

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



JULY 28, 2023

1 **POLICY ADVISORY COUNCIL EQUITY AND ACCESS SUBCOMMITTEE**

2 **FRIDAY, JULY 28TH, 2023, 10:35 AM**

3

4

5 **CHAIR, RANDI KINMAN:** I'M CALLING TO ORDER THE SUBCOMMITTEE OF
6 JULY 28th. THIS MEETING IS BEING WEB CAST ON THE MTC WEBSITE
7 AND CONSISTS OF SIMULTANEOUS TELECONFERENCE LOCATIONS. MEMBERS
8 OF THE PUBLIC PARTICIPATING BY ZOOM -- TELECONFERENCE
9 ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THE
10 PHONE NUMBER. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION
11 ITEMS TODAY, DUE TO REMOTE COMMITTEE MEMBER PARTICIPATION. MAY
12 THE CLERK CALL THE ROLL AND CONFIRM A QUORUM, PLEASE.

13

14 **CLERK:** MEMBER CAMPOS?

15

16 **V. CHAIR, PAMELA CAMPOS:** HERE.

17

18 **CLERK:** MEMBER ESUF? [ROLL CALL]

19

20 **CLERK:** MEMBER WILSON? EXCUSED. MEMBER WONG?

21

22 **HOWARD WONG:** HERE.

23

24 **CLERK:** WE HAVE A QUORUM WITHOUT THE ALTERNATE NEEDED.

25



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1 **CHAIR, RANDI KINMAN:** THANK YOU. WE'RE GOING TO GET STARTED ON
2 TIME. THIS MEETING WILL START WITH THE AGENDA ITEM NUMBER 3A,
3 ELECTIONS FOR 2022-2023 POLICY ADVISORY COUNCIL EQUITY AND
4 ACCESS SUBCOMMITTEE CHAIR AND VICE CHAIR. AND THIS WILL BE
5 PRESENTED BY KY-NAM.

6

7 **KY-NAM MILLER:** SO WE'VE DONE THIS A FEW TIMES BEFORE, BUT A
8 REMINDER FOR THOSE NEW TO THE BODY, AND SINCE WE'VE BEEN
9 RUNNING WITHOUT LEADERSHIP IN PLACE SINCE MEMBERS ILAF STEPPED
10 OFF, WE'RE NOW DUE TO ELECT LEADERSHIP FOR THE REMAINDER OF
11 THE TERM. AND TO DATE, I THINK THE ONLY OFFICIAL SUBMISSION IS
12 CHRIS FITZGERALD RUNNING FOR A LEADERSHIP POSITION. WOULD
13 ANYONE ELSE LIKE TO EITHER SELF-NOMINATE OR NOMINATE OTHERS
14 FOR LEADERSHIP RUN TODAY?

15

16 **CHAIR, RANDI KINMAN:** I SEE NO HANDS RAISED. I SEE NO HANDS
17 RAISED ON THE ZOOM. SO I WOULD TAKE A MOTION TO ACCEPT THE
18 NOMINATION OF CHRISTINE FITZGERALD.

19

20 **KY-NAM MILLER:** ANY SECONDS?

21

22 **CHAIR, RANDI KINMAN:** I DIDN'T MAKE THE MOTION.

23

24 **KY-NAM MILLER:** TAKE THE MOTION. ANY FIRST MOTION?

25



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1 **PAMELA CAMPOS:** SECONDED.

2

3 **CHAIR, RANDI KINMAN:** THANK YOU. ANY DISCUSSION ON THE MOTION?
4 ANY PUBLIC DISCUSSION?

5

6 **CLERK:** THERE'S NO WRITTEN CORRESPONDENCE RECEIVED AND NO
7 MEMBERS OF THE PUBLIC ON ZOOM.

8

9 **CHAIR, RANDI KINMAN:** MAY WE HAVE THE VOTE, PLEASE. [ROLL CALL
10 VOTE] PASSED UNANIMOUSLY BY ALL MEMBERS.

11

12 **CHAIR, RANDI KINMAN:** THANK YOU. I'LL TURN IT OVER TO, IN JUST
13 A SECOND -- I WANT TO REMIND THE FOLKS IN THE ROOM AND THE
14 AUDIENCE THAT AFTER THE ISSUES IN THE ITEMS ON THE EQUITY AND
15 ACCESS SUBCOMMITTEE, WE'LL BE PICKING UP THE ITEMS FROM THE
16 POLICY ADVISORY COUNCIL FROM EARLIER THIS MORNING. CHRISTINE,
17 ARE YOU READY TO TAKE THE LEAD? I DON'T HAVE A GAVEL, I CAN,
18 LIKE, SMACK MY -- [LAUGHTER] SO PLEASE, IT'S ALL YOURS!
19 THANK YOU AND CONGRATULATIONS.

20

21 **CHRISTINE FITZGERALD:** OH, WAIT.

22

23 **CHAIR, RANDI KINMAN:** YES?

24

25 **CHRISTINE FITZGERALD:** WE CAN DO THIS VICE CHAIR.



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1

2 **KY-NAM MILLER:** IF WE DON'T HAVE NOMINEES FOR THE VICE CHAIR,
3 PERHAPS THAT'S SOMETHING IN SEPTEMBER WE CAN REVISIT.

4

5 **CHAIR, RANDI KINMAN:** OKAY. ACTUALLY, CHRISTINE CAN DO THAT.
6 IT'S PROBABLY EASIER FOR ME TO DO IT HERE, CHRISTINE. ARE
7 THERE ANY PEOPLE WHO WOULD LIKE TO RAISE THEIR HAND TO BE VICE
8 CHAIR OF THE EQUITY AND ACCESS SUBCOMMITTEE? I PROMISE WE'LL
9 HELP WALK YOU THROUGH EVERYTHING YOU NEED TO KNOW! COME ON!
10 SOMEBODY RAISE YOUR HAND! OKAY. I HAVE JOHNNY. ANOTHER HAND
11 HERE? SEE, THIS IS EASY! ANY OTHER HANDS?

12

13 **CHAIR, RANDI KINMAN:** YOU'RE NOT ON THE MEETING BODY. SORRY.

14

15 **KY-NAM MILLER:** WITH MEMBERS ILAF AND MARKHAM OFF --

16

17 **CHAIR, RANDI KINMAN:** WITH WHAT WE HAVE RIGHT NOW. JOHNNY STILL
18 HAND RAISED. NO MORE? I SEE NO MORE. I WILL ACCEPT A MOTION TO
19 NOMINATE MR. PARKER TO THE ROLE OF VICE CHAIR OF THE EQUITY
20 AND ACCESS SUBCOMMITTEE. SOMEBODY NEEDS TO MAKE A MOTION!
21 THANK YOU.

22

23 **ILAF ESUF:** I MOVE WE NOMINATE JOHNNY.

24



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1 **CHAIR, RANDI KINMAN:** DO WE HAVE A SECOND? IS THERE ANY
2 DISCUSSION? MR. WONG. I'M SORRY. I HEARD A VOICE OVER HERE. IS
3 THERE ANY PUBLIC INPUT?

4

5 **CLERK:** NO WRITTEN CORRESPONDENCE RECEIVED AT THIS TIME. NO
6 MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

7

8 **CHAIR, RANDI KINMAN:** THANK YOU VERY MUCH. ROLL CALL VOTE,
9 PLEASE. [ROLL CALL VOTE] IT PASSES WITH ONE ABSTENTION AND
10 SIX AYES.

11

12 **CHAIR, RANDI KINMAN:** THANK YOU VERY MUCH. I'LL BE TURNING THE
13 MEETING OVER TO YOU NOW. THANK YOU.

14

15 **CHAIR, CHRISTINE FITZGERALD:** M ADAM CHAIR, THANK YOU FOR YOUR
16 HELP! OKAY. SO PLEASE BEAR WITH ME AS I USE MY EARS TO DO
17 THINGS. OKAY. WE'RE BEYOND THAT.

18

19 **CLERK:** YOU HAVE AWHILE TO GO.

20

21 **CHRISTINE FITZGERALD:** ALL RIGHT. WHERE ARE WE?

22

23 **CLERK:** AGENDA ITEM 3B.

24



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1 **CHRISTINE FITZGERALD:** 3B. OKAY. I APOLOGIZE. NOTHING QUITE
2 LIKE BEING THROWN INTO THE DEEP END. OKAY. OKAY. THERE WE ARE!

3

4 **CLERK:** THERE YOU ARE.

5

6 **CHRISTINE FITZGERALD:** OKAY. NEED TO HAVE APPROVAL OF THE LAST
7 MINUTES OF THE MAY 26th.

8

9 **CLERK:** YOU HAVE A MOTION FROM CHAIRMAN AND SECONDED BY ELD
10 RID.

11

12 **CHRISTINE FITZGERALD:** OKAY. CAN WE DO A ROLL CALL?

13

14 **CLERK:** THERE WAS NO PUBLIC COMMENT ITEMS RECEIVED ON THE ITEM
15 -- IT'S A LEARNING EXPERIENCE. AND NO ONE IN THE BOARD ROOM
16 WISHING TO SPEAK ON THE ITEM. [ROLL CALL VOTE] PASSED
17 UNANIMOUSLY BY ALL MEMBERS PRESENT.

18

19 **CHRISTINE FITZGERALD:** ALL RIGHT. OKAY. SINCE WE'VE GOT THAT
20 APPROVED, WE'LL MOVE ON TO 4. OKAY. SO AN UPDATE ON THE BLUE
21 RIBBON ACTION PLAN. DO WE HAVE OUR PRESENTERS?

22

23 **DRENNEN SHELTON:** YES. I'M HERE. IT'S DRENNON SHELTON.

24

25 **CHRISTINE FITZGERALD:** HI, DRENNON!



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1

2 **DRENNEN SHELTON:** HI. I'M HERE TO GIVE YOU MY REGULAR UPDATE OF
3 THE ACCESSIBILITY ITEMS IN THE TRANSIT TRANSFORMATION ACTION
4 PLAN. AS A REMINDER, THE ACTIONS ARE ACTION 21, WE'RE GOING TO
5 DESIGNATE A MOBILITY MANAGER IN EACH COUNTY TO COORDINATE
6 RIDES AND FUNCTION AS A LIAISON BETWEEN TRANSIT AGENCIES AND
7 OTHER TRANSPORTATION PROVIDERS IN EACH COUNTY. ACTION 22,
8 WE'LL FUND ADDITIONAL SUB REGIONAL ONE-SEAT PARA TRANSIT RIDE
9 PILOTS AND DEVELOP CAUTIONARY POLICIES FOR CROSS
10 JURISDICTIONAL PARA TRANSIT TRIPS. ACTION 23 IS THE
11 INTEGRATION OF ADA PARA TRANSIT SERVICES ON CLIPPER NEXT
12 GENERATION. ACTION 24 IS TO IDENTIFY KEY PARA TRANSIT
13 CHALLENGES AND RECOMMEND REFORMS. ACTION 25 IS THE ADOPTION OF
14 STANDARDIZED ELIGIBILITY PRACTICES FOR PROGRAMS THAT BENEFIT
15 PEOPLE WITH DISABILITIES, NAMELY ADA PARA TRANSIT AND THE
16 SOON-TO-BE RENAMED RTC PROGRAM THAT WILL BE CALLED CLIPPER
17 ACCESS. AND SO FOR, I DON'T KNOW, THE LAST YEAR YOU'VE BEEN
18 HEARING UPDATES FROM ME MAINLY FOCUSED ON THE LAST ACTION,
19 ACTION 25, STANDARDIZATION OF PARA TRANSIT ELIGIBILITY
20 PRACTICES. SO WE'RE HEADING INTO THE HOME STRETCH ON THIS ONE!
21 WE'VE BEEN WORKING ON FOCUSING -- WE'VE BEEN SHAPING SORT OF
22 OUR DRAFT RECOMMENDATIONS FOR EACH TRANSIT AGENCY TO MAKE
23 CHANGES TO THEIR PROCESS. BY DOING THIS, WE'RE GOING TO MAKE
24 THINGS MORE STANDARD THROUGHOUT THE REGION. IT'LL BE MORE
25 EQUITABLE, AND SORT OF, YOU KNOW, ADDRESS THOSE



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1 INCONSISTENCIES AND INCREASE ACCURACY. SO THE SLATE OF
2 RECOMMENDATIONS THAT WILL BE FOR EACH TRANSIT AGENCY SHOULD BE
3 COMING TO YOU, I THINK, BY THE END OF THIS CALENDAR YEAR. I
4 HOPE AT YOUR NEXT MEETING YOU WILL BE HEARING THESE DRAFT
5 RECOMMENDATIONS. YOU KNOW, I THINK WE'RE STILL WORKING OUT
6 WHETHER THE -- IF WE'RE COMING TO BOTH YOU AND THE CUSTOMER
7 ADVISORY COMMITTEE -- BUT ANYWAY, YOU'LL HEAR IT NO MATTER
8 WHAT. AND THEN, ALSO, TODAY I WANTED TO GIVE YOU AN UPDATE ON
9 THE OTHER WORK THAT WE'VE BEEN DOING AND FOCUS A LITTLE BIT
10 MORE ON THE OPPORTUNITIES AT THE LARGER DISABILITY COMMUNITY
11 WILL HAVE TO PARTICIPATE AND PROVIDE IMPACT AND FEEDBACK ON
12 THE OTHER ACTIONS. SO UNDER ACTION 21, WHERE WE'RE GOING TO
13 DESIGNATE A MOBILITY MANAGER IN EACH COUNTY, WE'VE MADE
14 PRELIMINARY COUNTY-BY-COUNTY STAKEHOLDER LISTS FOR THOSE
15 MEETINGS. WE'LL BE HOLDING MEETINGS IN THE NEXT CALENDAR YEAR.
16 FOR THOSE MEETINGS, ANY MEMBER OF THE PUBLIC WILL BE ABLE TO
17 ATTEND. OF COURSE, YOU'LL RECEIVE INVITATIONS TO THOSE
18 MEETINGS. IF THERE ARE SPECIFIC ENTITIES OR INDIVIDUALS YOU
19 WANT US TO INVITE, I WOULD WELCOME YOUR INPUT. YOU CAN REACH
20 ME DIRECTLY THROUGH E-MAILING. YOU CAN CALL ME. YOU CAN NOW
21 EVEN TEXT MY OFFICE PHONE NUMBER! AND YOU CAN ALWAYS SUBMIT
22 INFORMATION. UNDER ACTION 22, WHERE WE'LL BE FUNDING THOSE SUB
23 REGIONAL ONE-SEAT PARA TRANSIT RIDE SEAT PILOTS, WE'RE NOW IN
24 THE PROCESS OF SHAPING A PRELIMINARY FRAMEWORK FOR THE GRANT
25 PROGRAM FOR THOSE PILOTS. THE DRAFT FRAMEWORK HAS TO BE WORKED



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1 OUT WITH THE TRANSIT AGENCIES AND THE COUNTY PARA TRANSIT
2 COORDINATING COUNCILS, FIRST. THESE GROUPS ACT AS SORT OF, YOU
3 KNOW, DE FACTO TECHNICAL ADVISORS. SO I NEED THEIR ADVICE TO
4 HELP SHAPE THE FRAMEWORK. ONCE WE HAVE A DRAFT FRAMEWORK,
5 WE'LL BE COMING TO YOU OR, AGAIN, TO THE CUSTOMER AND ADVISORY
6 COMMITTEE. UNDER ACTION 23, THE INTEGRATION OF ADA PARA
7 TRANSIT ON TO THE NEXT GENERATION CLIPPER SYSTEM, I'M SUPER
8 EXCITED TO TELL YOU THERE'S BEEN, YOU KNOW, IT'S BEEN SLOW
9 PROGRESS ON THIS ONE. UNDERSTANDABLY. RIGHT NOW WE HAVE A
10 CONTRACT CIRCULATING INTERNALLY AT MTC TO -- A CONTRACT FOR
11 WORK WITH TRAPEZE. TRAPEZE IS THE BOOKING SOFTWARE PROVIDER TO
12 13 OF THE 20 PARA TRANSIT SYSTEMS WE HAVE IN THE BAY AREA. SO
13 THIS CONTRACT IS GOING TO ALLOW FOR THAT NEEDED MODIFICATION
14 TO THE BOOKING SOFTWARE TO ALLOW IT TO CONNECT TO CLIPPER. AND
15 THEN ONCE THAT CONNECTION -- SO ONCE THAT WORK BEGINS, WE'LL
16 DO A PILOT WITH SF PARA TRANSIT -- I'M NOT SURE HOW MANY
17 MONTHS -- I THINK IT'S GOING TO BE LESS THAN A YEAR, BUT
18 PROBABLY NINE MONTHS TO A YEAR. AND, OF COURSE, THE LESSONS
19 LEARNED FROM THE PILOT WILL BE APPLIED TO THE IMPLEMENTATION
20 AT THE OTHER AGENCIES. UNDER ACTION 24, THE IDENTIFICATION OF
21 PARA TRANSIT CHALLENGES AND RECOMMENDED -- NOT RECOMMENDED
22 CHANGES. AS YOU ALL ARE COMPLETELY AWARE, THIS ITSELF IS A
23 HUGE LIFT. SO RIGHT NOW IN ORDER TO GET TO THAT WORK, WE'RE
24 CLOSING UP THE UPDATE TO THE COORDINATED PUBLIC TRANSIT HUMAN
25 SERVICES TRANSPORTATION PLAN. IT'S A YEARS LONG PROCESS



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1 THROUGH WHICH WE IDENTIFY GAPS AND SOLUTIONS TO TRANSPORTATION
2 ISSUES FOR LOW-INCOME POPULATIONS, PEOPLE WITH DISABILITIES,
3 AND OLDER ADULTS. SO KEY PARA TRANSIT CHALLENGES ARE ALREADY
4 IDENTIFIED IN THAT PROCESS, BUT IMPORTANTLY, IT'S JUST THE
5 JUMPING OFF POINT FOR THIS WORK. FOR THIS WORK, WE'RE GOING TO
6 NEED CONSISTENT PARA TRANSIT RIDER PARTICIPATION FROM ALL
7 PARTS OF THE REGION, AND THERE'S NOT A NATURAL GROUP NOW THAT
8 EXISTS LIKE THIS. SO WE'LL BE LOOKING TO CREATE ONE. I WOULD
9 LOVE YOUR DIRECT INPUT ON THAT. BECAUSE WE NEED TO CREATE A
10 GROUP THAT IS REPRESENTATIVE OF MULTIPLE DISABILITIES, AGES,
11 AND GEOGRAPHIC EQUITY. I HOPE TO HAVE A GROUP SET UP BY
12 SPRING, SO, AGAIN, IF YOU HAVE ENTITIES OR INDIVIDUALS WHO YOU
13 THINK WOULD BE GOOD FOR THIS GROUP, PLEASE REACH OUT TO ME.
14 AGAIN, E-MAIL, PHONE, YOU CAN TEXT THE OFFICE NUMBER, YOU CAN
15 SUBMIT SOMETHING. BUT -- AND THEN I'VE GIVEN YOU THE UPDATE TO
16 ACTION 25. I'LL STOP HERE. I'M EAGER TO HEAR YOUR THOUGHTS AND
17 YOUR QUESTIONS. THANK YOU, DRENNEN. DO WE START WITH THE
18 COMMUNITY COMMENTS?

19

20 **CLERK:** YES, WE DO.

21

22 **CHRISTINE FITZGERALD:** ALL RIGHT. ANYBODY IN THE COMMUNITY
23 EITHER IN PERSON OR ONLINE THAT WOULD LIKE TO --

24



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1 **CLERK:** PUBLIC COMMENT. -- SPEAK UNDER REGULAR PUBLIC COMMENT.
2 YOU WON'T BE TIMED, THOUGH. ARE THERE ANY EQUITY AND ACCESS
3 SUBCOMMITTEE MEMBERS THAT HAVE COMMENTS FOR THE ITEM? WAS THAT
4 PART OF YOUR QUESTION, THOUGH? MICROPHONE! [LAUGHTER] [
5 INAUDIBLE]

6

7 **CLERK:** WE'RE DOING MEMBER COMMENTS. SO EQUITY AND ACCESS
8 MEMBERS AND THEN PUBLIC COMMENT. YOU WOULD DO UNDER REGULAR
9 PUBLIC COMMENT BUT YOU WON'T BE TIMED.

10

11 **PAMELA CAMPOS:** I HAVE MY HAND RAISED. THIS IS PAM CAMPOS. WE
12 APPRECIATE THE UPDATE, DRENNEN. THERE WAS A TERM I HEARD
13 BEFORE BUT DON'T EXACTLY KNOW WHAT IT LOOKS LIKE. THE ONE SEED
14 PARA TRANSIT RIDE. COULD YOU PLEASE EXPLAIN, LIKE, WHAT WOULD
15 IT LOOK LIKE?

