE IN A DISTRICT IN SAN JOSE UNTIL REGISTRY
18 CHANGED IN 2021, WHICH IS UNFORTUNATE [INDISCERNIBLE] AND
19 CALTRAIN STATION MOVING FORWARD I LOOK FORWARD TO HAVING A
20 PARTICIPATING IN MORE MTC MEETINGS. THANK YOU.

21

22 **CLERK OF THE BOARD:** THANK YOU. THERE ARE NO OTHER MEMBERS OF
23 THE PUBLIC WISHING TO SPEAK ON THIS ITEM.

24



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1 **CHAIR, MTC LC, DAVID CANEPA:** ALL RIGHT AGENDA ITEM SIX, IS
2 THAT CORRECT?

3

4 **CLERK OF THE BOARD:** CORRECT.

5

6 **CHAIR, MTC LC, DAVID CANEPA:** GREAT. THE NEXT MEETING JOINT MTC
7 ABAG LEGISLATION COMMITTEE COMMITTEE WILL BE HELD FRIDAY JULY
8 11TH, 2025 AT 9:45 A.M. AT THE BAY AREA METRO CENTER 375 BEALE
9 STREET SAN FRANCISCO CALIFORNIA AND OTHER REMOTE LOCATIONS.
10 ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE
11 PUBLIC. THE JOINT MTC ABAG LEGISLATION COMMITTEE COMMITTEE IS
12 ADJOURNED. I WANT TO THANK OUR CLERK MARTHA SILVER.

13 [ADJOURNED]

14



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