16

17 **DRENNEN SHELTON:** RIGHT. SO THE WAY A REGIONAL PARA TRANSIT
18 TRIP OCCURS NOW -- SO THAT'S ANY PARA TRANSIT TRIP THAT
19 CROSSES A JURISDICTIONAL BOUNDARY FOR THE TRANSIT AGENCY, THE
20 WAY IT WORKS NOW IS THE RIDER HAS TO TRANSFER BETWEEN THE
21 VEHICLES. THERE'S A LOT OF BACK END COORDINATION THAT OCCURS
22 TO MAKE THE TRANSFER HAPPEN. ANY PARA TRANSIT RIDER WILL TELL
23 YOU, ARRIVAL TIMES, PICK UP TIMES, THEY'RE ALL NEGOTIATED, AND
24 SO THERE'S A LOT OF -- WHEN YOU'RE TRYING TO MAKE THAT
25 CONNECTION, THERE'S A LOT OF THINGS THAT CAN GO WRONG. SO



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1 WE'RE LOOKING TO LESSEN THE BURDEN ON BOTH THE RIDER AND THE
2 AGENCIES, AND SO RIGHT NOW IN OUR REGION, THERE ARE TWO
3 DIFFERENT TYPES OF PARA TRANSIT ONE-SEAT RIDE PILOTS
4 OCCURRING. ONE IS IN CONTRA COSTA COUNTY. IT'S OCCURRING
5 BETWEEN LAF DRAFT TRY DELTA, WEST CAT, AND COUNTY CONNECTION.
6 IMPORTANTLY, THEY'RE NOT THE ONLY PARA TRANSIT PROVIDERS IN
7 CONTRA COSTA COUNTY. THE BIG ONE THAT IS MISSING IS EAST BAY
8 PARA TRANSIT. THEY HAVEN'T JOINED THE PILOT. THE OTHER FOUR
9 AGENCIES ARE WORKING TO CREATE A SYSTEM WHERE THE RIDER JUST,
10 YOU KNOW, BOOKS THEIR TRIP AND IT'S A SEAMLESS TRIP FOR THEM.
11 IT'S PROVIDED IN ONE VEHICLE AND ONE VEHICLE ONLY. AND SO
12 THAT'S THE WAY THEY'RE DOING IT. AND IT'S SORT OF, YOU KNOW,
13 THEY'RE SHARING THE COSTS, THEY'RE USING ONE PROVIDER FOR THE
14 TRIP. IN SONOMA COUNTY, WE HAVE THE COUNTY SONOMA TRANSIT --
15 SONOMA COUNTY TRANSIT AND CITY OF SANTA ROSA ARE DOING THEIR
16 OWN TYPE OF ONE-SEAT RIDE, IF THE RIDE NECESSITATES ENTERING
17 INTO ANOTHER BOUNDARY, THEY'RE JUST TAKING CARE OF THE ENTIRE
18 LEG OF THE TRIP. THERE'S JUST NO TRANSFERS OCCURRING. AND IT'S
19 VERY INFORMAL. THEY DON'T HAVE AGREEMENTS. THEY DON'T HAVE
20 CAUTIONARY. THEY'RE SORT OF TAKING CARE OF IT ON THEIR OWN.
21 THOSE ARE TWO DIFFERENT METHODS OF THE ONE-SEAT RIDES. FOR OUR
22 PILOT PROGRAM, WE'RE LOOKING TO TEST MULTIPLE METHODS. SO WHEN
23 I TALK ABOUT SHAPING THE FRAMEWORK, WE'RE LAYING OUT POSSIBLE
24 WAYS OF DELIVERING THESE TRIPS, AND SO WE WANT THOSE PRESENTED
25 TO THE TRANSIT AGENCIES. WE WANT THEIR INPUT ON "DO WE HAVE



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1 THE METHODS RIGHT? YOU KNOW, DO WE HAVE ALL THE THINGS THAT
2 WOULD MAKE SENSE FOR YOU AS THE TRIP PROVIDER?" AND THEN WE
3 WANT TO GO TO THE PARA TRANSIT COORDINATING COUNCILS AS THE
4 ADVISORY BODIES THAT REPRESENT PARA TRANSIT RIDERS AND SAY,
5 "OKAY, FROM A RIDER PERSPECTIVE, DO THESE METHODS HELP HIT AT
6 CORE PAIN POINTS? AND REDUCE THE FRICTION AND PROBLEMS YOU
7 HAVE WITH THESE REGIONAL TRIPS?"

8

9 **V. CHAIR, PAMELA CAMPOS:** THANK YOU.

10

11 **DRENNEN SHELTON:** UH-HUH.

12

13 **CLERK:** MEMBER WONG HAS THEIR HAND RAISED. IS IT OKAY FOR THEM
14 TO GO, CHRIS?

15

16 **CHRISTINE FITZGERALD:** YES, MA'AM. GO AHEAD, MR. WONG

17

18 **HOWARD WONG:** IT'S A TERRIFIC PROGRAM, IT SOUNDS LIKE. I HAD
19 THE SAME QUESTION ABOUT WHAT IT WOULD LOOK LIKE. SO I THINK
20 YOU GAVE US SOME PRETTY GOOD EXAMPLES. ONE OF THE OBSTACLES
21 THE PARA TRANSIT, I THINK, IS THE REQUIREMENT THAT MOST
22 AGENCIES REQUIRE A DAY OR TWO OF ADVANCED BOOKING. SO I WONDER
23 IF IT'S POSSIBLE TO HAVE ALMOST ON-DEMAND TYPE OF PARA TRANSIT
24 ACCESS? THANK YOU.

25



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1 **SPEAKER:** I ALSO HAVE MY HAND RAISED.

2

3 **CLERK:** I WAS GOING TO CALL CHAIR FITZGERALD, FIRST.

4

5 **CHRISTINE FITZGERALD:** FOR A RESPONSE, YEAH.

6

7 **HOWARD WONG:** IS IT POSSIBLE TO HAVE A ON-DEMAND TYPE OF PARA
8 SERVICE REGIONALLY?

9

10 **DRENNEN SHELTON:** YEAH. AS I LIKE TO SAY, ALL THINGS ARE
11 POSSIBLE! RIGHT. IT CERTAINLY IS POSSIBLE. IT IS OCCURRING IN
12 OTHER PLACES AROUND THE COUNTRY. WHERE YOU HAVE A MORE
13 SPONTANEOUS ON-DEMAND SYSTEM FOR RIDERS. THIS IS SOMETHING
14 WE'LL BE LOOKING AT UNDER ACTION 24. IT'S A HUGE OBSTACLE FOR
15 PARA TRANSIT-DEPENDENT RIDERS. THERE ARE NO SPONTANEOUS
16 OPTIONS. YOU CAN JUMP IN THE CAR, YOU CAN GET ON THE BUS, YOU
17 KNOW, IN A SPUR OF THE MOMENT, YOU CAN GET AN UBER OR LYFT,
18 YOU CAN RIDE A BICYCLE TO GET WHEREVER YOU NEED AT A MOMENTS'
19 NOTICE. YOU'RE RIGHT. THE ADA LAYS OUT A MINIMUM THAT, YOU
20 KNOW, TRIPS HAVE TO BE BOOKED 24-HOURS IN ADVANCE. IT IS THE
21 MINIMUM. IT'S THE FLOOR NOT THE CEILING. IT COULD BE LESS
22 TIME. WE'LL BE LOOKING AT A LOT OF ISSUES RELATED TO ADVANCED
23 BOOKING.

24

25 **CLERK:** CHAIR FITZGERALD, YOU'RE UP.



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1

2 **CHRISTINE FITZGERALD:** I'M UP? OKAY. THANK YOU, MADAM. DRENNEN,
3 I HAD THE PLEASURE OF SORT OF A SHORT VERSION OF THIS HERE. IT
4 WAS VERY PROCESSED. I'M WONDERING SINCE THE MAJORITY OF THE
5 REGION USES TRAPEZE, HOW MANY -- SINCE YOU'RE LOOKING AT
6 SEVERAL DIFFERENT KINDS OF INITIAL EXAMPLES OF THIS TO TRY
7 OUT, HOW WILL OUR INPUT -- THEY USE THESE SERVICES PROVIDING
8 FEEDBACK TO YOU? HOW EFFECTIVE WILL IT BE IN A SENSE THAT IN
9 MULTIPLE WAYS. ARE WE GOING TO GET ENOUGH DATA TO FIGURE OUT
10 WHICH ONE IS THE BETTER ONE?

11

12 **DRENNEN SHELTON:** GOOD QUESTION. SO -- THE SHORT ANSWER IS "I
13 DON'T KNOW." IN TERMS OF HOW DO WE IDENTIFY THE BEST WAY?
14 THERE COULD BE MULTIPLE WAYS THAT WE END UP DELIVERING THESE
15 ONE-SEAT RIDES. YOU KNOW, MAYBE FOR, YOU KNOW, A SINGLE
16 AGENCY, THEY'RE DOING IT MULTIPLE WAYS WITH THEIR NEIGHBORING
17 AGENCIES. JUST DEPENDING ON THE TYPE OF TRIP. IN TERMS OF
18 RIDER IMPACT. I HOPE RIDERS WILL HAVE A LOT OF IMPACT. THAT'S
19 CERTAINLY MY AIM IS TO MAKE SURE THERE'S AN AVENUE FOR INPUT.
20 IN THE END YOU KNOW, WE'RE ALL TRYING TO IMPROVE, I THINK FROM
21 A RIDER PERSPECTIVE AND ALSO FROM AN AGENCY PERSPECTIVE. IT'S
22 REALLY IMPORTANT TO UNDERSTAND, YOU KNOW, WE ALL KNOW ABOUT
23 THE FISCAL CLIFF, AND THE SHORTFALLS THAT TRANSIT AGENCIES ARE
24 FACING. IT'S ALWAYS BEEN THAT WAY ON THE PARA TRANSIT SIDE,
25 THOUGH. IT'S AN UNFUNDED CIVIL RIGHTS MANDATE, IT'S AN



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1 EXPENSIVE AND EXTRAORDINARILY EXPENSIVE SERVICE. IT'S -- WE
2 WANT TO MAKE IMPROVEMENTS, WE WANT TO MAKE IMPROVEMENTS THAT
3 MAKE SENSE. WE NEED TO MAKE IMPROVEMENTS THAT WE CAN AFFORD.
4 SO LOOKING AT IT FROM BOTH A PROVISION AND A RIDER SIDE IS
5 TRULY IMPORTANT IN THIS WORK.

6

7 **CHRISTINE FITZGERALD:** GREAT. THANKS SO MUCH. DOES ANYONE ELSE
8 HAVE THEIR HAND UP?

9

10 **CLERK:** I SEE OLIVA AND THEN ORANTES.

11

12 **CHRISTINE FITZGERALD:** GO AHEAD.

13

14 **SPEAKER:** THANK YOU, CHAIR. THANK YOU SO MUCH FOR THE
15 PRESENTATION. IT'S ALWAYS A PLEASURE TO HEAR YOU AND THE WORK
16 BEING DONE HERE IS EXCITING. IT'S NICE TO SEE THE KIND OF
17 APPROACH THAT IS BEING TAKEN HERE. I HAVE SOME QUESTIONS ABOUT
18 THE FOLKS THAT YOU'RE LOOKING FOR TO SIT ON THE ADVISORY BODY.
19 THE ONES WHO IDEALLY HAVE THIS, YOU KNOW, BREADTH OF
20 DIVERSITY, AS FAR AS THEIR, LIKE, HOW THEY USE PARA TRANSIT
21 SYSTEMS. WHAT ARE THE -- I HAVE SOMEONE IN MY MIND RIGHT NOW.
22 WHAT ARE THE EXPECTATIONS OF THEM, AS FAR AS TIME GOES? DO
23 THEY HAVE TO SHOW UP IN PERSON? IT'S EXCEPTIONALLY DIFFICULT
24 TO DO THAT. AND HOW, LIKE, DOES EVERYONE NEED TO MEET IN A
25 GROUP? SO IF THE INDIVIDUAL HAS ISSUES THAT MAY PREVENT THEM



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1 FROM BEING, LIKE, ONE OF THEIR MEDICAL ISSUES IS THEY HIT AND
2 THAT'S IT BUT THEY'RE 100% PARA TRANSIT DEPENDENT. I'M
3 WONDERING A LITTLE BIT MORE ABOUT THE EXPECTATIONS OF THOSE
4 MEMBERS AND WHAT KIND OF REASONABLE ACCOMMODATION CAN BE MADE.

5

6 **DRENNEN SHELTON:** THAT'S SO GREAT FOR YOU TO BRING UP! THANKS.
7 NO, THIS WILL BE A WORKING GROUP. THIS WILL BE A PROJECT-BASED
8 ADVISORY COMMITTEE. RIGHT. SO SHOWING UP IN PERSON IS NOT
9 GOING TO BE NECESSARY. I HOPE THAT THROUGH THIS WORK THERE ARE
10 OPPORTUNITIES TO LEARN FOR RIDERS TO LEARN FROM OTHER RIDERS
11 THAT IN OTHER SYSTEMS IN THE BAY AREA. IF WE CAN DO FIELD
12 TRIPS, I WOULD LOVE TO DO FIELD TRIPS! THEY'RE MY FAVORITE
13 THING TO DO IS GO OUT AND SEE HOW THE AGENCIES ARE PROVIDING
14 TRIPS. LAST WEEK I WAS UP AT MARIN TRANSIT LOOKING AT THEIR
15 NEW BUILDING WHERE THE DISPATCH -- THE DISPATCH PEOPLE SIT.
16 YOU KNOW, DOWN THE HALL FROM THE BOOKING PEOPLE. SO IT'S
17 REALLY INTERESTING TO SEE THESE THINGS. SO SHOWING UP IN
18 PERSON IS NOT GOING TO BE NECESSARY, BUT HOPEFULLY WE'LL BE
19 ABLE TO DO SOME OF THAT. AND, YEAH, I REALLY -- WHAT THE AIM -
20 - WHAT MY AIM IS TO GET VARIED DISABILITY, VARIED AGE, AND FOR
21 PEOPLE FROM ALL OVER THE REGION SO WE DO HAVE THAT REGION-WIDE
22 PERSPECTIVE ON ALL THE SYSTEMS. AND THEN, OF COURSE, IF PEOPLE
23 CAN'T MAKE MEETINGS WITH, I'M ALL ABOUT GET THE INPUT IN ANY
24 WAY I CAN. I'M OFFERING UP TEXT, E-MAIL, PHONE CALLS. WHATEVER
25 IT TAKES. WE WANT TO GET THE INPUT!



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1

2 **ANNE OLIVIA ELDRED:** IT SOUNDS PRETTY DOABLE. WILL THEY BE
3 ELIGIBLE FOR ANY KIND OF STIPEND OR ANYTHING LIKE THAT FOR
4 THEIR PARTICIPATION?

5

6 **DRENNEN SHELTON:** THOSE ARE THINGS I HAVEN'T WORKED OUT YET. SO
7 TBD.

8

9 **ANNE OLIVIA ELDRED:** THANK YOU.

10

11 **DRENNEN SHELTON:** THANK YOU.

12

13 **KY-NAM MILLER:** NEXT COMMENT IS ORANTES.

14

15 **GABRIELA ORANTES:** MY QUESTION IS RELATED TO THE LAST ONE. WHAT
16 IS THE TIMELINE YOU'RE LOOKING AT FOR RECRUITING AND
17 ESTABLISHING THIS PROJECT-BASED ADVISORY COMMITTEE?

18

19 **DRENNEN SHELTON:** WELL, MY AIM IS SPRING. I'M OFTEN MORE
20 OPTIMISTIC ON TIMELINES THAN I SHOULD BE. BUT I THINK IF WE
21 START COLLECTING NAMES NOW, WE WOULD BE ABLE TO SHAPE UP
22 SOMETHING BY SPRINGTIME. NOT HE WAS INLY TO KICK OFF IN THE
23 SPRING BUT AT LEAST GET SOMETHING GOING WHERE WE CAN START TO
24 LAY OUT SOME TIME FRAMES FOR THAT BIG ACTION 24 PARA TRANSIT
25 REFORMS.



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1

2 **CHRISTINE FITZGERALD:** THANK YOU SO MUCH. ANYBODY ELSE?

3

4 **KY-NAM MILLER:** I DON'T SEE ANYONE ELSE WITH A COMMENT.

5

6 **CHRISTINE FITZGERALD:** OKAY. DID WE HAVE EVERYBODY IN THE
7 AUDIENCE OR NO?

8

9 **CLERK:** THERE'S NO WRITTEN CORRESPONDENCE RECEIVED ON THE ITEM.
10 NO ONE IS IN THE BOARD ROOM WISHING TO SPEAK, AND THERE ARE NO
11 HANDS IN ZOOM. OH! I FORGOT WHAT I SAID EARLIER. LOOK AT THAT!
12 [LAUGHTER] I'M LEARNING, TOO. THIS IS FUN. SO LEVIN, WHO IS
13 THE THIRD?

14

15 **SPEAKER:** MY NAME IS DWAYNE. I STOOD ON THE PARA TRANSIT
16 COORDINATING AGENCY FOR SOLANO COUNTY. AND ONE OF THE
17 SOLUTIONS THAT CAME UP WAS CONTRACTS FOR ONE-WAY RIDES WITH
18 UBER AND LYFT. THEY DON'T SIT FOR THE ENTIRE RIDE BUT THEY
19 REDUCE THE COST TO THE PERSON THAT IS MAKING THE RIDE. SO THEY
20 MAKE THE ACTUAL CONTACT 24 HOURS IN ADVANCE, AND THEN THAT'S
21 HOW THEY DO A ONE-WAY TRIP. ALSO, IN SOLANO COUNTY, NOT ONLY
22 IS IT THE PEOPLE WITH DISABILITIES ARE INCLUDED, THEY ALSO
23 INCLUDE THE VETERANS. AND THEY INCLUDE THE VETERANS TO BE
24 HAVING ONE-WAY TRIPS FROM AND TO THE VETERANS' HOSPITAL. I
25 THINK THAT'S VERY IMPORTANT TO ACTUALLY CONCENTRATE ON. ONE OF



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1 THE MAJOR OBSTACLES IN SOLANO COUNTY THAT WE FACE IS THE
2 ACTUAL TRANSFER BETWEEN REGIONS. WHAT I MEAN BY THAT IS, IF
3 YOU HAD -- IF YOU HAVE AN APPOINTMENT AT OAKLAND KAISER, THE
4 TRIP ONLY GOES SO FAR. ONCE IT GETS OUT OF YOUR REGION, THEN
5 YOU CAN'T TRANSFER THE TRIP. NOW WE'RE WORKING WITH OTHER
6 ORGANIZATIONS TO TRY TO MAKE THAT TRIP, LIKE, TRANSFERABLE TO
7 A DIFFERENT REGION AT NO COST TO THE CUSTOMER. I HOPE THEY
8 REACH SOMEBODY'S EARS. BECAUSE SOLANO COUNTY THE PARA TRANSIT
9 COORDINATING COMMITTEE, THEY HAVE FREE RIDES, THEY HAVE ACTUAL
10 BUSES SET ASIDE JUST FOR DISABLED PEOPLE. THOSE BUSES OPERATE
11 EVERY DAY. THEY MAKE THE ACTUAL APPOINTMENTS, AND THEN THE BUS
12 WILL PICK THEM UP. THEY ALSO CONTRACT WITH ANOTHER COMPANY
13 THAT WILL COME AND PICK YOU UP AND IT ACTUALLY HAS WHEELCHAIR
14 ACCESS ABILITY IN THE VEHICLE. THIS IS ALSO ANOTHER OBSTACLE
15 FOR PEOPLE WITH DISABILITIES THAT SOME OF THE VEHICLES DON'T
16 ACTUALLY ACCOMMODATE WHEELCHAIRS. AND YOU DO NEED TO HAVE THAT
17 ACCESSIBILITY, YOU KNOW, IN ORDERED TO HELP EVERYONE. THANK
18 YOU.

19

20 **DRENNEN SHELTON:** IF I COULD COMMENT. ONE THING I LIKE TO POINT
21 OUT ABOUT SOLANO COUNTY, YOU HAVE SO MANY GREAT PROGRAMS UP IN
22 SOLANO COUNTY. A LOT OF OTHER COUNTIES ARE LIKE, "HEY, WHY
23 DON'T WE HAVE IT HERE?" SOLANO COUNTY HAS WHAT IS CALLED A
24 CONSOLIDATED TRANSPORTATION SERVICE AGENCY. CTSA. AND WHEN I
25 TALKED EARLIER ABOUT ACTION 21, WITH APPOINTING MOBILITY



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1 MANAGERS IN EACH COUNTY, THAT'S EXACTLY WHAT THE CTSA DOES.
2 IT'S A MATURE VERSION OF A MOBILITY MANAGER. THEY WORK VERY
3 HARD, SOLANO COUNTY, TO FIND TRANSPORTATION DOLLARS IN OTHER
4 PLACES BESIDES JUST AT THE TRANSIT AGENCY, AND THEY POOL THEIR
5 RESOURCES TOGETHER AND DEVELOP THESE GREAT PROGRAMS THAT SERVE
6 A WIDE VARIETY OF FOLKS, AND GIVE A LOT OF DIFFERENT OPTIONS
7 FOR RIDERS WHO ARE CHOOSING TO TAKE TRIPS.

8

9 **KY-NAM MILLER:** OKAY. WE HAVE ADINA LEVIN NEXT COMMENT.

10 DISBLIED

11

12 **ADINA LEVIN:** A FEW COMMENTS AND QUESTIONS. PROVIDING THE
13 SERVICES COSTS MONEY AND IT'S KIND OF A SCRUNGE, AND THE
14 REGION IS PLANNING FOR A REGIONAL TRANSPORTATION MEASURE. I
15 WAS WONDERING WHAT IS BEING DONE TO CREATE ESTIMATES OF THE
16 FUNDING THAT WOULD BE NEEDED AND THE BENEFITS THAT WOULD BE
17 GAINED FROM MAKING SOME OF THESE PUBLIC INVESTMENTS FOR THE
18 OPPORTUNITY TO CONSIDER FOR THE REGIONAL MEASURE. I'LL ASK
19 MORE QUESTIONS BUT I'LL ASK THAT FIRST.

20

21 **SPEAKER:** IF YOU WANT ME TO START AND YOU CAN ADD ANYTHING.
22 THAT'S A GREAT QUESTION, MEMBER LEVIN. I THINK A FEW THINGS.
23 ONE, THE COORDINATED PLAN THAT DRENNEN JUST MENTIONED, I THINK
24 THAT WILL HELP, AGAIN, DEFINE SOME OF THE INVESTMENTS MADE IN
25 THIS AREA AND HELP US WITH FIGURING OUT WHAT ADDITIONAL



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1 FUNDING WOULD BE NEEDED FOR THOSE. I ALSO THINK THE WORK, AS
2 WE'RE, YOU KNOW, ROLLING OUT THE REGIONAL NETWORK MANAGEMENT
3 STRUCTURE AND FOCUSING IN ON THE ACCESSIBILITY ACTION PLAN
4 ITEMS AND CONTINUING TO UPDATE HOW MUCH MONEY IS NEEDED FOR
5 THOSE. I THINK THOSE -- BOTH OF THOSE WOULD BE IMPORTANT
6 INPUTS INTO THE TRANSPORTATION REVENUE MEASURE CONVERSATION,
7 WHICH I THINK THIS GROUP IS GOING TO GET AN UPDATE ON TODAY.
8 AFTER THE OTHER REGULAR ITEMS. SO I THINK THAT THOSE ARE TWO
9 IMPORTANT INPUTS TO THAT CONVERSATION. OBVIOUSLY, IT WOULD BE
10 IMPORTANT TO LIFT UP THE IMPORTANT OF THESE INVESTMENTS AS
11 WE'RE CONTINUING TO HEAR FROM YOU AND OTHER STAKEHOLDERS ABOUT
12 PRIORITIES FOR THE TRANSPORTATION REVENUE MEASURE.

13

14 **ADINA LEVIN:** STAFF KNOWS WELL, -- DOING A BALLOT MEASURE IN
15 '26. HOPEFULLY THAT INFORMATION WILL BE DEVELOPED. IN TERMS OF
16 THE COORDINATED TRANSPORTATION PLAN, IS THAT SOMETHING THAT A
17 LINK CAN BE SENT TO THIS BODY? I'M SURE THERE'S SOME WAY TO
18 FIND IT BY LOOKING IT UP ONLINE, BUT THAT WOULD BE, ALSO,
19 HELPFUL TO JUST SEND AROUND AS A REMINDER. IS THERE -- ALSO,
20 THIS PRESENTATION WAS, LIKE, -- THIS HAS BEEN A STANDING ITEM
21 FROM DRENNEN AND SOME OF THE UPDATES HAVE BEEN VERY SHORT.
22 THIS ONE WAS LONG AND EXTREMELY RICH AND SUBSTANTIATIVE. AND
23 WHEN I LOOK AT THE STAFF REPORT MATERIAL, I'M NOT SEEING
24 ANYTHING WRITTEN DOWN. I THINK IT WOULD BE WELCOME TO HAVE
25 SOMETHING WRITTEN DOWN. I THINK THERE ARE OTHER MEMBERS OF THE



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1 PUBLIC THAT WOULD BE INTERESTED IN HEARING ALL OF THESE
2 UPDATES. SO WRITING IT DOWN AS OPPOSED TO HAVING TO LISTEN TO
3 THE ENTIRE AUDIO WOULD BE A WELCOME THING. UMM, IS THERE ANY
4 TIMELINE FOR THE ONE-SEAT RIDE SET OF PARA TRANSIT PILOTS?

5

6 **DRENNEN SHELTON:** YOU'RE ASKING WHEN WE'RE LIKELY TO SEE THE
7 PILOT PROGRAMS FOR THE ONE-SEAT RIDES?

8

9 **ADINA LEVIN:** YEAH. DO YOU HAVE A TIMELINE SAYING "WE WANT TO
10 DO THREE PILOTS OVER THE NEXT TWO YEARS, AND IN THREE YEARS, A
11 RECOMMENDATION FOR BROAD ROLLOUT?" OR SOMETHING ALONG THOSE
12 LINES, LIKE, FILLING IN THE BLANKS ABOUT, YOU KNOW, TIMING
13 GOALS.

14

15 **DRENNEN SHELTON:** YEAH. I DO WANT TO -- I APPRECIATE YOUR, UMM,
16 I WANT TO TIE TWO THINGS TOGETHER REAL QUICK. I APPRECIATE
17 YOUR COMMENT ABOUT WANTING WRITTEN UPDATES ON THESE THINGS. MY
18 AIM IS ALWAYS TO BRING YOU THE MOST UP-TO-DATE INFORMATION,
19 AND AS YOU KNOW, PUTTING THE PACKETS TOGETHER, YOU KNOW,
20 STARTS WELL IN ADVANCE. I'M HEARING THAT. WE'LL TRY TO DO
21 BETTER. AND IT'S ALSO BEEN TRICKY BECAUSE I AM LEADING THESE
22 EFFORTS. IT'S JUST ME. WE HAVE ALL OF THESE THINGS HAPPENING
23 AT THE SAME TIME. SO TIMING HAS BEEN TRICKY. FOR THAT, I DO
24 APOLOGIZE. WE'RE WORKING REALLY HARD TO GET THINGS TO YOU AND
25 TO GET SOME OF THE WORK DONE IN A QUICK TIME FRAME. IN TERMS



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1 OF THE ONE-SEAT RIDES, IT'S A REALLY GOOD QUESTION WHEN WE'LL
2 BE ABLE TO ROLL IT OUT. LIKE I SAID, WE'RE -- I'M WORKING ON
3 THE DRAFT FRAMEWORK RIGHT NOW. I HAVE MEETING DATES IDENTIFIED
4 WITH THE TRANSIT AGENCIES AND WITH THE AGENCIES OCCURRING IN
5 SEPTEMBER. YOU KNOW, WE'RE LOOKING AT NEXT YEAR, OF COURSE.
6 YOU KNOW, -- YEAH. ALL I CAN SAY IS WE HOPE TO DO THEM FOR A
7 YEAR. SO MAYBE IF WE GET THE GRANT PROGRAM OUT, YOU KNOW, IN
8 EARLY NEXT YEAR AND WE RUN IT FOR ONE YEAR, WE CAN GET SOME
9 RESULTS BACK. YOU KNOW, AFTER THAT. IT'S REALLY BEEN HARD
10 PLANNING OUT IN THE FUTURE. BUT THAT'S SORT OF THE TENTATIVE
11 TIME FRAME RIGHT NOW.

12

13 **ADINA LEVIN:** THANK YOU SO MUCH. AS ONE PERSON, THAT'S REALLY -
14 - WORK WITH ALIX IN THE ROOM. IT SEEMS GIVEN THE IMPORTANCE OF
15 THIS, THIS MAY BE AN AREA WHERE ADDITIONAL STAFFING MIGHT HELP
16 TO ACHIEVE THE GOALS THAT REGION HAS FOR, AH, UMM, THIS ISSUE
17 AREA, AND, LIKE, WITH THE NONPROFIT HAT ON, UMM, I MIGHT ASK
18 AN INTERN TO ACTUALLY, UMM YOU KNOW, TYPE UP NOTES AND DO A
19 BLOG POST ABOUT THIS ROBUST AND WELCOME UPDATE. AND, UMM, WE
20 HOPE THAT THE AGENCY WOULD BE ABLE TO PROVIDE SUFFICIENT
21 RESOURCES TO BE ABLE TO PROVIDE, YOU KNOW, STAFF REPORTS AS IS
22 CONVENTIONAL FOR THIS KIND OF WORK. AND LET ME SEE. SO THE
23 TASK FORCE THAT IS GOING TO BE CONVENED, -- SORRY. NOT THE
24 TASK FORCE BUT THE ADVISORY BODY WILL BE A REGIONAL ONE WITH
25 PEOPLE FROM ALL THE DIFFERENT COUNTIES? IS THAT CORRECT?



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1

2 **DRENNEN SHELTON:** ABSOLUTELY.

3

4 **ADINA LEVIN:** ALL RIGHT. THE -- IT SOUNDS LIKE HAVING EAST BAY
5 PARA TRANSIT NOT BEING PART OF THE PILOT, LOOKING AT THEIR
6 GEOGRAPHIC COVERAGE, IT SEEMS LIKE IT'S LEAVING OUT QUITE A
7 LOT OF POTENTIAL MOBILITY FOR PEOPLE. IS THERE -- AND, YOU
8 KNOW, CERTAINLY AS PILOT BEING EXPERIMENTAL, LIKE, MOVING
9 THINGS FORWARD INCREMENTALLY IS A BIG BENEFIT, IS THERE ANY
10 POINT WHERE IT MIGHT BE CONSIDERED TO BE, UMM YOU KNOW,
11 REQUIRED TO PARTICIPATE VERSUS OPTIONAL ON BEHALF OF THE
12 ENTITIES?

13

14 **DRENNEN SHELTON:** SO I THINK YOU'RE REFERRING TO THE CONTRA
15 COSTA COUNTY-BASED PILOT THAT IS OCCURRING NOW SPEARHEADED BY
16 COUNTY CONNECTION. THEY HAVE DONE A GREAT JOB PUTTING THIS
17 PILOT TOGETHER. IT STARTED DURING THE SHUTDOWN. THERE HAVE
18 BEEN LOTS OF MEETINGS -- MTC IS JUST, AGAIN, I'M AN ADVISOR TO
19 THE PROJECT. I'M NOT -- WE'RE NOT HELPING TO FUND IT. WE'RE
20 JUST HELPING OUT WHERE WE CAN IN THE, YOU KNOW, IN SHAPING
21 CERTAIN POLICIES. THEY -- RIGHT NOW THERE'S NOT A GREAT WAY TO
22 MAKE AGENCIES, YOU KNOW, JOIN PILOTS. SO, YOU KNOW, WE'VE
23 ASKED. WE'RE TRYING TO ADDRESS SOME CONCERNS. IT REALLY WOULD
24 BE CRITICAL TO GET THEIR PARTICIPATION IN THAT PILOT. I'M
25 HOPING THEY JOIN IN FOR, YOU KNOW, SOME OF THE UPCOMING



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1 OPPORTUNITIES WE HAVE WITH THIS PILOT PROGRAM THAT WE'LL BE
2 LEADING. YEAH.

3

4 **ADINA LEVIN:** THANK YOU VERY MUCH FOR SUCH A ROBUST UPDATE ON,
5 UMM, PROGRESS ON, AH, GETTING THE -- UMM, THE FIRST COUPLE OF
6 THINGS DONE AND MOVING FORWARD ON THE NEXT ONES. THANKS.

7

8 **KY-NAM MILLER:** NO FURTHER PUBLIC COMMENTS.

9

10 **CHRISTINE FITZGERALD:** OKAY. GREAT. THANKS SO MUCH. NOW 4B, IS
11 THAT CORRECT?

12

13 **CLERK:** THAT IS CORRECT. WE'RE LOOKING AT COMMUNITY ACTION
14 RESOURCE AND EQUITY -- NO -- RESOURCE AND EMPOWERMENT FOR
15 CARE. DO WE HAVE A PRESENTER?

16

17 **JUDIS SANTOS:** YES. GOOD MORNING. I'M JUDIS SANTOS. ASSISTANT
18 DIRECTOR WITH MTC. THANK YOU FOR THE OPPORTUNITY TO PROVIDE AN
19 UPDATE AND OVERVIEW OF MTC'S COMMUNITY ACTION RESOURCE AND
20 EMPOWERMENT PROGRAM. CARE FOR SHORT. THE LAST TIME STAFF
21 PRESENTED ON THE ITEM WAS IN NOVEMBER OF 2022. WHERE THE
22 PROGRAM WAS CALLED COMMUNITY CHOICE. AND THEN OVERVIEW OF THE
23 GOALS AND INVESTMENT AREAS WERE PROVIDED. THE PURPOSE OF
24 TODAY'S UPDATE IS TO INFORM THE SUBCOMMITTEE ON THE APPROACH
25 TO INFORM CARES DRAFT FUNDING GUIDELINES THROUGH THE INTEREST



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1 PROCESS AND TO HIGHLIGHT KEY MILESTONES AND NEXT STEPS IN THE
2 COMING MONTHS, WHICH INCLUDE THE CALL FOR PROJECTS. AS A
3 REFRESH, THE CARE PROGRAM IS AN OFFSPRING OF MTC'S LIFELINE
4 TRANSPORTATION PROGRAM. THE CARE PROGRAM IS A \$21 MILLION ROLL
5 BACK 3 AND 2.0 FUNDED PROGRAM TO DEVELOP EQUITY-BASED
6 PARTNERSHIPS AND PROVIDE RESOURCES TO EXPAND MOBILITY, ACCESS,
7 AND OPPORTUNITY FOR ALL COMMUNITIES WHILE FOCUSING ON THE
8 UNDERSERVED, OVERBURDENED, AND MTC'S EQUITY PRIORITY
9 COMMUNITIES. THIS FUNDING PROGRAM IS DIFFERENT FROM OTHER
10 PROGRAMS BECAUSE IT IS IN VISION COMMUNITY-ROOTED
11 TRANSPORTATIONS THAT LINK TRANSPORTATION AND HOUSING WITH THE
12 GOAL TO IMPROVE MOBILITY AND ACCESS TO OPPORTUNITY BY ADVISING
13 PROJECTS AND COMMUNITY-BASED TRANSPORTATION PLANS. THERE ARE
14 THREE CATEGORIES OF INVESTMENT. ONE, PROVIDING TECHNICAL
15 ASSISTANCE TO FURTHER DEVELOPMENT AND ADVANCE PROJECTS THAT
16 ARE IN COMMUNITY-BASED TRANSPORTATION PLANS, GETTING THEM FROM
17 A CONCEPT TO A MORE DEVELOPED PROJECT. COMPETITIVE FOR
18 ADDITIONAL FUNDING. TWO, TO IMPLEMENT A HIGH-PRIORITY
19 NEIGHBORHOOD-LEVEL PROJECT THAT HAVE UNDERGONE BUDGETING
20 PROCESS OR SIMILAR ROBUST PROCESS. LASTLY, PROVIDING TECHNICAL
21 ASSISTANCE AND CAPACITY BUILDING WITH AND FOR COMMUNITY-BASED
22 ORGANIZATIONS AND LOCAL GOVERNMENT TO SUPPORT COMMUNITY
23 EMPOWERMENT AND ENGAGEMENT. THIS LAST AREA IS A NEW ONE, AND
24 IT IS IN RESPONSE TO A HISTORIC AND CURRENT FEEDBACK TO
25 ADVANCE AND SUPPORT COMMUNITY ANCHORED ENGAGEMENT APPROACHES



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1 THAT ENSURE FRONTLINE COMMUNITIES TO HAVE REPRESENTATION AND
2 EMPOWER AT THE POLICY LEVEL AND LOCAL INVESTMENT DECISION
3 MAKING. WE'RE CURRENTLY AT THE STAGE OF DRAFTING THE FUNDING
4 GUIDELINES FOR CARE. WE HAVE LAUNCHED A CALL FOR INTEREST
5 PROCESS TO INFORM THE DEVELOPMENT OF THE GUIDELINES WHICH WILL
6 INCLUDE HOW MUCH OF A \$21 MILLION SHOULD BE ALLOCATED FROM
7 EACH INVESTMENT CATEGORY AND SELECTION CRITERIA. THE SURVEY
8 WAS LAUNCHED ON JUNE 23rd, AND RECENTLY CLOSED ON JULY 26th.
9 THE NEXT STEP IS TO IDENTIFY THEMES AND PATTERNS FROM THE
10 SURVEY, PREPARE FUNDING GUIDELINES, AND SHARE THE DRAFT
11 GUIDELINES WITH THE SUBCOMMITTEE IN SEPTEMBER. PRIOR TO
12 PROPOSED COMMISSION ACTION IN OCTOBER, WHICH WILL KICK OFF THE
13 CALL FOR PROJECTS PROCESS. LASTLY, I WOULD LIKE TO EXTEND
14 APPRECIATION TO THE SUBCOMMITTEE FOR THEIR INSIGHT AND SHAPING
15 THIS GRANT PROGRAM FROM CHANGING THE NAME TO BE MORE COMMUNITY
16 AND ACTION-CENTERED TO IDENTIFYING BARRIERS TO CONTRACTING,
17 AND THE STRENGTHENING ACCOUNTABILITY WHILE RECOGNIZING THE
18 EFFORT, CAPACITY NEEDED TO FOLLOW THROUGH ON THE
19 ACCOUNTABILITY MEASURES. WE HAVE ALSO HEARD, AS AN ONGOING
20 THEME TO ADD TO THE OUTREACH PLANNING FATIGUE FELT BY
21 COMMUNITIES AND CBOS AND INCENTIVIZE AND SHIFT TO MORE
22 RELATIONAL COMMUNITY CONNECTION MODEL TO PLACE THE WISDOM AND
23 POWER OF FRONTLINE COMMUNITIES AT THE CENTER OF TRANSPORTATION
24 AND HOUSING SYSTEMS SHIFTING INITIATIVES. STAFF LOOKS FORWARD
25 TO PRESENTING THE DRAFT GUIDELINES IN SEPTEMBER. AND THIS



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1 CONCLUDES THE UPDATE. ADDITIONAL INFORMATION CAN BE FOUND ON
2 MTC'S CARE WEB PAGE. I WELCOME ANY COMMENTS AND QUESTIONS THAT
3 YOU MAY HAVE. THANK YOU.

4

5 **CHRISTINE FITZGERALD:** THANK YOU SO MUCH FOR YOUR PRESENTATION.
6 AGAIN, KY-NAM, WE START WITH THE COMMUNITY OR WE START WITH
7 MEMBERS?

8

9 **CLERK:** WE'RE STARTING WITH COMMITTEE MEMBERS AND THEN
10 NONCOMMITTEE MEMBERS.

11

12 **CHRISTINE FITZGERALD:** OKAY. SO THOSE ON THE COMMITTEE, ANYONE
13 WITH COMMENTS/QUESTIONS? RAISE YOUR HAND.

14

15 **KY-NAM MILLER:** OLIVA.

16

17 **ANNE OLIVIA ELDRED:** THANK YOU SO MUCH. AND THANK YOU FOR THIS
18 PRESENTATION. IT'S LOVELY TO SEE, LIKE, THE EVOLUTION OF THE
19 WORK THAT IS THERE. IT'S NICE TO SEE SUCH OBVIOUS INTEGRATION
20 OF THE FEEDBACK FROM THIS COMMITTEE. IT'S REALLY, REALLY
21 IMPRESSIVE! I DO HAVE AN, UNFORTUNATE, BIT OF FEEDBACK,
22 POTENTIALLY, ON THE NEW NAME SELECTION. SO CARE IS CARE FAIR
23 AND MEDICAL BASELINE CUSTOMERS, WHICH MANY MEMBERS OF OUR
24 EQUITY AND PRIORITY COMMUNITIES ARE ENROLLED IN THE CARE
25 PROGRAM ALREADY. AND THAT'S -- IT'S THE CALIFORNIA ALTERNATE



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1 RACE FOR ENERGY. THIS IS SOMETHING THAT IS REALLY WIDE SPREAD.
2 20% OF ALAMEDA COUNTY IS A CARE CUSTOMER. SO THE NEW NAME MAY
3 BE CONFUSING AS IT'S ALREADY AN EXISTING PROGRAM THAT OUR
4 PRIORITY CUSTOMERS ARE USING. AND SO IF WE'RE IN A STAGE WHERE
5 MAYBE PICKING AN ACRONYM THAT ISN'T CURRENTLY UTILIZED BY THE
6 SAME CUSTOMERS MAY BE BENEFICIAL. AND, LIKE I ABSOLUTELY SEE
7 THE EFFORT THERE. IT'S GREAT! IT'S ALSO AN ENERGY TERM. BUT I
8 -- I MAY HAVE ANOTHER COMMENT LATER, BUT THAT'S THE BIG ONE
9 FOR ME.

10

11 **JUDIS SANTOS:** THANK YOU FOR YOUR COMMENTS. AND STAFF
12 RECOGNIZES THAT CARE IS USED IN A NUMBER OF PROGRAMS AND
13 PROJECTS. SO I WELCOME YOUR INPUT, AND WE'LL CONSIDER LOOKING
14 AT THE NAME.

15

16 **KY-NAM MILLER:** NEXT COMMENT IS PAMELA CAMPOS.

17

18 **PAMELA CAMPOS:** THANK YOU FOR THE INFORMATION. AND I'M REALLY,
19 REALLY EXCITED TO SEE THIS PROGRAM CARRIED OUT. I'M GLAD IT'S
20 COMING BACK TO THIS COMMITTEE IN SEPTEMBER BEFORE THE
21 COMMISSION VOTES IN OCTOBER. MY QUESTIONS ARE REGARDING
22 ACCOUNTABILITY, WHICH YOU MENTIONED, AND SPECIFICALLY WHAT KEY
23 INDICATORS ARE BEING USED TO MEASURE SOME OF THE PHRASES LIKE
24 POWER BUILDING AND COMMUNITY ENGAGEMENT. ARE THERE SPECIFIC
25 GOALS THAT YOU HAVE IN MIND? HOW MANY PEOPLE? WHAT



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1 DEMOGRAPHICS? WHAT GEOGRAPHIES YOU'RE TRYING TO GET COMMUNITY
2 ENGAGEMENT AND INPUT FROM. JUST SO WE KNOW WHAT THE GOALS ARE
3 GOING INTO THIS. AND THEN WHAT INDICATORS ARE BEING USED TO
4 MEASURE THE WORK TOWARDS THOSE GOALS.

5

6 **JUDIS SANTOS:** THANK YOU FOR YOUR COMMENT. ONE OF THE MAIN
7 PURPOSES OF HAVING THE CALL FOR INTEREST PROCESS IS TO INFORM
8 THE FUNDING GUIDELINES, WHICH INCLUDE THE INDICATORS AND THE
9 METRICS. SO THE PROCESS WAS RECENTLY CLOSED LAST WEDNESDAY. SO
10 BASED ON THAT INPUT AND FEEDBACK, THAT'S WHAT WE'RE -- WE'LL
11 PUT TOGETHER A DRAFT, PROPOSED INDICATER AS WELL AS GOALS AND
12 OBJECTIVES IN ORDER TO INFORM THOSE METRICS AND ACCOUNTABILITY
13 MEASURES. WE'RE LOOKING AT -- JUST TO GIVE YOU A SAMPLING,
14 WE'RE LOOKING AT GEOGRAPHIC DIVERSITY, LOOKING AT DEMOGRAPHIC
15 INFORMATION, LOOKING AT JUST A WIDE VARIETY OF DIVERSITY AND
16 INCLUSION MEASURES.

17

18 **PAMELA CAMPOS:** THANK YOU. IN LINE WITH THAT QUESTION, I WAS
19 CURIOUS, SINCE THE SURVEY HAS BEEN CLOSED, WHEN CAN WE SEE THE
20 RESPONSES FROM THOSE LOCAL AGENCIES THAT ARE INTERESTED?

21

22 **JUDIS SANTOS:** SO WHEN WE COME BACK IN SEPTEMBER, WE'LL BE ABLE
23 TO PROVIDE THE STATISTICS AS WELL AS THE PROJECTS, THE TYPES
24 OF PROJECTS, AS WELL AS HEARING THE FEEDBACK ON THE PROPOSED
25 SECTION CRITERIA. SO IN SEPTEMBER WE'LL BE COMING BACK.



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1

2 **PAMELA CAMPOS:** THANK YOU.

3

4 **KY-NAM MILLER:** NEXT COMMENT IS ORANTES.

5

6 **GABRIELA ORANTES:** WAS THIS SURVEY SHARED WITH THE POLICY
7 ADVISORY COMMITTEE, BY CHANCE? FOR US TO SHARE OUT WITH
8 COMMUNITY?

9

10 **JUDIS SANTOS:** THE SURVEY IS AVAILABLE ON THE WEBSITE. IT WAS
11 ALSO SENT TO THE COUNTY TRANSPORTATION AGENCY'S TRANSIT
12 AGENCIES, AS WELL AS THE HEALTH EQUITY OFFICE AROUND THE
13 REGION, AS WELL AS OUR TRANSIT FINANCE WORKING GROUP. WE ALSO
14 HAVE A WEBSITE WHERE INDIVIDUALS CAN SUBMIT INFORMATION OR
15 SURVEY DATA THROUGH THE WEBSITE, AS WELL AS REACH OUT TO ME,
16 AS WELL.

17

18 **GABRIELA ORANTES:** OKAY. I GET CONFUSED WHEN THINGS GET SENT TO
19 US -- IF THERE'S -- I DON'T KNOW IF KY-NAM, IF YOU CAN
20 CLARIFY. WE GOT A SURVEY EARLIER THIS MONTH -- MAYBE AT THE
21 END OF LAST MONTH, NOW I'M BLANKING ON THE NAME -- BUT WE --

22

23 **KY-NAM MILLER:** REGIONAL MAPPING SURVEYS. SO IT'S A DIFFERENT
24 SURVEY.

25



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1 **GABRIELA ORANTES:** DIFFERENT SURVEY, HOWEVER, I THINK THE POINT
2 I WANT TO MAKE IS IT WOULD BE GREAT TO HAVE CONSISTENCY OF,
3 LIKE, IF THERE'S SURVEYS GOING OUT TO THE PUBLIC, I FEEL LIKE
4 THIS BODY AND THE LARGER POLICY ADVISORY COMMITTEE SHOULD GET
5 THE SURVEYS. I'M BUMMED THAT WE'RE GETTING THE PRESENTATION
6 AFTER THE SURVEY IS CLOSED. I MEAN, I, LIKE OTHER MEMBERS OF
7 THE PUBLIC COMMENT -- I DON'T CHECK THE WEBSITE BUT I'LL TRY.
8 SO THAT WOULD BE MY COMMENT FOR MOVING FORWARD.

9

10 **JUDIS SANTOS:** AND IF, YOU KNOW, WHEN YOU HAVE -- IT'S NOT TOO
11 LATE TO PROVIDE COMMENTS ON THE PROJECT IDEA. IT'S, AGAIN, TO
12 INFORM THE DRAFT FUNDING GUIDELINES THAT WE WILL PRESENT TO
13 YOU IN DRAFT FORM IN SEPTEMBER. SO PLEASE FEEL FREE TO REACH
14 OUT TO ME AND E-MAIL ME.

15

16 **GABRIELA ORANTES:** ONE LAST THING. SO YOU DON'T -- COMMUNITY
17 GROUPS OR CITIES, UMM, DON'T HAVE TO HAVE COMPLETED THIS
18 INTEREST SURVEY IN ORDER TO EVENTUALLY SUBMIT A PROPOSAL?

19

20 **JUDIS SANTOS:** THAT'S CORRECT. THIS IS MAINLY TO INFORM THE
21 DRAFT FUNDING GUIDELINES. AND THERE'S A CALL FOR PROJECTS
22 PROCESS, ONCE THE -- WHEN FUNDING GUIDELINES ARE ADOPTED.

23

24 **GABRIELA ORANTES:** OKAY. THANK YOU.

25



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1 **KY-NAM MILLER:** THERE ARE NO MORE COMMENTS FROM COMMITTEE
2 MEMBERS. CORRECTION, WONG HAS A COMMENT.

3

4 **HOWARD WONG:** THANK YOU. DO YOU HAVE ANY EXAMPLES OF EXISTING -
5 - SUCH EXISTING PROGRAMS OR PROJECTS IN THE REGION? OR PERHAPS
6 OTHER PARTS OF THE COUNTRY TO, YOU KNOW, MIGHT BE GIVE US A
7 VISION OF WHAT MIGHT BE THE OUTCOME?

8

9 **JUDIS SANTOS:** BECAUSE THERE ARE FOUR -- WELL, THREE CATEGORIES
10 WITH FOUR GRANT PROGRAMS, THERE ARE A NUMBER OF EXAMPLES
11 AROUND THE COUNTRY AS WELL AS WITHIN THE REGION. FOR EXAMPLE,
12 PARTICIPATORY BUDGETING, PB PROCESSES, AND PROJECTS HAVE BEEN
13 IMPLEMENTED FOR A NUMBER OF YEARS NOW. -- THE FIRST CITY TO
14 IMPLEMENT THAT AROUND THE NATION. THERE'S ALSO EXAMPLES WITHIN
15 KING COUNTY IN SEATTLE. SO THERE ARE, YOU KNOW, A NUMBER OF
16 THESE PROGRAMS THAT ARE VERY EQUITY-CENTERED AND EQUITY-
17 FOCUSED THAT WE HOPE TO NOT ONLY EMULATE BUT ALSO BE
18 TRAILBLAZERS IN FURTHER SUPPORTING AND ADVANCING EQUITY
19 PARTNERSHIPS.

20

21 **CHRISTINE FITZGERALD:** ANYONE ELSE FROM THE COMMITTEE HAVE ANY
22 QUESTIONS? OKAY. GREAT. KY-NAM, ANYONE IN THE PUBLIC?

23

24 **CLERK:** YES. ARE THERE NONCOMMITTEE MEMBERS THAT WISH TO SPEAK
25 ON THE ITEM? NO? NOBODY? AWESOME. OH, GO AHEAD.



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1

2 **SPEAKER:** WONDERFUL WORK. I'M EXCITED TO HEAR MORE ABOUT THE
3 PROGRAM IN SEPTEMBER. BUT SO WHEN YOU TALKED ABOUT SHIFTING
4 THE FUNDING IN THE INVESTMENT FROM MORE FROM OUTREACH PROGRAMS
5 TO RELATIONAL INVESTMENTS, CAN YOU JUST SPEAK MORE ON THAT?

6

7 **JUDIS SANTOS:** SURE. IT'S BASICALLY THE APPROACH WHERE AN
8 AGENCY HAS A LONG STANDING RELATIONSHIP WITH THE COMMUNITY
9 VERSUS GOING TO A COMMUNITY JUST PROJECT-BY-PROJECT, AND
10 HAVING MORE BEING IN THE COMMUNITY. EVEN WHEN THERE ISN'T A
11 PROJECT TO GET ENGAGEMENT AND INPUT. IT'S MORE OF A LONG-TERM
12 SUSTAINABLE RELATIONAL APPROACH.

13

14 **SPEAKER:** THANK YOU. THANK YOU FOR GOING INTO MORE DETAIL ABOUT
15 THAT. JUST FROM MY PERSONAL EXPERIENCE, I WORK AT -- I WORK IN
16 CORPORATE -- I'M IN MARKETING AT DELTA DENTAL. OUR COMPANY HAS
17 A FOUNDATION. WE WORK CLOSELY WITH OUR FOUNDATION TEAM. RIGHT
18 NOW THEY'RE RUNNING A PILOT PROGRAM THAT IS A SENIOR ORAL
19 HEALTH INITIATIVE. TYPICALLY COMPANIES, RIGHT, YOU DOLE OUT TO
20 DIFFERENT NONPROFITS, HOPEFULLY THEY MAKE A DIFFERENT. RIGHT
21 NOW WE HAVE A DIFFERENT PILOT PROGRAM INSTEAD OF GIVING
22 NONPROFITS MONEY, WE'RE BRINGING THEM TOGETHER TO FIND OUT,
23 OKAY, HOW ARE YOU WORKING WITH EACH OTHER? HOW ARE YOU
24 LEARNING WITH EACH OTHER? KIND OF TO YOUR POINT THE RELATIONAL
25 INVESTMENT. I THINK IT'S FORWARD THINKING. WE'RE DOING IT AT



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1 OUR COMPANY AND IT'S BEEN, SO FAR FOR US, FRUITFUL IN SERVING
2 UNDERSERVED COMMUNITIES. I'M EXCITED TO SEE WHAT YOU GUYS DO.
3

4 **JUDIS SANTOS:** AND THANK YOU FOR THAT COMMENT. THAT'S ONE
5 REASON WE'RE WORKING CLOSELY WITH THE HEALTH EQUITY OFFICERS
6 AROUND THE REGION. BECAUSE WE UNDERSTAND THAT THERE IS A LINK
7 BETWEEN TRANSPORTATION, HOUSING, AND HEALTH.

8

9 **CHAIR, RANDI KINMAN:** DEPENDING ON THE AGENCY AND THE CLOSE
10 RELATIONSHIP WITH THE COMMUNITY, IS GOING TO -- IN MY
11 EXPERIENCE, REMOVE PART OF THE EQUITY THAT WE'RE SHOOTING FOR.
12 BECAUSE IN OUR EQUITY PRIORITY COMMUNITIES, THEY DON'T HAVE --
13 THAT'S PART OF THE PROBLEM. THEY DON'T HAVE RELATIONSHIPS WITH
14 AGENCIES. THEY DON'T HAVE RELATIONSHIPS WITH A LOT OF -- I
15 SPEND A LOT OF MY TIME DIRECTING PEOPLE TO NONPROFITS. SO I
16 JUST WANT TO PUT JUST A LITTLE FLAG UP ON THAT. THAT LET'S NOT
17 CONCENTRATE ON -- UNLESS THEY CAN PROVIDE NUMBERS, AND I'M
18 ALWAYS BIG ON NUMBERS. THEY CAN SHOW ME THAT THEY ACTUALLY
19 HAVE THESE COMMUNITIES HAND AND HAND. THANK YOU.

20

21 **CLERK:** ANY OTHER NONMEMBERS IN THE BOARD ROOM THAT WISH TO
22 SPEAK ON THE ITEM? SEEING NONE. GOING TO PUBLIC COMMENT IN
23 ZOOM. ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. GO
24 AHEAD AND UNMUTE YOURSELF. YOU HAVE TWO MINUTES. VEETA, YOU
25 HAVE TO UNMUTE YOURSELF. DID YOU STILL WISH TO SPEAK ON THIS



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1 ITEM? OKAY. LOWERED HAND. THERE ARE NO WRITTEN CORRESPONDENCE.
2 EVERYONE HAS SPOKE IN THE BOARD ROOM. NO MEMBERS IN THE PUBLIC
3 AND ZOOM. SO WE CAN GO TO THE NEXT ITEM.

4

5 **CHRISTINE FITZGERALD:** THANK YOU, MADAM. ON TO NUMBER 6. NEW
6 BUSINESS. ANYBODY ON THE COMMITTEE HAVE ANY NEW BUSINESS THEY
7 WOULD LIKE TO BRING UP?

8

9 **SPEAKER:** THIS IS ALIX BOCK LMAN. I BELIEVE WE HAVE TWO ITEMS
10 THAT WOULD HAVE BEEN HEARD AT THE POLICY ADVISORY COUNCIL AS
11 NEW BUSINESS. I'M GOING TO ASK MARTHA TO READ THE FIRST ITEM.
12 I DON'T HAVE THE AGENDA OPEN IN FRONT OF ME.

13

14 **SPEAKER:** I'M SORRY, ON THE ITEMS, CAN WE SPEAK AS COUNCIL
15 MEMBERS OR HAVE TO SPEAK AS THE PUBLIC?

16

17 **CLERK:** SPEAK AS THE PUBLIC. AND THE FIRST ONE UP WILL BE THE
18 POTENTIAL REVENUE TRANSPORTATION MEASURE PROPOSED GOALS
19 PRINCIPLES AND PRIORITIES PRESENTED BY DAVE --

20

21 **CHAIR, RANDI KINMAN:** DO WE STILL HAVE A HARD STOP AT 12:30?

22

23 **CLERK:** YES.

24



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1 **DAVE VAUTIN:** GOOD MORNING. IT LOOKS LIKE THE SLIDES ARE LOADED
2 UP HERE. I'M WORKING WITH REBECCA LONG ON THE POTENTIAL
3 REGIONAL TRANSPORTATION MEASURE EFFORT. WE'RE EXCITED TO SHARE
4 AN UPDATE ON THE POTENTIAL 2026 MEASURE THIS MORNING. SWEE IT
5 AS COMPLIMENTARY TO OUR BROADER EFFORTS BETWEEN 2050 AND THE
6 TRANSFORMATION ACTION PLAN AS WELL AS A HOUSING MEASURE
7 ENVISIONED FOR 2024. SINCE WE LAST PRESENTED THIS ITEM TO THE
8 COUNCIL IN JANUARY, WE'VE HAD CONTINUED DIALOGUES WITH COUNTY
9 TRANSPORTATION AGENCIES, TRANSIT AGENCIES, ADVOCATES, AND
10 OTHER COMMUNITIES, AS WELL AS BUSINESS AND LABOR
11 ORGANIZATIONS. OUR PREVIOUS UPDATE GAVE YOU A SENSE OF THE
12 EARLY STAGES OF THIS WORK. WE'VE NOW MADE FURTHER PROGRESS
13 TOWARDS IDENTIFYING CONSENSUAL EXPENDITURE PRIORITIES, AND BY
14 THE END OF THE YEAR, OUR GOALS TO DEVELOP A CONCEPTUAL
15 EXPENDITURE PLAN AND IDENTIFY ONE OR MORE POTENTIAL REVENUE
16 OPTIONS, WHICH WOULD BE -- FORWARD AUTHORIZING LEGISLATION AT
17 THE NEXT MILESTONE TOWARD 2026 TIMELINE. WE ALSO HAVE
18 CONDUCTED POLLING, WHICH SHOWED STRONG SUPPORT FOR TRANSIT AND
19 TRANSPORTATION INVESTMENTS, BUT ALSO RECOGNIZED THAT THE
20 REGION IS FACING A NUMBER OF CRISES AT THE MOMENT. INCLUDING
21 OUR HOUSING AND HOMELESSNESS CHALLENGES THAT RANK AS HIGHER
22 PRIORITIES IN VOTERS' MINDS TODAY. THERE WILL BE CHALLENGES TO
23 GET TO AT TWO-THIRDS SUPERMAJORITY SUPPORT BUT WE HAVE SEVERAL
24 YEARS AHEAD. WITH ALL THAT CONTEXT OUT OF THE WAY, I'LL JUMP
25 INTO THE PRESENTATION. WE'RE GOING TO SHARE THE DRAFT GOALS,



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1 GUIDING PRINCIPLES, AND EXPENDITURES CATEGORY FOR YOUR
2 FEEDBACK, HIGHLIGHT SOME OF THE CHALLENGING POLICY TRADE-OFFS.
3 WE'RE TURNING TO THE COUNCIL IN THE FALL TO DISCUSS THE
4 REVENUE TOPIC AS WELL AS ADDITIONAL DETAILS ON THE EXPENDITURE
5 CATEGORIES. NEXT SLIDE, PLEASE. SO FOR BACKGROUND, MANY OF YOU
6 ARE ALREADY AWARE OF THIS. I'M GOING TO MOVE THROUGH IT
7 QUICKLY DUE TO TIME. BUT WE ARE CONSIDERING A POTENTIAL
8 REGIONAL TRANSPORTATION BALLOT MEASURE. BUILDING UPON
9 RECOMMENDATIONS FROM 2050, WHICH IS A SIGNIFICANT FINANCIAL
10 NEED FOR TRANSPORTATION. AS WELL AS THE TRANSIT TRANSFORMATION
11 ACTION PLAN THAT RECOMMENDED CONVENING STAKEHOLDERS TO DISCUSS
12 THIS VERY MEASURE. RECENT ACTION ON THE STATE LEVEL WAS
13 CRITICAL TO PROVIDE NEAR-TERM TRANSIT OPERATING ASSISTANCE.
14 THE SIGNIFICANT ADDITIONAL FINANCIAL RESOURCES ARE GOING TO BE
15 REQUIRED OVER THE MEDIUM TO LONG-TERM TO POSITION OUR TRANSIT
16 SYSTEMS, AND MORE BROADLY OUR TRANSPORTATION SYSTEM ON A
17 FIRMER FINANCIAL FOOTING FOR THE DECADES AHEAD. NEXT SLIDE,
18 PLEASE. SO AS I MENTIONED, WE'VE CONDUCTED POLLING, WE'VE HELD
19 STAKEHOLDER DISCUSSIONS, AND ALL OF THIS HAS FED INTO WHAT YOU
20 SEE ON THE SCREEN. WHICH IS SOME DRAFT GOALS AND FOCUS AREAS
21 FOR A REGIONAL TRANSPORTATION MEASURE. AS MENTIONED EARLIER,
22 WE DON'T SEE THE MEASURE WORKING IN ISOLATION, BUT IN CONCERT
23 WITH ACTION ON A VARIETY OF OTHER FUNDS. AND THIS FEEDS INTO
24 THE BROADER VISION THAT OUR AGENCY ADOPTED IN 2050, OF HELPING
25 TO MAKE THE BAY AREA MORE AFFORDABLE, CONNECTED, DIVERSE,



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1 HEALTHY, AND VIBRANT FOR ALL. HOW DO WE DO IT WITH A REGIONAL
2 TRANSPORTATION MEASURE? WE'VE IDENTIFIED THREE FOCUS AREAS FOR
3 THIS MEASURE. KIND OF TEN THAT HOLD UP THE MEASURE AS A WHOLE.
4 THE FIRST IS STABILIZING TRANSIT FUNDING. SO WORKING TO
5 ADDRESS OUR FINANCIAL SUSTAINABILITY CHALLENGES, BY
6 IDENTIFYING A LONG-TERM TRANSIT OPERATING FUNDING SOURCE. AND
7 REFLECTING THE POST COVID TRAVEL PATTERNS. SECOND, TO MAKE
8 TRANSIT FASTER, SAFER, AND EASIER TO USE BY FUNDING PROGRAMS
9 IDENTIFIED IN THE TRANSIT TRANSFORMATION ACTION PLAN, AS WELL
10 AS COMPLEMENT I ARE EFFORTS TO HELP US TRANSFORM TRANSIT AND
11 RESPOND TO CUSTOMER NEEDS AND REGROW RIDERSHIP. AND LASTLY,
12 AND IMPORTANTLY, INCLUDING INVESTMENTS THAT ENHANCE MOBILITY
13 AND ACCESS FOR ALL. GOING BEYOND PUBLIC TRANSIT TO THINK ABOUT
14 TRANSPORTATION INVESTMENTS THAT ARE COST EFFECTIVE AND
15 RESILIENT, THAT MAKE IT EASIER FOR PEOPLE OF ALL AGES AND
16 MOBILITIES TO GET TO PLACES THEY WANT TO LIVE, WORK, AND PLAY.
17 NEXT SLIDE. WE'VE ALSO HEARD IT'S IMPORTANT TO THINK ABOUT THE
18 MEASURE AS A WHOLE, NOT JUST INDIVIDUAL INVESTMENT SILOS. DO
19 THAT, WE'VE IDENTIFIED FOUR GUIDING PRINCIPLES WE WOULD USE TO
20 DEFINE THE DETAILS AND THE EXPENDITURE PLAN. THESE WOULD APPLY
21 TO ALL FUNDING CATEGORIES. NOT JUST ONE CATEGORY OR SILO. THE
22 FOUR GUIDING PRINCIPLES WE'VE DEVELOPED THAT WE WOULD WORK TO
23 MAKE SURE THAT THE EXPENDITURE PLAN ADVANCES EQUITY,
24 PRIORITIZING FUNDING EVERY INVESTMENT CATEGORY, EQUITY
25 PRIORITY COMMUNITIES, AS WELL AS UNDERSERVED DEMOGRAPHIC



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1 GROUPS, WORK TO MAKE SURE THAT THE MEASURES EXPENDITURE PLAN
2 IS CLIMATE FUNDING WITH FUNDING ONLY FLOWING TO GHD NEUTRAL
3 PROJECTS. THIRD, DESIGNED IN A THEY IS ADAPTABLE, RECOGNIZING
4 THE FUTURE OF THE REGION IS UNCERTAIN. AND THAT FUNDING
5 PROGRAMS COULD BE ADJUSTED IN THE YEARS AHEAD TO MAXIMIZE
6 PROGRESS TOWARDS REGIONAL GOALS. AND THAT THE PLAN ITSELF
7 SHOULD BE COHESIVE. THAT CAN EXPLAINED TO THE PUBLIC. NEXT
8 SLIDE. SO IN OUR DISCUSSIONS TO DATE, WE'VE HEARD RELATIVELY
9 STRONG SUPPORT FOR THOSE LAST TWO SLIDES. THE GOALS. THE FOCUS
10 AREAS. THE GUIDING PRINCIPLES. THERE ARE THORNY QUESTIONS
11 RELATED TO HOW FUNDING IS DIVVIED UP. POLLING HELPED US
12 IDENTIFY THAT VOTERS WOULD SEE A MIX -- NOT JUST LIKE PUBLIC
13 TRANSSIFT. THERE ARE MANY WAYS TO SLICE THE METAPHOR CALL PIES
14 YOU SEE ON THE SCREEN. WHILE ALL STAKEHOLDERS AGREE PROVIDING
15 LONG-TERM TRANSIT OPERATING FUNDING NEEDS TO COST A
16 SIGNIFICANT PORTION OF THE MEASURE, WHICH WOULD ITSELF IS A
17 SIGNIFICANT SHIFT FROM PAST REGIONAL MEASURES THAT FOCUS
18 DISPROPORTIONATELY ON LARGE CAPITAL PROJECTS. THERE ARE TWO
19 DISTINCT SCHOOLS OF THOUGHT WE OBSERVED. ONE, WE SHOULD REALLY
20 FOCUS ON RETAINING AND INCREASING SERVICE LEVELS BEYOND WHAT
21 WE SEE TODAY. WHICH DEPENDING ON RIDERSHIP RECOVERY, COULD
22 CONSUME A LARGE SHARE OF FUNDING IN THE MEASURE FOR THE
23 PURPOSE. THIS WOULD, OBVIOUSLY, RESULT IN A MEASURE THAT HAS
24 CLEAR AND SPECIFIC INTENT. ANOTHER PERSPECTIVE FROM ANOTHER
25 GROUP OF STAKEHOLDERS WAS THAT THE MEASURE NEEDS TO BE AS



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1 BROADLY APPEALING AS POSSIBLE. AND TO DO SO, THAT WOULD RESULT
2 IN NEEDING TO HAVE FUNDING FOR A WIDE RANGE OF DIFFERENT
3 IMPROVEMENTS. IT MIGHT BE THERE MAY NOT BE ENOUGH FUNDING IN
4 THE MEASURE FOR TRANSIT OPERATIONS TO FULLY FUND OUR NEEDS.
5 AND WOULD REQUIRE PERHAPS STATE AND/OR LOCAL SOURCES TO MATCH
6 THE REGIONAL MONIES. WE'LL HAVE MORE DATA ON THE LONGER TERM
7 FORECAST FOR TRANSIT OPERATING NEEDS THIS FALL THROUGH PLAN
8 BAY AREA 2050 PLUS. WE'RE TRYING TO FULLY FUND OR PERHAPS EVEN
9 EXPAND SERVICE LEVELS GOING FORWARD OR ARE WE LOOKING TOWARDS
10 MATCHING FUNDS AS A WAY TO FUND A TRANSIT OPERATING NEEDS IN
11 THE REGION? AND COMPLEMENT A POTENTIAL REGIONAL MEASURE. NEXT
12 SLIDE. OF COURSE, AS THAT PIE CHART SHOWED, WE'RE LOOKING AT
13 FUNDING PRIORITIES BEYOND TRANSIT OPERATIONS, AS WELL. FOUR
14 HAVE RESONATED BOTH IN THE POLLING AND STAKEHOLDER
15 DISCUSSIONS, AS THINGS NICELY COMPLEMENT A TRANSIT OPERATING
16 COMPONENT OF THE EXPENDITURE PLAN. ONE KEY DIFFERENCE YOU'LL
17 NOTE FROM PAST REGIONAL MEASURES, YOU'LL SEE MORE
18 RECOMMENDATIONS RELATED TO PROGRAMMATIC CATEGORIES RATHER THAN
19 NAMED CAPITAL MEGAPROJECTS. AND WE BELIEVE THIS FOCUS ON MORE
20 FLEXIBLE PROGRAMMATIC CATEGORIES WILL RESONATE WITH THE PUBLIC
21 IN THIS POST PANDEMIC PERIOD. THE FOUR CATEGORIES WERE
22 EXPLORING AT THIS TIME ARE TRANSIT TRANSFORMATION,
23 ACCELERATING INVESTMENTS TO IMPROVE THE CUSTOMER EXPERIENCE, I
24 THINK THINGS LIKE TRANSIT FARE INTEGRATION, HARMONIZED MAPPING
25 AND WAYFINDING, COMMUNITY AMBASSADOR PROGRAMS, EXPANDED PARA



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1 TRANSIT SERVICES, ET. CETERA. AND MAIN STREETS PROGRAM THAT
2 WOULD TRANSFORM ARTERIALS AND COLLECTORS TO ADDRESS SAFETY,
3 EQUITY, AND CLIMATE GOALS, IMPROVING THE PAVEMENT, PUTTING IN
4 PROTECTED BIKE INFRASTRUCTURE, IMPROVING SAFETY FOR ALL USERS.
5 CLIMATE RESILIENCE CATEGORY THAT WOULD FUND PLANNING, DESIGN,
6 AND CONSTRUCTION ACTIVITIES RELATED TO SEA LEVEL RISE AND
7 PROTECTING OUR TRANSPORTATION AND OTHER INFRASTRUCTURE. AND
8 LASTLY, PRIORITY PROJECTS, WHICH COULD CLOSE FUNDING GAPS FOR
9 EXISTING VOTER APPROVED PROJECTS THAT HAVE BEEN IMPACTED BY
10 RISING COSTS IN THE INFLATIONARY ENVIRONMENT THAT WE'RE IN
11 TODAY. NEXT SLIDE. THERE'S MORE INFORMATION ON ALL OF THAT
12 THAT I JUST SHARED IN YOUR PACKET UNDER ATTACHMENT A FOR THIS
13 ITEM. SO IN TERMS OF WHAT IS NEXT. STARTING THIS WEEKEND,
14 WE'LL BE CONDUCTING A FIRST-ROUND OF PUBLIC ENGAGEMENT ON THE
15 TRANSPORTATION REVENUE MEASURE IN CONCERT WITH 2050 PLACE AND
16 TRANSIT 2050 PLUS, THE TWO DIFFERENT REGIONAL EFFORTS ONGOING
17 IT IT WILL TAKE PLACE IN ALL NINE COUNTIES AND COMPLIMENTED IN
18 THE NEXT WEEK WITH AN ONLINE SURVEY AND WITH COMMUNITY-BASED
19 ORGANIZATION ENGAGEMENT, AS WELL. IT'S IMPORTANT WE HEAR FROM
20 THE MEMBERS OF THE PUBLIC TO UNDERSTAND WHAT MATTERS TO THEM
21 MOST AND ENGAGE THEM IN THIS PROCESS, AS WELL. WE'RE
22 CONCURRENTLY DOING AN ANALYSIS OF POTENTIAL FUNDING SOURCES TO
23 UNDERSTAND TRADE-OFFS RELATED TO A POTENTIAL REVENUE SOURCE.
24 GOING WELL BEYOND, YOU KNOW, PAST EFFORTS THAT JUST LOOKED AT
25 SALES TAX AND OTHER TYPES OF REVENUE SOURCES AND UNDERSTAND



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1 THE EQUITY IMPLICATIONS. WE'LL BE SQUARING UP THE REVENUE
2 ESTIMATES WITH THE LATEST ESTIMATES OF LONG-TERM FUNDING NEEDS
3 GIVE US MORE DATA TO SHARE AS WE RETURN TO THE COUNCIL IN THE
4 FALL. WE'LL CONTINUE TO WORK ON THIS THROUGHOUT THE FALL AND
5 ANTICIPATE DOING FURTHER POLLING, AS WELL, AS WE GET INTO THE
6 LATTER PART OF THE FALL LEADING INTO EFFORTS TO SEEK
7 LEGISLATIVE SPONSOR AT THE END OF THE YEAR TO CHAMPION THIS
8 GOING FORWARD. NEXT SLIDE. SO THAT'S ALL WE HAVE FOR TODAY. I
9 WILL JUST UNDERSCORE THAT, YOU KNOW, MANY OF THE TOUGH
10 DECISIONS THAT RELATE TO TRANSPORTATION MEASURE LIE AHEAD,
11 INCLUDING, YOU KNOW, PERCENTAGES, DIFFERENT INVESTMENT
12 CATEGORIES. WE HOPE BY THINKING VERY DELIBERATELY AND DEVELOP
13 THE FRAMING AND ARCHITECTURE FOR THE MEASURE THIS SPRING AND
14 SUMMER, THAT WE'LL BE ABLE TO USE THAT GOING FORWARD DURING
15 THE IMPORTANT CONVERSATIONS THAT NEED TO HAPPEN. SO WITH THAT,
16 WE WOULD LOVE TO GET YOUR FEED BACK ON THE DRAFT GOALS,
17 GUIDING PRINCIPLES, AND EXPENDITURE CATEGORIES. THANK YOU.

18

19 **CHRISTINE FITZGERALD:** THANK YOU FOR YOUR PRESENTATION. ANYONE
20 ON THE SUBCOMMITTEE HAVE ANY QUESTIONS?

21

22 **KY-NAM MILLER:** WE HAVE ONE COMMENT FROM CHAIRMAN -- KINMAN.

23

24 **CHAIR, RANDI KINMAN:** THANK YOU FOR CONDENSING THIS AS RAPIDLY
25 CONSIDERING OUR CIRCUMSTANCES THIS MORNING. I WANTED TO ASK



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1 ABOUT THE MAIN STREETS PROGRAM I THINK IT'S GREAT. IT PUTS THE
2 -- IT TAKES THE ARTERIALS AND FEEDERS AND MAKES THEM
3 ASSESSABLE WHERE DOES IT FIT IN IF YOU HAVE A NEIGHBORHOOD
4 THAT NEVER GOT THE SIDEWALKS, CURBS, AND GUTTERS? WHAT WOULD
5 THAT FIT? BECAUSE OUR NEIGHBORHOOD BENEFITED FROM THE TLC
6 PROGRAM, AND SO DID NEIGHBORHOODS AROUND US, AND THAT'S A MUCH
7 SMALLER THING THAT THE CITIES DON'T LIKE TO TAKE ON.

8

9 **DAVE VAUTIN:** I THINK OUR IDEA WITH THAT PARTICULAR IS IT COULD
10 FUND THE THINGS YOU'RE TALKING ABOUT. IF THEY DO NOT HAVE
11 SIDEWALKS, THOSE ARE THE SORTS OF ACTIVE TRANSPORTATION
12 INVESTMENTS THAT CATEGORY COULD FUND. WE'RE TRYING TO DESCRIBE
13 THERE IS WE WANT TO LOOK AT THE STREET AS A WHOLE. MAYBE IT'S
14 A PROJECT THAT WILL REPAVE THE STREET AND ALSO IMPROVE THE
15 SIDEWALKS AND BIKING STRUCTURE AT THE SAME TIME AS OPPOSED TO
16 A PATCHWORK APPROACH.

17

18 **CHAIR, RANDI KINMAN:** DOES IT INCLUDE TREES? BECAUSE WHEN WE'RE
19 TALKING -- THAT'S OUR BIGGEST NEIGHBORHOOD PROBLEM.

20

21 **DAVE VAUTIN:** THAT'S GOOD FEEDBACK. I DON'T BELIEVE THE
22 DESCRIPTION CURRENTLY INCLUDES THAT. WE CAN CONSIDER THAT
23 IDEA.

24



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1 **RANDI KINMAN:** WHEN YOU DON'T HAVE A SIDEWALK, YOU DON'T HAVE
2 THE CURB SPACE EITHER FOR TREES. SO YOU JUST HAVE DIRT AND
3 THEN STREET. THANK YOU.

4

5 **CHRISTINE FITZGERALD:** THANK YOU. ANYONE ELSE?

6

7 **KY-NAM MILLER:** WE HAVE OLIVA NEXT AND THEN WONG.

8

9 **ANNE OLIVIA ELDRED:** THANK YOU, CHAIR. THANK YOU FOR THIS. IT'S
10 BEEN FASCINATING WATCHING THE EVOLUTION OF THIS OVER TIME. I
11 AM JUST GOING TO SOUND LIKE A BROKEN RECORD. SO WHEN WE'RE
12 LOOKING AT THE FINDING BENEFITS AND THOSE KINDS OF THINGS, I
13 JUST WANT TO MAKE SURE THAT BENEFITS TO EQUITY AND PRIORITY
14 COMMUNITIES THAT THOSE BENEFITS THAT CAN ACTUALLY BE SEEN AND
15 FELT, SPECIFICALLY IN THE AREAS OF ECONOMIC AND AFFORDABILITY,
16 AND CONVENIENCE AND TIME SAVINGS ARE INCLUDED. NOT JUST WE'RE
17 GOING TO LOWER EMISSIONS NEAR YOUR NEIGHBORHOOD. LIKE THINGS
18 THAT ARE TANGIBLE TO FOLKS SPECIFICALLY THOSE TWO THINGS. AND
19 IN THE EVALUATION METRICS, -- SO WHEN YOU'RE LOOKING AT THE
20 PROGRAMS, IF, UMM, DISTRIBUTION OF BEHAVIORAL SHIFTS ON INCOME
21 CATEGORIES SHOULD DEFINITELY BE ONE OF THE THINGS THAT YOU
22 LOOK AT. BECAUSE IF COST BURDENS ARE CAUSING BEHAVIORAL
23 SHIFTS, LIKE, DISPROPORTIONATELY IN LOW-INCOME COMMUNITIES,
24 THEN THEY ARE NOT EQUITABLE POLICIES. AND THE SAME IS TRUE FOR
25 COMMUNE TIMES. SO IF PREDOMINANTLY LOW-INCOME COMMUNITIES ARE



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1 SAFE MOVING TO PUBLIC TRANSPORTATION OR IN THE CASE OF MY
2 HOUSE MATE, THEY NOW HAVE TO WALK LONG DISTANCES OFTEN, OR
3 THEIR ONE HOUR DRIVE TIME HAS TURNED INTO A TWO HOUR PUBLIC
4 TRANSIT COMMUTE OR TWO HOUR DRIVING ON SIDE STREETS COMMUTE IS
5 NOT AN EQUITABLE OUTCOME. I WANT TO SEE -- AND -- MY FOLKS
6 WANT TO SEE HOW IS THIS GOING TO ACTUALLY AFFECT MY PAYCHECK?
7 HOW IS THIS GOING TO AFFECT HOW MUCH TIME IT TAKES ME TO GET
8 MY KIDS TO SCHOOL, MYSELF TO WORK, AND THOSE KIND OF THINGS.
9 BECAUSE, LIKE, A LOT OF US DON'T HAVE THE LUXURY OF CHOOSING
10 WHAT TIME WE GET TO GO TO THE GROCERY STORE. IT SOUNDS LIKE A
11 DIFFERENT PERSON'S LIFE THAN I HAVE. WE DON'T GET TO MAKE
12 THOSE SHIFTS BASED ON UMM, LIKE, PRICING INPUTS. IT MEANS WE
13 DON'T GET TO DO IT OR THINGS LIKE THAT. AND THEN THE OTHER
14 PART IS THAT MAKING SURE, LIKE, WHEN WE LOOK AT OUR POLICIES
15 THAT IN THE EVALUATION WE'RE INCLUDING MAKING SURE NOT TO
16 PUNISH PEOPLE WHO CAN NO LONGER AFFORD TO LIVE IN THEIR
17 COMMUNITY THEY'VE BEEN IN FOR A LONG TIME. SO, LIKE, OUR
18 INTERNAL DISPLACEMENT IN THE BAY IS ATROCIOUS. FOLKS ARE
19 GETTING PUSHED FARTHER AND FARTHER NOT JUST FROM A CORE BUT
20 FROM THEIR CORE. SO OUR COMMUNITY CORE IS OUR COMMUNITY CORE.
21 AND AS THE COST OF HOUSING AND EVERYTHING ELSE GOES UP, FOLKS
22 ARE GETTING PUSHED OUT FARTHER AND FARTHER FROM THEIR CENTERS,
23 BUT THEIR JOB IS STILL THERE, THEIR CHURCH IS STILL THERE,
24 THEIR FRIENDS, THEIR FAMILY MEMBERS ARE STILL THERE. AND SO IF
25 FOLKS HAVE BEEN PUSHED REALLY FAR, MAKING THEM PAY PER MILE,



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1 WHETHER IT'S ON PUBLIC TRANSPORTATION OR ON A ROADWAY IS JUST
2 PUNISHING SOMEONE BECAUSE THEY CAN'T AFFORD TO LIVE IN A
3 CENTER ANYMORE. AND SO REALLY LOOKING AT WHAT DOES IT MEAN --
4 WHAT DOES THIS POLICY MEAN FOR DIFFERENT INCOME BRACKETS, AND,
5 LIKE, WHAT EFFECT DOES IT HAVE ON INCOME AND TIME? AND THAT
6 BECAUSE THAT'S WHAT PEOPLE FEEL AND THAT'S HOW THEY'RE GOING
7 TO VOTE. THAT'S HOW I WOULD VOTE. AND I'M REALLY EXCITED TO
8 SEE THIS COMING FORWARD. I THINK IT'S REALLY SMART TO STAGGER
9 THE TIMING. SO IT'S NOT IN COMPETITION WITH THE HOUSING BOND.
10 IT'S JUST REALLY, LIKE, GOOD JOB FOR COORDINATING THAT! THAT'S
11 REALLY OBVIOUS. BUT WE HAVE SOME TIME NOW TO DEVELOP THIS, AND
12 THOSE ARE THINGS THAT MY COMMUNITY VOTES ON. SO I JUST WANT TO
13 SEE THAT REAL FRONT AND CENTER IN ALL OF OUR POLICIES AND IN
14 HOW WE PHRASE THINGS. THAT'S ALL. THANK YOU.

15

16 **KY-NAM MILLER:** WONG IS NEXT.

17

18 **HOWARD WONG:** THANK YOU. IT SOUNDS LIKE A GREAT PROCESS. FIRST
19 QUESTION IT REQUIRES TWO-THIRDS MAJORITY OF ALL NINE COUNTIES,
20 IS THAT CORRECT?

21

22 **DAVE VAUTIN:** RIGHT. IT WOULD REQUIRE A TWO-THIRDS VOTE ACROSS
23 THE TOTAL OF THE REGION.

24

25 **HOWARD WONG:** CUMULATIVE.



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1

2 **DAVE VAUTIN:** CUMULATIVE.

3

4 **HOWARD WONG:** OKAY. THERE ARE OTHER TRANSPORTATION BONDS IN SAN
5 FRANCISCO, I KNOW, THAT PERHAPS OTHER CITIES. WHAT IS THE
6 COORDINATION? WHAT IS THE TIMING?

7

8 **DAVE VAUTIN:** THAT'S A GREAT QUESTION WE ARE COORDINATING WITH
9 THE COUNTY TRANSPORTATION AGENCIES, YOU KNOW, A NUMBER OF
10 DIFFERENT TRANSPORTATION AGENCIES. ADVANCE MEASURES IN THE
11 2010S. FEWER, AT THIS POINT, ARE EXPLORING MEASURES FOR THE
12 2020s, AT LEAST AT THIS JUNCTURE. WE'VE BEEN PRETTY CLEAR
13 ABOUT THE TIMING OF THIS MEASURE FOR 2026, SO OTHERS CAN PLAN
14 AROUND THAT. SO WE ARE -- WE HAVE AN ONGOING DIALOGUE WITH THE
15 VARIOUS COUNTIES ON HOW WE'RE PURSUING THIS MEASURE, WHAT
16 WE'RE THINKING ABOUT, THE TIMING, UNDERSTAND THEIR RELEVANT
17 MEASURES, AS WELL.

18

19 **HOWARD WONG:** AND THERE WAS AN SAN FRANCISCO IMMUNITY BOND
20 MEASURE THAT FAILED IN 2021. THAT IS RETURNING TO THE BALLOT,
21 I THINK, PERHAPS 2025 OR 2026. SO I DON'T KNOW, YOU KNOW,
22 OBVIOUSLY I -- IT'S PROBABLY IN YOUR COORDINATING REALM. SO MY
23 SECOND QUESTION, I ALSO AGREE THAT, YOU KNOW, THE ECONOMIC
24 PORTION OF IT IS PRETTY APPEALING TO ACROSS ALL NINE COUNTIES.
25 AND THE WORD MAIN STREET, I THOUGHT, RESONATED WITH ME



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1 BECAUSE, OBVIOUSLY, EVERY CITY, TOWN, NEIGHBORHOOD HAS MAIN
2 STREETS, LARGE OR SMALL, MAYBE A RESIDENT COULD SEE A BENEFIT.
3 ECONOMIC INVESTMENT BENEFIT THAT COULD BE PRETTY IMPORTANT TO
4 A VOTER. THERE ARE MEANS TO REVITALIZATION PROGRAMS, YOU KNOW,
5 ACROSS THE COUNTRY, AND IT SEEMS THAT IF ONE WERE TO FOCUS ON
6 THE MAIN STREET COMPONENT AND LOCAL ECONOMIC INVESTMENT
7 COMPONENT OF THIS MEASURE THAT YOU COULD -- ONE COULD SEE AN
8 IMMEDIATE BENEFIT TO ALMOST EVERY NEIGHBORHOOD, EVERY TOWN,
9 EVERY CITY IN THE AREA. YOU KNOW, THERE ARE MANY SMALL AREAS
10 ALREADY CREATE THEIR OWN TRANSIT TO REVITALIZE THEIR AREAS. SO
11 THERE ARE LOCAL SHUTTLES, INNER-CITY SHUTTLES. SO I THINK A
12 FOCUS ON THAT MIGHT BE A PRETTY DEMOCRATIC WIDE SPREAD BENEFIT
13 FOR EVERYONE. THANKS.

14

15 **KY-NAM MILLER:** NEXT COMMENT FROM COUNCIL MEMBER CAMPOS.

16

17 **PAMELA CAMPOS:** THANK YOU FOR THIS UPDATE. I, TOO, AM VERY
18 EXCITED TO SEE THIS COME TO FRUITION, AND I'M GLAD THERE'S
19 ENOUGH TIME FOR US TO TALK ABOUT IT, GIVE IDEAS, FEEDBACK. ONE
20 OF THE THINGS THAT I NOTICED IN THE PACKET WAS CLIMATE
21 RESILIENCE IS ONE OF THE KEY CATEGORIES. WHILE IT LISTS THAT
22 SOME OF THE ITEMS ARE NOT INTENDED TO BE EXHAUSTIVE, I DID
23 NOTICE A FOCUS ON SEA LEVEL RISE. I DIDN'T SEE ANYTHING
24 REGARDING WILD FIRES, AIR QUALITY, UMM, FLOODS, IN OTHER PARTS
25 THAT AREN'T NECESSARILY CONNECTED TO SEA LEVEL OR THAT WE



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1 TRADITIONALLY WOULDN'T THINK OF THAT ARE STILL IMPACTED BY
2 CLIMATE CHANGE. SO I WOULD ENCOURAGE SOME MORE THOUGHT AROUND
3 WHAT CLIMATE RESILIENCE MIGHT LOOK LIKE, AND IN THAT MAIN
4 STREET CONVERSATION COULD LOOK DIFFERENT FOR DIFFERENT PEOPLE.
5 AND SO WILL THERE BE TECHNICAL ASSISTANCE THAT SUPPORTS
6 COMMUNITIES AND UNDERSTANDING WHAT MAIN STREETS OR COMPLETE
7 STREETS COULD LOOK LIKE GIVEN THAT SOME PEOPLE WANT TO SEE
8 BICYCLE-FRIENDLY ROADS, PEDESTRIAN-FRIENDLY ROADS, BUSINESS-
9 FRIENDLY, DISABILITY FRIENDLY, CHILD FRIENDLY. ALL THE
10 ELEMENTS WE CAN INCORPORATE INTO THE DESIGN OF ONE STREET SO
11 IT'S A COMPLETE STREET FOR ALL PEOPLE OF ALL BACKGROUNDS.
12 THERE MAY BE A NEED FOR TECHNICAL ASSISTANCE TO ENSURE THAT
13 FOLKS ARE TAKING INTO CONSIDERATION WHAT PLANTING TREES OR,
14 YOU KNOW, PAINTING THE SIDEWALK FOR MORE CHILD-FRIENDLY
15 INTERFACE COULD BE. SO THAT IS A COMMENT THAT I WOULD LIKE TO
16 MAKE. AND MY QUESTION IS, HOW MANY MORE ROUNDS OF PUBLIC
17 ENGAGEMENT CAN WE EXPECT? WE'RE KICKING OFF THIS MONTH WITH
18 POP UP TENTS AND A SURVEY. AND I WOULD LIKE TO SEE SOME MORE
19 ROBUST ENGAGEMENT IN THE PREVIOUS CONVERSATION THAT WE HAD ON
20 THE CARE PROGRAM, COMMUNITY CENTERED AT THE VISION FOR THAT
21 PROGRAM. SO HOW CAN WE ALSO MAKE SURE THAT COMMUNITY IS AT THE
22 CENTER OF THIS MEASURE SO WE NOT ONLY GET THE SUPPORT TO PASS
23 THE VOTE, BUT ALSO TO MAKE SURE THAT THE PROJECTS ARE CARRIED
24 OUT IN A WAY THAT USERS AND RESIDENTS ARE GOING TO BE ABLE TO
25 INTERACT AND, YOU KNOW, REACH THE GOALS OF THIS BOND, WHICH IS



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1 TO, HOPEFULLY, BE A LESS CAR CENTRIC COMMUNITY AND INVITE MORE
2 PEDESTRIAN, BICYCLE, AND TRANSIT RIDERS.

3

4 **DAVE VAUTIN:** SO, AS YOU MENTIONED YOU KNOW, THIS IS THE FIRST
5 ROUND OF PUBLIC ENGAGEMENT. WE WILL HAVE FOUR ROUNDS OF PUBLIC
6 ENGAGEMENT FOR PLAN BAY AREA 2050 PLUS, IT'S AN OPPORTUNITY TO
7 CONNECT THE DOTS WITHIN DIFFERENT EFFORTS. BUT WE ALSO KNOW
8 THAT, YOU KNOW, SHOULD AUTHORIZING LEGISLATION PASS, WE MIGHT
9 HAVE AN OPPORTUNITY TO REALLY THINK THROUGH OUR STRATEGY AS WE
10 GET CLOSER TO 2026. WITH ADDITIONAL ACTIVITIES. SO I THINK
11 THAT'S A FAIR POINT. FOR NOW WE KNOW THERE ARE SEVERAL MORE
12 ROUNDS OF ENGAGEMENTS IN THE QUEUE THAT WE CAN, YOU KNOW,
13 CONTINUE TO BUILD UPON. SO THAT'S A GOOD FIRST STEP, I THINK.

14

15 **KY-NAM MILLER:** NO FURTHER COMMENTS FROM THE COMMITTEE.

16

17 **CLERK:** ARE THERE NONCOMMITTEE MEMBERS THAT WISH TO SPEAK?
18 OKAY. THAT'S FUN. LEVIN -- GO AHEAD. AND THEN LEVIN.

19

20 **CHRISTINE FITZGERALD:** I'M SORRY TO INTERRUPT FOLKS. I NEED TO
21 BACK UP A BIT. CAN MY VICE CHAIR PLEASE TAKE OVER?

22

23 **CLERK:** YOU HAVE TO LEAVE YOUR LAPTOP OPEN.

24



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1 **CHRISTINE FITZGERALD:** I'LL DO MY BEST TO LEAVE MY iPad ON. I
2 CAN'T GUARANTEE THAT THE --

3

4 **CLERK:** JUST SAY "YES."

5

6 **CHRISTINE FITZGERALD:** OKAY. JUST SAY YES.

7

8 **CLERK:** DON'T CLOSE OUT OF THE ZOOM. JUST LEAVE IT OPEN. THANK
9 YOU. THAT'S IT.

10

11 **CHRISTINE FITZGERALD:** I CAN DO THAT.

12

13 **CLERK:** THANK YOU.

14

15 **CHRISTINE FITZGERALD:** THANK YOU. BYE-BYE.

16

17 **CLERK:** OKAY. NO BYES. THANK YOU. [LAUGHTER] GO AHEAD, WENDY.

18

19 **SPEAKER:** YES. HI. THANK YOU. VERY EXCITED TO SEE THIS MOVING
20 FORWARD. AND THAT WE WANT TO ENSURE THAT WE GET A TASK -- I
21 WANT TO SHARE OUR EXPERIENCE IN MARIN AND SEE IF WE CAN ADD
22 SOME COMPONENTS HERE THAT MIGHT HELP OUT. MARIN COUNTY, WE
23 TRIED TO PASS A TRANSPORTATION TAX MANY TIMES AND IT FAILED.
24 THERE ARE MANY REASONS BUT IT FINALLY SUCCEEDED IN 2004. ONE
25 OF THE BIG REASONS, I BELIEVE, AND I MAY BE A LITTLE



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1 PREJUDICED ABOUT THIS, BUT BECAUSE WE ADDED SCHOOL-RELATED
2 ISSUES TO THE PROGRAM. IT WAS THE SAME FOR AFTERSCHOOLS
3 PROGRAM, INFRASTRUCTURE, AND CROSSING GUARDS. AND THIS
4 PARTICULAR MEASURE, I THINK THE INFRASTRUCTURE PIECE REALLY
5 CAN BE PART OF THE MAIN STREET PROGRAM. BUT I WOULD HIGHLY,
6 HIGHLY RECOMMEND YOU ADD CROSSING GUARDS. IT'S REALLY POPULAR.
7 YOU'RE GOING GET THE ATTENTION OF EVERY PARENT IN THE BAY
8 AREA, IF YOU SAY YOU'RE GOING TO START OFFERING CROSSING
9 GUARDS. AND THE OTHER THING THAT I THINK IF YOU WANT TO SOLVE
10 THE MORNING COMMUTE PROBLEMS IN A VERY BIG WAY, I WOULD ADD
11 SCHOOL BUSES. YOU START GETTING KIDS ON SCHOOL BUSES, AND
12 YOU'RE GOING TO HAVE SIGNIFICANTLY LESS TRAFFIC IN THE
13 MORNING. SIGNIFICANTLY.

14

15 **CLERK:** NEXT UP IS ADINA FOLLOWED BY ZACK.

16

17 **ADINA LEVIN:** THANK YOU VERY MUCH. GLAD TO SEE THIS MOVING
18 FORWARD. I WANTED TO MAKE A COMMENT ABOUT THE INITIAL GOAL
19 ABOUT STABILIZING PUBLIC TRANSPORTATION AND WOULD ALSO, YOU
20 KNOW, HAVE THE OPINION OF WANTING TO GO BEYOND THAT AND HAVE A
21 GOAL OF ABUNDANT PUBLIC TRANSPORTATION. POLLING SHOWED THAT
22 PEOPLE WERE INTERESTED IN CONVENIENCE, AND WHILE THE BROAD
23 POLL QUESTION DID NOT DRILL DOWN INTO WHAT CONVENIENCE MEANS
24 YOU KNOW, HAVING A BUS OR TRAIN THAT COMES ONCE AN HOUR IS
25 ALMOST NOT WHAT SOMEONE HAS IN MIND WITH CONVENIENCE. AND, YOU



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1 KNOW, HAVING THAT ABUNDANT SERVICE IS NOT ONLY, YOU KNOW, WHAT
2 PEOPLE MEAN BY CONVENIENCE, BUT IS ALSO, YOU KNOW, AH,
3 INTERNATIONALLY HIGHLY CORRELATED TO RIDERSHIP. SO IN ORDER TO
4 ACTUALLY, UMM, HAVE A HIGH LEVEL OF PUBLIC TRANSPORTATION USE,
5 THE SERVICE HOURS AND FREQUENCY IS CRITICALLY IMPORTANT. AND,
6 YOU KNOW, FOR THE VARIOUS CLIMATE GOALS, HOUSING GOALS, ET.
7 CETERA. ONE QUESTION I HAVE IS WHEN, YOU KNOW, YOU'RE
8 REPORTING FROM A STAKEHOLDER FEEDBACK THAT THERE WERE VARIOUS
9 VOICES ASKING FOR A RELATIVELY LOWER PRIORITY ON PUBLIC
10 TRANSPORTATION AND HIGHER PRIORITY ON A MIX OF NEEDS, CAN YOU
11 SHARE WHAT TYPES OF FEEDBACK THAT YOU'RE GETTING THAT WE'RE
12 SAYING "HEY, LET'S KIND OF, YOU KNOW, HAVE PUBLIC TRANSIT NOT
13 COLLAPSE BUT NOT MAKE IT BETTER. LET'S DO SOME OTHER STUFF"
14 WHAT KINDS OF SOURCES OF THOSE FEEDBACK WERE THEY?

15

16 **DAVE VAUTIN:** I THINK NOT SURPRISINGLY TRANSIT ADVOCATES WERE
17 THE VOICES MOST INTERESTED IN SEEING, YOU KNOW, THE VAST
18 MAJORITY OF THE MEASURE FLOW TOWARD OPERATING AND TRANSIT
19 TRANSFORMATION. MANY OF THE OTHER STAKEHOLDERS WE TALKED TO
20 REALLY UNDERSCORED -- AND TWO KEY THEMES. ONE YOU KNOW, MANY
21 FOLKS IN THE BAY AREA WALK, BIKE, DRIVE FOR OTHER TYPES OF
22 TRIPS. YOU KNOW, SEEING IT'S IMPORTANT FOR THEM TO SEE
23 THEMSELVES IN THE MEASURE. RIGHT. AND TO HAVE INVESTMENTS
24 FLOWING TO KIND OF ALL COMMUNITIES ACROSS THE REGION. I THINK,
25 YOU KNOW, SOME OF THE OTHER POINTS THAT WERE MADE TO US WERE



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1 ABOUT, YOU KNOW, WHAT IS GOING TO BEST POSITION THE MEASURE
2 FOR SUCCESS. AND FOLKS POINTED TO THE POLL FINDING A MEASURE
3 THAT IS 100% TRANSIT MAYBE BEING A LITTLE BIT LESS APPEALING.
4 ROUGHLY THREE POINTS LOWER IN THE POLLING THAN A MEASURE THAT
5 FUNDS A BROADER SUITE OF TRANSPORTATION IMPROVEMENTS. AND SO I
6 THINK, YOU KNOW, JUST COMING FROM THE PERSPECTIVE OF THESE
7 VARIOUS COUNTY MEASURES THAT HAVE BEEN ADVANCED OVER THE
8 YEARS, PEOPLE UNDERSCORE HOW IMPORTANT IT IS FOR ALL THE
9 DIFFERENT STAKEHOLDERS AND COALITION PARTNERS TO SEE
10 THEMSELVES IN THE MEASURE AND TO SEE, YOU KNOW, SIGNIFICANT
11 INVESTMENTS IN A VARIETY OF CATEGORIES.

12

13 **ADINA LEVIN:** OKAY I THINK THAT IS, YOU KNOW LIKE, IN THE
14 INTEREST OF COLOR SAYING 100% TRANSIT VERSUS NOT IS A, YOU
15 KNOW, PRETTY, YOU KNOW, -- LIKE ALL THE WAY TO ONE SIDE OF THE
16 SPECTRUM. UMM, -- WHERE WAS I GOING WITH THAT? UMM, UMM, -- [
17 INAUDIBLE]

18

19 **ADINA LEVIN:** YEAH. AT ANY RATE, I THINK THERE'S GOING TO BE
20 SOME MORE OPPORTUNITIES TO GET SOME ADDITIONAL CLARITY ABOUT
21 THE BALANCE OF NEED, INCLUDING, YOU KNOW, WHAT PEOPLE EXPECT
22 IN TERMS OF MORE CONVENIENT TRANSIT, AND WHAT WOULD PEOPLE
23 THINK IF THEY DID NOT GET MORE CONVENIENT TRANSIT OUT OF A
24 MEASURE. LET'S SEE. WHAT ELSE? OH, YEAH. IN TERMS OF THE
25 ADDITIONAL ROUNDS OF ENGAGEMENT, THE PHYSICAL LOCATIONS, YOU



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1 KNOW, THE BAY AREA IS VERY BIG SO 15 SITES, WHICH LOOKS LIKE A
2 LOT UNTIL YOU ACTUALLY THINK ABOUT IT, -- SO, FOR EXAMPLE, SAN
3 MATEO COUNTY THERE'S TWO LOCATIONS. ONE IN EAST PALO ALTO.
4 GOOD. EXCELLENT. NOT WRONG. AND SAN MATEO, WHICH IS ALSO GOOD
5 BUT, YOU KNOW, IN DAILY CITY, WHICH IS THE I THINK THE HIGHEST
6 USE OF PUBLIC TRANSPORTATION. NOTHING IN REDWOOD CITY, MAJOR
7 TRANSIT CENTER. IN SAN JOSEING WITH SOMETHING AT GUILLORY.
8 GOOD NOT WRONG. SOMETHING IN DOWNTOWN SAN JOSE. BUT, YOU KNOW,
9 NOTHING IN SUNNY VALE -- I WAS THINKING IF YOU WERE DOING
10 ANYMORE OUTREACH AND THINKING ABOUT, LIKE, OTHER PARTNERSHIPS
11 IN GETTING TO MORE OUTREACH OR ANY OTHER STRATEGIES TO GETTING
12 TO MORE OUTREACH IN THIS ROUND.

13

14 **DAVE VAUTIN:** I'M GOING TO TURN THE QUESTION OVER TO MY
15 COLLEAGUE WHO LEADS PUBLIC ENGAGEMENT EFFORTS.

16

17 **SPEAKER:** GOOD AFTERNOON. I'M SUBSTANTIATE DIRECTOR FOR PUBLIC
18 ENGAGEMENT AT MTC. SO OUR PUBLIC ENGAGEMENT EFFORTS ARE A
19 MULTIPRONGED APPROACH. SO WE DO HAVE THE POP UP EVENTS, BUT
20 WE'RE GOING TO HAVE A SURVEY THAT IS GOING TO BE WIDELY
21 PROMOTED THROUGH TWO BIG MARKETING CAMPAIGNS. SO THAT WE CAN
22 GET PARTICIPATION IN THE SURVEY. THE SURVEY IS GOING TO ASK
23 BASICALLY THE SAME QUESTIONS WE'RE ASKING FOLKS AT THE POP UP
24 EVENTS. BASED ON RESOURCES AND THE DRIVER OF THE ENGAGEMENT
25 BEING THE LIMITED END FOCUS OF PLAN BAY AREA. WE DECIDED ON



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1 THE 15 LOCATIONS, BUT LIKE I SAID, IT'S MULTIPRONGED APPROACH.
2 WE HAVE THE SURVEY WHICH WE'RE SPENDING A LOT OF MONEY ON
3 PROMOTING IT TO MAKE SURE WE GET BROAD PARTICIPATION FROM
4 ACROSS THE NINE BAY AREA COUNTIES. WE'RE ALSO PARTNERING WITH
5 COMMUNITY-BASED ORGANIZATIONS ACROSS THE BAY AREA TO HELP US
6 PROMOTE BOTH THE POP UP EVENTS AND THE SURVEY WITHIN THEIR
7 COMMUNITIES. SO WE ARE UP TO 15CBO ORGANIZATIONS, AT THE
8 MOMENT. AND WE'RE WORKING TO RECRUIT A FEW MORE. BUT IT'S NOT
9 JUST THE POP UP LOCATIONS. WE DO HAVE SEVERAL OTHER ACTIVITIES
10 THAT ARE HAPPENING AT THE SAME TIME.

11

12 **ADINA LEVIN:** OKAY. SO WITH NONPROFIT -- I HAVE A CONVERSATION
13 WITH SOME CITY STAFF THAT ONE OF THE CITIES THAT IS A
14 SIGNIFICANT USER OF TRANSPORTATION AND DOESN'T HAVE ANY
15 OUTREACH ACTIVITIES AND THIS AFTERNOON AND, LIKE, THOSE CITY
16 STAFF WERE BOTH DISMAYED AT, YOU KNOW, NOT BEING ON THE MAP
17 AND EAGER TO PUBLICIZE TO THEIR COMMUNITY, AND GIVEN THAT THIS
18 IS ALSO AN IN ADDITION TO BEING A PLAN BAY AREA 2050 LONG-TERM
19 PLAN UPDATE, COULD POTENTIALLY BE A MORE TECHNICAL EXERCISE IN
20 SMALL SCALE, BECAUSE THIS IS A FOUNDATIONAL REGIONAL MEASURE,
21 ALSO, WOULD, YOU KNOW, RECOMMEND MORE, YOU KNOW LIKE, WORKING
22 THROUGHOUT VARIOUS DIFFERENT INSTITUTIONS TO GET THE WORD OUT
23 MORE BROADLY. AND I WILL HAVE SOME MORE THOUGHTS AT VARIOUS
24 DIFFERENT HATS OFFLINE OF THIS IN THAT GOAL. SO --

25



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1 **SPEAKER:** I FORGOT MENTION, WE'RE CONNECTING WITH ALL THE PIOs
2 ACROSS THE BAY AREA. SO NOT JUST OUR TRANSPORTATION PARTNERS,
3 BUT LOCAL CITIES AND COUNTIES, AS WELL, TO HELP US SPREAD THE
4 WORD ABOUT THE ENGAGEMENT, AS WELL.

5

6 **CLERK:** SOMEBODY -- I'LL ADD YOU TO THE QUEUE BUT ZACH, JERRY,
7 MICHAEL, RANDY.

8

9 **SPEAKER:** THANK YOU FOR THE PRESENTATION. A COUPLE OF COMMENTS
10 AND ONE QUESTION. MY PERSONAL OPINION, I THINK WE SHOULD BE
11 MAXIMIZING TRANSIT OPERATIONS FUNDING WITHIN THE MEASURE.
12 THERE'S NO PATH TO ECONOMIC RECOVERY OR CLIMATE GOALS AND
13 EQUITABLE DRIVING REGION WITHOUT ADDITIONAL FUNDING. WE KNOW
14 WITHOUT STATE SUPPORT, WE HAVE OVER \$2 BILLION OPERATIONS
15 DEFICIT IN THE NEXT FIVE YEARS. AND THAT LOOKS LIKE CUTTING 20
16 PLUS LINES, GOING DOWN TO SERVICE ONCE AN HOUR, WHICH WOULD BE
17 CATASTROPHIC TO ALL TRANSPORTATION GOALS. AND JUST ALIGN
18 MYSELF WITH ADINA, I DON'T THINK IT MYSELF OR ANYONE ELSE IS
19 SAYING 100% OF THE MEASURE NEEDS TO GO TO TRANSIT OPSZ. IT
20 SHOULD BE A BROADER MEASURE. AND THAT'S ZEROSOME. I REALLY
21 SUPPORT THE PROGRAMMATIC CATEGORIES FRAMEWORK OVER NAMED
22 PROJECTS. BUT DO HAVE A LITTLE BIT OF A CONCERN AROUND
23 PRIORITY PROJECTS CATEGORY. PROMISING VOTERS SOMETHING THEY
24 THINK THEY'VE ALREADY PAID FOR. I LIKE PROJECTS THAT ARE
25 RUNNING AND ADDITIONAL FUNDING DOES NOT SEEM LIKE IT'S



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1 SOMETHING TO AGENDA SUPPORT WHEN WE'RE TRYING TO GET TWO-
2 THIRDS AT THE BALLOT. AND THEN JUST LASTLY, I JUST HOPE WE CAN
3 PRIORITIZE EQUITY IN REVENUE SOURCES AS WELL AS EXPENDITURES,
4 SALES TAXES, WHICH ARE ONE OF THE OPTIONS ON THE TABLE IS
5 FUNDAMENTALLY REGRESSIVE, AND THIS MEASURE IS AN OPPORTUNITY
6 FOR US TO BE VISIONARY IN WHAT WE'RE SEEKING IN THE REGION.
7 NOT JUST SLIGHT IMPROVEMENT ON THE STATUS QUO. SO I WOULD
8 ARGUE THAT EVEN WITH THE MOST PROGRESSIVE EXPENDITURE PACKAGE,
9 IF WE -- IF IT'S UNDERCUT BY AGGRESSIVE REVENUE SOURCE SUCH AS
10 SALES TAX, IT'S NOT DOING OUR REGION AND GOAL JUSTICE. AND
11 THEN JUST ONE PIECE -- I DON'T THINK THE ENGAGEMENT IS
12 SUFFICIENT. LET'S SAY I'M APPRECIATIVE OF YOUR TEAM AND Y'ALL
13 ARE DOING. FOR COMPARISON, THE AC TRANSIT REALIGNMENT SURVEY,
14 WHICH THEY PUT OUT, THEY HAD OVER 152 POP UPS. AND THEY
15 TOUCHED NEARLY 10,000 PEOPLE. SO I KNOW THIS IS JUST THE FIRST
16 ROUND OF ENGAGEMENT, AND REALLY SUPPORT KIND OF A PHASED
17 ENGAGEMENT AS WE MOVE FORWARD ON THIS, BUT IF WE'RE LOOKING TO
18 HAVE A DRAFT EXPENDITURE PLAN BY THE END OF THE YEAR, IT FEELS
19 LIKE NOW IS THAT TIME FOR ROBUST ENGAGEMENT TO THE EXTENT
20 POSSIBLE. SO HOPE YOU'LL CONSIDER THAT GOING FORWARD. AND THEN
21 JUST THE LAST THING, I HAVE A QUESTION AROUND PRIORITIZED
22 FUNDING IN EACH INVESTMENT CATEGORY. I'M WONDERING WHAT Y'ALL
23 MEAN BY PRIORITIZE. LIKE, WHAT METRICS ARE YOU WEIGHING?
24 INVESTMENT EQUITY PRIORITY COMMUNITIES AGAINST AND HOW ARE YOU
25 WEIGHTING THOSE THINGS? I THINK A LITTLE BIT MORE CLARITY



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1 THERE WOULD BE HELPFUL, ALL THOUGH I AGREE WITH THE FRAMEWORK
2 IN PRINCIPLE. THANK YOU.

3

4 **DAVE VAUTIN:** TO YOUR QUESTION, WE'RE IN THE EARLY STAGES OF
5 THIS PROCESS. WE'RE TRYING TO GET CONSENSUS AROUND THE
6 PRINCIPLE BEFORE WE THINK ABOUT HOW IT'S APPLIED TO EACH
7 CATEGORY. THAT'S A PRIORITY FOR US GOING INTO THE FALL. I DID
8 WANT TO SAY JUST BRIEFLY, YOU KNOW, WE, OBVIOUSLY, WANT TO DO,
9 YOU KNOW, ENGAGEMENT. THIS IS THE FIRST ROUND OF MULTIPLE
10 ROUNDS. THE AC PROJECT YOU'RE MENTIONING IS A MULTIMILLION
11 DOLLAR COMPREHENSIVE OPERATIONS ANALYSIS. SO THE DIFFERENT
12 FUNDING AND SCALES. SO A LITTLE BIT OF APPLES AND ORANGES.
13 WE'RE GOING TO CONTINUE, YOU KNOW, DO AS MUCH AS WE CAN TO GET
14 THE WORD OUT ABOUT WHAT WE'RE DOING IN THIS ROUND AND FUTURE
15 ROUNDS OF ENGAGEMENT ARE PLANNED.

16

17 **CLERK:** YEP. GERRY THEN MICHAEL.

18

19 **SPEAKER:** NUMBER ONE WAS 2004 MEASURE ALMOST PASSED IN SONOMA
20 COUNTY, AND THAT WAS VERY SPECIFIC AS TO THE PROJECTS. AND THE
21 STAFF, AFTER I STARTED SITTING ON THE CITIZENS COMMITTEE THERE
22 EXPRESSED TO ME IT WAS A LARGE MISTAKE BECAUSE NEEDS CHANGED.
23 AND IN 2020, THEY MADE IT MUCH MORE WIDELY OPEN ON GHOST
24 SONOMA. IT'S WORKING BETTER AND IT GOT PASSED. SO THAT HELPS.
25 IN A LOT OF CASES, I TAKE THESE THINGS SOMEWHAT DIFFERENTLY



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1 THAN A LOT OF MY OTHER MEMBERS HERE. I LIKE THE ONE COMMENT
2 YOU HAD ABOUT NEW ASSUMPTIONS. WE SHOULD STATE WHAT ALL THE
3 NEW ASSUMPTIONS ARE. BE SPECIFIC ABOUT WHAT THE NEW
4 ASSUMPTIONS ARE. I ATTENDED PG&E SEMINAR THIS WEEK, THEIR NEW
5 CEO SAID "WE CAN'T BE THE SAME COMPANY WE USED TO BE." WE
6 CAN'T BE THE SAME TRANSIT AND ENTITY THAT WE HAVE BEEN. WE
7 NEED TO BE MOVING. THAT'S WHAT TRANSIT TRANSFORMATION IS ALL
8 ABOUT. AND SO THAT'S AN IMPORTANT PART. ONE COMMENT THAT
9 PAMELA MADE ABOUT SEA RISE AND FIRES AND ALL OF THAT. RANDY
10 ASSIGNED ME TO WORK ON THE SEA RISE TASK FORCE. THAT REPORT
11 HAS BEEN SENT OUT. THE OTHER THINGS YOU MENTIONED, WE CAN
12 ELIMINATE THOSE. THE SEA RISE WE CAN'T ELIMINATE. WE HAVE TO
13 ACCOMMODATE. THAT'S A PROBLEM FOR US. I CAN UNDERSTAND WHY
14 IT'S EARMARKED AS SOMETHING WE NEED TO COME TOWARDS. AS FAR AS
15 PRIORITIZATION, ONE OF THE THINGS I THINK WE SHOULD HAVE AS
16 THE KEY IS THAT WE WOULD HAVE THE FUNDING AND PRIORITIZE BASED
17 ON THE LARGEST IMPACT OF THE LARGEST NUMBER OF PEOPLE. WHEN I
18 APPLIED FOR THIS POSITION, THE COUNCIL MEMBER THAT --
19 COMMISSION MEMBER THAT INTERVIEWED ME SAID, "OH, YEAH YOU
20 KNOW, WE NEED TRANSIT FOR THOSE PEOPLE WHO CAN'T AFFORD CARS."
21 AND SHE HAD BEEN ON A BUS AND SAID, YEAH, I SEE THE PEOPLE ON
22 THE BUSES. I'M GOING, WAIT! I DON'T THINK THOSE ARE THE PEOPLE
23 WE WANT ON THE BUSES. WE WANT EVERYBODY ON THE BUSES AND TRAIN
24 AND EVERYBODY USING TRANSIT. THAT'S WHAT WE SHOULD BE LOOKING
25 AT. THE LARGEST IMPACT FOR THE LARGEST NUMBER OF PEOPLE.



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1 BECAUSE WHERE I'M COMING FROM, I ALSO THYME FOCUSED ON TRANSIT
2 HUBS IS REALLY IMPORTANT. EVEN TAKING THE BUS TODAY, WHICH
3 DIDN'T SHOW UP ON TIME, BECAUSE THEY CANCELED IT. IT TURNS
4 OUT, IF I HAD TAKEN THE BUS FROM A DIFFERENT STOP, I HAD TO
5 WALK A QUARTER OF A MILE FROM THE PLACE WHERE IT PICKS ME UP
6 AND DROPS ME OFF. IF I TAKE SMART, IT TAKES ME MILE ANYWAY
7 AWAY FROM THE NEXT CONNECTION. WE DON'T HAVE TRANSIT HUBS, WE
8 DON'T HAVE TRANSIT HUBS EVEN WITHIN THE TRANSIT DISTRICTS.
9 THAT SHOULD BE A KEY FOCUS IN HOW WE TRANSFORM OUR TRANSIT
10 SYSTEMS. THAT SHOULD BE A MAJOR PART OF OUR TRANSFORMATION.
11 AND ONE OF THE THINGS THAT I'M LOOKING FOR, BESIDES THE
12 REGIONAL APPROACH, IS THAT WE LOOK FOR HIGH -- LOW-COST, HIGH-
13 PERFORMANCE OPTIONS. AND WE TALK ABOUT RAIL OFTEN. THAT'S
14 HIGH-COST, HIGH-PERFORMANCE OPTION. BRT, I THINK, IS A LOW-
15 COST -- REASONABLY 1/10th THE COST OF LIGHT RAIL. AND IT
16 DELIVERS THE SAME KIND OF ACCOMMODATIONS. THAT'S THE KIND OF
17 THING THAT I THINK WE SHOULD BE SHOWING PEOPLE WE HAVE TO, AND
18 WE MIGHT HAVE SOME REAL PLANS FOR THAT AND SHOW THEM WHAT IT
19 LOOKS LIKE. THE COMMENTS ABOUT BICYCLES AND WALKING -- I HAVE
20 THE SAME THING. YOU HAVE DOWN -- AND I THINK IT'S, FOR ME,
21 IT'S A MAJOR THING. PROTECTED BIKE LANES. IN MY CITY, THEY
22 KEEP PUTTING BIKE LANES IN THAT ARE NOT PROTECTED. I'M NOT
23 GOING ON THEM. I'M NOT THAT GOOD OF BIKE RIDER. MOST PEOPLE
24 ARE NOT THAT GOOD A BIKE RIDER. I WANT PROTECTED BIKE LANES SO
25 I UNDERSTAND I'M PROTECTED, AND THAT'S HOW I'M RIDING AROUND.



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1 I SAW RECENTLY IN SAN FRANCISCO THE BIKE LANES DOWN THE MIDDLE
2 OF THE ROAD. I THOUGHT IT WAS GREAT! IT WAS TOTALLY PROTECTED.
3 IT'S A WHOLE DIFFERENT TRANSPORTATION MECHANISM. NOT SOMETHING
4 STUCK ON THE SIDE OF THE ROAD WITH A GREEN STRIPE. PROTECTED
5 BIKE LANES WHEREVER WE CAN GET THEM IS AN IMPORTANT PART. I
6 THINK THAT WAS ALL OF THAT I HAD.

7

8 **CLERK:** OKAY. IF PEOPLE CAN BE MINDFUL OF THE TIME. WE HAVE ONE
9 MORE ITEM TO GO AFTER THIS AND WE STILL HAVE, YOU KNOW, VERY
10 TIGHT SCHEDULE. SO IT IS MICHAEL, RANDI, KARINA, AND CHARLIE.
11 IF ANYBODY WANTS TO SUBMIT THEIR COMMENTS IN WRITING. I'M ALL
12 FOR IT. I'M ADD IT TO THE PACKET AND SEND IT TO THE
13 APPROPRIATE PEOPLE AS WELL AS MEMBERS OF THE PUBLIC AND
14 COUNCIL MEMBERS. GO AHEAD.

15

16 **SPEAKER:** THANKS. MICHAEL ENCAPSULATED IT. I AGREE THAT
17 EDUCATION IS IMPORTANT. I'LL SUBMIT THE REST OF MY COMMENTS TO
18 YOU VIA E-MAIL, CORRECT?

19

20 **CLERK:** YES. I'LL GIVE Y'ALL A WEEK.

21

22 **SPEAKER:** ALL RIGHT. THANK YOU.

23

24 **CHAIR, RANDI KINMAN:** THANK YOU. I WANTED TO NOTE THAT SCHOOL
25 DISTRICTS ALL HAVE PIOS THAT YOU CAN REACH OUT TO. AND I



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1 DIDN'T HEAR THAT MENTIONED, ESPECIALLY COMMUNITY COLLEGES,
2 HOSPITALS, HEALTH CARE SYSTEMS. I WANT SOMEWHERE ALONG THE
3 LINE TO TOUCH SPECIFICALLY ON HOW THEY REACH FOR THE
4 DISABILITY COMMUNITY IS GOING TO BE FORMATTED. SO THAT I KNOW
5 THERE WILL BE A CONSISTENT WAY FOR THAT COMMUNITY TO PROVIDE
6 INPUT. AND JUST AS A SIDE NOTE, TO ALIX, NOT ONLY DO WE NEED
7 MORE HELP FOR DRENNEN. WE NEED MORE HELP FOR THE OUTREACH
8 THINGS. SO EVEN IF WE CAN THINK OF TEMPORARY INTERN PAYMENTS,
9 THAT WOULD BE AWESOME. THANK YOU.

10

11 **CLERK:** THANK YOU. KARINA THEN CHARLIE.

12

13 **SPEAKER:** I'M HAPPY TO SUBMIT MY COMMENTS IN WRITING.

14

15 **CLERK:** THANK YOU SO MUCH! CHARLIE?

16

17 **SPEAKER:** THANK YOU TO THE PRESENTATION. AND I KNOW -- IT SEEMS
18 LIKE THERE'S BEEN A STRATEGIC DECISION TO KIND OF TALK IN
19 GENERALIZATIONS, BUT I THINK NAMING PROJECTS AND NAMING
20 EFFORTS SPECIFICALLY, YOU KNOW, GENERATES EXCITEMENT AMONGST
21 THE VOTERS. IT GENERATES EXCITEMENT AND THE POSSIBILITY OF
22 GETTING FUNDING, BECAUSE THESE TYPES OF CAMPAIGNS ARE VERY
23 EXPENSIVE. SO I THINK THAT'S IMPORTANT. AND GIVEN THE HISTORY
24 OF THE LACK OF THE ACCOUNTABILITY AND A LOT OF TRANSIT
25 OPERATIONS, I THINK IT'S VERY IMPORTANT THAT WE ADDRESS THAT.



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1 YEAH. I THINK IT'S GREAT WE HAVE REACHED OUT TO CBOS.
2 ENDORSEMENTS AND THINGS LIKE THAT DON'T GET THE MEASURES
3 PASSED. IT'S ABOUT GENERATING THAT BUZZ. GENERATING THAT
4 EXCITEMENT. PEOPLE WANT TO KNOW WHERE THIS KIND OF MONEY IS
5 GOING TO GO. SO THAT'S MY THOUGHTS.

6

7 **CLERK:** ANYBODY ELSE THAT WANTS TO SPEAK ON THE ITEM BEFORE
8 PUBLIC COMMENT? OH. THE REGULAR MEMBERS. NONCOUNCIL. GO AHEAD.

9

10 **SPEAKER:** MY ONLY QUESTION IS, WHEN YOU SAY, LIKE, ABOUT THE
11 RISE IN SEA LEVEL, IS THAT, LIKE, ARE GOING TO BUILD NEW
12 BRIDGES OR RAISE THE ROADS SO IT'S ABOVE THE SEA LEVEL? LIKE,
13 IS THAT SOMETHING THAT YOU CAN ANSWER NOW? IS THAT PART OF,
14 LIKE, WHAT THE BALLOT MEASURE IS ABOUT?

15

16 **DAVE VAUTIN:** SO, UMM, WHEN IT COMES TO SEA LEVEL RISE, IT'S
17 ALL-OF-THE-ABOVE APPROACH. IN SOME PLACES IT'S WESLAND
18 RESTORATION, HELP MITIGATES THE IMPACT OF THE FLOODING. OTHER
19 PLACES IT'S RAISING INFRASTRUCTURE, OTHER PLACES IT'S
20 INTEGRATING NATURAL COMPONENTS. ALL OF THOSE THINGS. IT
21 DEPENDS ON THE EXACT ECOLOGY OF THE SHORELINE AND THE ASSETS
22 WE'RE TRYING TO PROTECT. I ENCOURAGE THE FINAL REPORT ON THE
23 SEA LEVEL RISE FRAME WORK THAT MTC AND OUR COLLEAGUES RELEASED
24 EARLIER THIS MONTH DELINEATES THAT AND SHOWS THE VISION FOR
25 PROTECTING THE SHORELINE SO IT'LL GIVE DIRECTION TO THAT LINK.



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1

2 **SPEAKER:** THANK YOU.

3

4 **DAVE VAUTIN:** WE CAN CERTAINLY SHARE THAT WITH THE LIAISON. MY
5 UNDERSTANDING IS THE COUNCIL IS, YOU KNOW, HAS FOCUS AREAS FOR
6 THIS YEAR, AND THERE ARE A NUMBER OF OTHER ITEMS THAT ARE OF A
7 HIGHER PRIORITY.

8

9 **CLERK:** THANK YOU. AND THERE'S ONE MEMBER OF THE PUBLIC WITH
10 THEIR HAND RAISED IN ZOOM FOR THIS ITEM. VITA, YOU HAVE ONE
11 MINUTE. GO AHEAD AND UNMUTE YOURSELF.

12

13 **SPEAKER:** GOOD AFTERNOON. THIS IS VEDA FLORES, ALSO A MEMBER OF
14 THE POLICY ADVISORY COUNCIL. I EXPERIENCE TRANSPORTATION
15 ISSUES MYSELF, OTHERWISE I WOULD BE THERE IN PERSON. SO I
16 WANTED TO TOUCH BASE WITH YOU IN THE MAJORITY OF MY COMMENTS.
17 I WILL SEND VIA E-MAIL TO MARTHA. I WANTED TO TOUCH BASE WITH
18 YOU BECAUSE IN 2026, WE KNOW THAT WE'LL HAVE LOCAL BALLOT
19 MEASURES FOR TRANSPORTATION AND HOUSING, AS A MATTER OF FACT.
20 SO I'M WONDERING HOW WE'RE GOING TO OVERCOME THE QUESTION OF
21 OUR VOTER KNOW WHAT'S IMPORTANT TO VOTE FOR LOCALLY AND WHAT'S
22 IMPORTANT TO VOTE FOR REGIONALLY. WE'LL NEED TO OVERCOME THAT
23 CHALLENGE, AS WELL. I THINK THERE NEEDS TO BE A POP UP ALONG
24 THE LINE IN EACH OF OUR COUNTIES. I MEAN, THE SURVEYS ARE
25 FANTASTIC. THE OUTREACH, I'M SURE, WILL BE ROBUST, BUT WE NEED



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1 TO THINK ABOUT HAVING SOME PHYSICAL PRESENCE IN EACH OF OUR
2 COUNTIES. THANK YOU VERY MUCH. HAVE A GOOD DAY.

3

4 **CLERK:** THANK YOU, VEDA. NO OTHER MEMBERS WITH THEIR HANDS
5 RAISED. I'M GOING TO TAKE THE REIGNS. MOVING ON TO CIRAG. HAVE
6 YOUR COMMENTS READY. IF NOT, YOU CAN SUBMIT THEM IN WRITING.
7 WE HAVE CHIRAG.

8

9 **CHIRAG RABARI:** GOOD AFTERNOON. I'M GOING TO TRY TO GET THROUGH
10 THIS QUICK. THIS IS THE FORMAL KICKOFF FOR OUR LONG-RANGE
11 REGIONAL PLAN. NEXT SLIDE. SO OUR CURRENT LONG RANGE PLAN WAS
12 UNANIMOUSLY ADOPTED BY MTCA BAG IN OCTOBER OF 2021, AND VERY
13 MUCH RESPONSIVE TO CLEAR POLICY DIRECTION FROM MTC AND ABAG TO
14 BE BOLD AND UNFLINCHING AND TAKING ON MANY OF THE REGION'S
15 THORNIEST POLICY CHANGES. AND SINCE THEN, THE AGENCY HAS BEEN
16 FOCUSED ON IMPLEMENTING THE PLAN TO HELP DRIVE KEY REGIONAL
17 OUTCOMES. NEXT SLIDE. PER FEDERAL AND STATE LAW, THE PLAN MUST
18 BE UPDATED EVERY FOUR YEARS, AND THE NEXT STATUTORY DEADLINE
19 IS COMING IN FALL OF 2025. WE'VE PREVIOUSLY CAME TO POLICY
20 ADVISORY IN NOVEMBER OF 2022, WHERE WE PROPOSED TO ADVANCE TWO
21 LONG-RANGE PLANNING EFFORTS IN PARALLEL. PLAY BAY AREA 2050
22 PLUS, A LIMITED AND FOCUSED OR MINOR UPDATE AS WELL AS TRANSIT
23 2050 PLUS, WHICH WE PROVIDED AN UPDATE ON TRANSIT 2050 PLUS
24 PROGRESS LAST MONTH. SO WHAT MAKES PLAN BAY AREA 2050 PLUS A
25 MINOR UPDATE? THERE'S NO PARALLEL OR REQUIRED PROCESS. WE HAVE



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1 THE SAME GREENHOUSE GAS EMISSION REDUCTION TARGET FROM THE
2 CALIFORNIA AIR RESOURCES BOARD, AND THE SAME PLANNING HORIZON
3 OF 2050. I THINK GIVEN YOU HAVE RECEIVED AN UPDATE ON TRANSIT
4 2050 PLUS, ONE WAY TO THINK ABOUT HOW THE TWO EFFORTS ARE
5 MOVING FORWARD IN PARALLEL, WE'RE LOOKING AT A LIMITED AND
6 FOCUSED UPDATE TO THE PLAN'S 29 STRATEGIES. WHILE THE PLAN'S
7 SIX TRANSIT-RELATED STRATEGIES ARE FOR A COMPREHENSIVE
8 OVERHAUL THROUGH TRANSIT 2050 PLUS. THE RESULT OF THE PARALLEL
9 PROCESS WILL EVENTUALLY FEED DIRECTLY INTO THE PLAN BAY AREA
10 2050 PLUS FINAL BLUEPRINT IN 2024. NEXT SLIDE. SO HONING IN ON
11 THE SCOPE FOR PLAN BAY AREA 2050 PLUS, IT GOES WITHOUT SAYING
12 THE PLAN WILL ADDRESS ALL FEDERAL AND STATE PLANNING
13 REQUIREMENTS. WE'RE TRYING TO LEVERAGE THE VISION AND GUIDING
14 PRINCIPLES THAT WERE ESTABLISHED IN PLAN BAY AREA 2050. AND
15 IMPORTANTLY, WEES WANT TO LEVERAGE THE EXISTING PLAN'S
16 STRATEGIC FRAMEWORK AND ORGANIZATION, INCLUDING THE DIVISION
17 INTO FOUR-RELATED ELEMENTS AND FOCUS ON 11 THEMES AND 35
18 ADOPTED STRATEGIES. IT WILL PROVIDE OUR STARTING POINT AND
19 FOUNDATION. FINALLY, WE WANT TO FOCUS ON THREE CORE
20 PRIORITIES. EDUCATION, IMPLEMENTATION, AND UPDATED
21 ASSUMPTIONS. NEXT SLIDE. SO JUST IN TERMS OF, YOU KNOW, WHAT
22 WE MEAN BY THAT, IN TERMS OF EDUCATION FOR OUR OUTREACH AND
23 ENGAGEMENT, ONE OF THE KEY THINGS WE HEARD DURING THE PUBLIC
24 PARTICIPATION PLAN PROCESS. THE PUBLIC IS MUCH LESS INTERESTED
25 IN PROVIDING INPUT, PER SE, THAN LEARNING WHO WE ARE, WHAT WE



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1 DO, AND WHY. WE WANT TO LEAN INTO IT. EXPLAINING IN CLEAR AND
2 ASSESSABLE E LANGUAGE AND MATERIALS THE PURPOSES AND
3 STRATEGIES IN REAL-WORLD IMPACT OF THE PLAN. WITH RESPECT TO
4 IMPLEMENTATION, WE ADOPTED THIS MAJOR PLAN LESS THAN TWO YEARS
5 AGO, AND THERE'S A LOT HAPPENING IN THE HERE AND NOW THAT IS
6 CENTRAL TO MAKING THE LONG-RANGE VISION A REALITY. WE THINK
7 IT'S IMPORTANT FOR THE ENERGY AND ATTENTION TO REMAIN FOCUSED
8 IN THOSE REALMS. IT INCLUDES VARIETY OF AREAS. -- HOUSING,
9 STANDING UP THE REGIONAL NETWORK MANAGEMENT FUNCTION,
10 IMPLEMENTING NEXT GENERATION CLIPPER, AS WELL AS THE TRANSIT-
11 ORIENTED COMMUNITIES POLICY, AND CONTINUE TO PROVIDE SUPPORT
12 FOR LOCAL JURISDICTIONS THROUGH THE REGIONAL HOUSING ARE
13 TECHNICAL ASSISTANCE PROGRAM. WE'RE GOING TO BE LEANING ON ALL
14 THE VARIOUS IMPLEMENTATION EFFORTS WE'VE BEEN LEADING FOR THE
15 LAST COUPLE OF YEARS TO INFORM POTENTIAL REFINEMENTS TO THE
16 PLAN'S STRATEGIES. AND WITH RESPECT TO UPDATED ASSUMPTIONS, WE
17 WANT TO GROUND THE PLAN MORE FIRMLY IN THE POST COVID
18 ENVIRONMENT, AT LEAST IN THOSE AREAS WE HAVE NEW DATA, BETTER
19 DATA, AND MEANINGFULLY DIFFERENT DATA THAN THE LAST PLANNING
20 CYCLE. PARTICULARLY IN AREAS LIKELY TO AFFECT PLAN OUTCOMES
21 INCLUDING TRANSIT RIDERSHIP, REVENUE FORECASTS, WORK FROM
22 HOME, AND THE TRAJECTORY OF THE REGIONAL ECONOMY AMONG OTHER
23 AREAS. NEXT SLIDE. SO WE'RE HERE IN SUMMER OF 2023, NEARLY TWO
24 AND A HALF YEAR PLANNING PROCESS. THERE WILL BE FOUR MORE
25 ROUNDS OF PUBLIC AND PARTNER STAKEHOLDER ENGAGEMENT IN SUMMER,



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1 SPRING, AND FALL OF 2024 AND SPRING AND SUMMER OF 2025. NEXT
2 YEAR WE'LL BE HARD AT WORK ON THE DRAFT AND FINAL BLUEPRINT,
3 ESSENTIALLY A FIRST DRAFT BEFORE TRANSITIONING FOR THE FINAL
4 PHASE FROM FALL 2024 TO 2025. -- NEXT SLIDE. SO I THINK WE DID
5 TALK A BIT ABOUT THE SUMMER ENGAGEMENT. I WON'T, YOU KNOW,
6 REVISIT ALL THAT. I JUST, YOU KNOW, AGAIN NOTE THAT OUR GOAL
7 TO HAVE MULTIPLE VENUES FOR PEOPLE TO PROVIDE INPUT IN, YOU
8 KNOW, INCLUDING THE 15 POP UP WORKSHOPS, THE SURVEY WILL BE
9 DISTRIBUTED SOON. THERE WILL BE A COMMON FORM ON THE WEBSITE.
10 AND WE'RE ALSO HOLDING DEDICATED WORKSHOPS AND WEBINAR FOR
11 PARTNERS AND STAKEHOLDERS IN LATE AUGUST AND EARLY SEPTEMBER.
12 WE WOULD APPRECIATE YOUR HELP AND SUPPORT IN DISTRIBUTING AND
13 DRIVING PARTICIPATION TO THE POP UP WORKSHOPS. FINALLY, WE'LL
14 BE RETURNING TO POLICY ADVISORY AND REGULAR INTERVALS
15 THROUGHOUT THE REMAINDER OF THE YEAR, INCLUDING INFORMATION
16 ITEMS ON DRAFT OR PLANNING ASSUMPTIONS, ANTICIPATED DRAFT
17 PRINT REFINEMENTS, AND ROUND ONE, ENGAGEMENT FINDINGS, AS WELL
18 AS SHARING THE ACTION ITEM THAT WILL BE GOING TO THE JOINT MTC
19 PLANNING AND ABAG ADMINISTRATIVE COMMITTEE FOR DRAFT STRATEGY
20 ADOPTION. NEXT SLIDE. AND WITH THAT, HAPPY TO ANSWER ANY
21 QUESTIONS. I'LL TAKE ANY COMMENTS.

22

23 **CLERK:** OKAY. ACCESS COMMITTEE MEMBERS FIRST. GO AHEAD. CAMPOS.

24



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1 **PAMELA CAMPOS:** THANK YOU. YOU MENTIONED CARB. WHAT KIND OF
2 COLLABORATION IS ALREADY HAPPENING TO ENSURE THAT CTAS AND
3 MUNICIPALITIES ARE AWARE OF FUNDING AND CAN USE THE FUNDING TO
4 CARRY OUT PVA2050 PLUS GOALS. DOES MTC SUPPORT WITH LETTING
5 THEM KNOW OR A DISCONNECT BETWEEN CARB FUNDING AND OUR TRANSIT
6 AGENCIES?

7

8 **CHIRAG RABARI:** SO, YOU KNOW, OUR COLLABORATION TO DATE WITH
9 CARB IS ON A TECHNICAL LEVEL RESPECT TO THE REGULATORY
10 RESPONSIBILITIES FOR THE PLAN, IN TERMS OF HOW WE MEET THAT
11 GREENHOUSE GAS EMISSIONS REDUCTIONS TARGET. WE HAVE BEGUN
12 CONSULTATIONS SPECIFIC TO THAT ASPECT OF THE PLAN. I THINK
13 WITH RESPECT TO, YOU KNOW, MAKING JURISDICTIONS AWARE OF, YOU
14 KNOW, FUNDING OPPORTUNITIES THAT COULD BE AVAILABLE THROUGH
15 CARB, I THINK IT'S SOMETHING THAT WE COULD LOOK AT IN TERMS
16 OF, YOU KNOW, IMPLEMENTATION PRIORITIES FOR THE PLAN. AND
17 JUST, YOU KNOW, ENHANCING INFORMATION SHARING. SO FOLKS ARE
18 AWARE OF HOW FUNDING OPPORTUNITIES FROM CARB COULD HELP US
19 SUPPORT THIS LONG-RANGE MISSION.

20

21 **CLERK:** ANY OTHER COMMITTEE MEMBERS OR SUBCOMMITTEE MEMBERS
22 THAT WISH TO SPEAK? GO AHEAD, WONG.

23

24 **HOWARD WONG:** I LIKE THE WORD IMPACTS. I THOUGHT THAT WAS VERY
25 GOOD. GOOD POINT. AND I THINK THERE ARE PROBABLY WORDS OR



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1 CATEGORIES THAT FALL UNDER REAL WORLD IMPACTS THAT SHOULD BE
2 HIGHLIGHTED. SUCH AS AFFORDABILITY, ACCESSIBILITY, EQUITY,
3 HOMELESSNESS, MANY OF THE, YOU KNOW, THINGS THAT WE READ IN
4 NEWSPAPER THAT PEOPLE READ IN THE DAILY NEWS. SHOULD BE
5 SOMEHOW FOLDED UNDER THAT REAL WORLD IMPACTS OF BAY AREA PLAN.
6 SO THOSE ARE SOME IDEAS. THANK YOU.

7

8 **CLERK:** OKAY. KARINA, GO AHEAD.

9

10 **CLERK:** I JUST WANTED TO COMMENT ON NUMBER OF SURVEYS AND
11 ENGAGEMENTS WE'VE HEARD OVERALL TODAY IN THE MEETING. AND THIS
12 IS JUST A GENERAL QUESTION, AND IT'S TO WHAT EXTENT DOES MTC
13 STAFF COORDINATE WITH EACH OTHER TO GATHER THE DATA OF SURVEYS
14 AND COMMUNITY ENGAGEMENT RECEIVED FROM OTHER PROJECTS TO GLEAN
15 INSIGHTS, PERHAPS ON SOME OTHER QUESTIONS AND TOPICS. SO THAT
16 THEY DON'T OVERSURVEY THE PUBLIC. I CAN IMAGINE THE PUBLIC CAN
17 JUST SEE MTC SURVEYING THEM AND MAY NOT NECESSARILY
18 DISTINGUISH WHAT THE PROJECT IS FOR OR HOW THINGS ARE
19 DIFFERENT. IS THERE ANYTHING HAPPENING INSIDE MTC TO SORT OF
20 BE STRATEGIC AND COORDINATED WITH THE ENGAGEMENT AND SURVEYS?

21

22 **CHIRAG RABARI:** THAT'S SOMETHING WE CAN INVESTIGATE AND
23 EVALUATE FURTHER. AGAIN, AS YOU MENTIONED, NOT TO OVER SAMPLE
24 THE PUBLIC AND ALSO TO MAKE SURE THAT WE'RE APPROPRIATELY



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1 SHARING INSIGHTS THAT ARE GLEANED FROM ONE EFFORT TO INFORM
2 OTHERS.

3

4 **SPEAKER:** WE HAVE LESLIE AND LAURA WITH US TODAY. SHE'S
5 INVOLVED IN THIS EFFORT. SHE'S INVOLVED IN THE REGIONAL
6 TRANSPORTATION MEASURE EFFORT, ALMOST ALL THE EFFORTS WHERE WE
7 ARE SEEKING PUBLIC ENGAGEMENT. ALSO, WE TRY TO A LOT OF
8 QUESTIONS RELATED TO WHAT THE PUBLIC WANTS, RELATED TO TRANSIT
9 YOU KNOW, WE TRY TO ADD QUESTIONS WHERE WE'RE -- I'M THINKING
10 OF THE TRANSIT FISCAL CLIFF AND SOME OF THE WORK WE'VE DONE ON
11 THE ACTION PLAN. I THINK WE'RE ALWAYS TRYING TO MAKE SURE THAT
12 WE'RE BEING AS BROAD -- BECAUSE WE KNOW THAT PEOPLES' TIME IS
13 LIMITED. AND WE WANT TO MAKE SURE WE'RE GETTING AS MUCH INPUT
14 -- ENGAGEMENT AND INPUT AS WE CAN EACH TIME WE TALK TO THE
15 PUBLIC.

16

17 **CHIRAG RABARI:** ONE ADDITIONAL CLARIFICATION I WOULD OFFER. AT
18 LEAST FOR THE DIFFERENT EFFORTS THAT WE'VE BEEN TALKING ABOUT
19 TODAY. THE TRANSIT 2050 PLUS PLAN BAY AREA 2050 PLUS, THE
20 REGIONAL REVENUE MEASURE, THAT WILL BE ONE CONSOLIDATED SURVEY
21 THAT WE'LL BE SHARING. I WASN'T SURE IF YOU WERE MAYBE
22 REFERRING TO OTHER EFFORTS. YEAH.

23

24 **SPEAKER:** I CAN ADD JUST ONE EXAMPLE FOR THE NEXT GENERATION
25 FREEWAY BAY AREA FREEWAY STUDY. WE DID REVIEW REPORTS FROM



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1 VARIOUS PARTNER AGENCIES ON THE PUBLIC ENGAGEMENT. WE ACTUALLY
2 USE THEIR -- TECHNICALS HAVE USED THEIR FINDINGS TO HELP DRIVE
3 THEIR WORK. AND THEN ENGAGEMENT TEAM ALSO USED THEIR MATERIALS
4 TO BASE IT OFF -- TO CREATE OUR OWN MATERIALS FOR THAT
5 ENGAGEMENT. SO THAT IS SOMETHING WE'RE DOING FOR OTHER
6 PROJECTS, AND WE CAN CERTAINLY DO IT MOVING FORWARD.

7

8 **CLERK:** GABRIELA?

9

10 **GABRIELA ORANTES:** I WANTED TO STATE, AGAIN, THAT I LEARNED OF
11 THESE POP UPS THROUGH THE MTC DAILY NEWS INFORMATION THAT GETS
12 SENT OUT. IF YOU'RE SIGNED UP FOR THAT. I'M WONDERING FOR WE
13 CAN BE EAT LIST OF THE POP UPS SO WE'RE AWARE. THAT WOULD BE
14 GREAT FOR US TO BE AWARE AHEAD OF TIME WHEN THE POP UPS WILL
15 BE HAPPENING IN OUR COUNTIES. MAYBE IT WAS INCLUDED IN THE --
16 IT WASN'T IN THE PRESENTATION. MAYBE IT WAS IN THE OTHER
17 DOCUMENTS FOR THIS AGENDA ITEM. BUT THAT IS IN RELATION TO --
18 I GUESS I WOULD LIKE TO FIND OUT ABOUT THESE EFFORTS FOR
19 PUBLIC PARTICIPATION ALONG WITH THE PUBLIC IN THESE MEETINGS
20 SO WE CAN SHARE OUT GOING BACK TO THE POINT THAT NOT ALL
21 HEALTH EQUITY OFFICERS HAVE THAT CONNECTION THAT CHAIRMAN
22 KINMAN SAID EARLIER. NOT ALL OF THESE AGENCIES THAT YOU'RE
23 ALREADY CONNECTED WITH, WHICH IS GREAT, AT THAT LEVEL, HAVE
24 THE CONNECTIONS THAT WE DO WITH COMMUNITY MEMBERS OR CBOS. SO
25 I'M VERY MUCH -- VERY ENTHUSIASTIC OF GETTING THIS INFORMATION



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1 TO MY COMMUNITY SO THEY CAN BE A PART OF THE PROCESS WITH YOU.
2 MY OTHER COMMENT WAS GOING TO BE IN RELATION THE 15CBOS THAT
3 WERE MENTIONED EARLIER THAT ARE GOING -- ALREADY GOING TO BE
4 PARTNERS IN THIS EFFORT. CAN WE GET A LIST OF THOSE ARE SENT
5 OUT TO OUR -- TO THE COUNCIL. AND MY LAST QUESTION -- OR MY
6 QUESTION IS GOING TO BE AROUND WHAT LANGUAGES WILL THE
7 MATERIAL BE SHOWING UP IN AT THE POP UPS? AND WITH REGARD TO
8 THE SURVEY.

9

10 **SPEAKER:** WE'LL HAVE SPANISH, CHINESE, AND VIETNAMESE AT ALL
11 THE LOCATIONS.

12

13 **GABRIELA ORANTES:** AND THE SURVEY?

14

15 **SPEAKER:** ALL THREE. YEAH. OKAY.

16

17 **GABRIELA ORANTES:** OKAY.

18

19 **CHIRAG RABARI:** AND, UMM, WEDZ BE HAPPY TO SHARE THE LIST OF
20 CBOS WITH YOU, AS WELL.

21

22 **CLERK:** AND THE PLAN BAY AREA EVENTS. IT'S LISTED ON MTC'S
23 EVENTS PAGE. ANYBODY ELSE WISH TO SPEAK ON THE ITEM? SEEING
24 NONE. OH. ADINA. GO AHEAD, ADINA. MIC!

25



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1 **ADINA LEVIN:** IS THERE A DATE FOR THE WEBINAR?

2

3 **CHIRAG RABARI:** YEAH. WE'LL BE SENDING OUT, LIKE, SAVE-THE-DATE
4 AND REGISTRATION INFORMATION ON THE COMING DAYS. THERE'S
5 PRELIMINARY INFORMATION ON THE WEBSITE. THE WEBINAR IS ON
6 SEPTEMBER 14th, I BELIEVE IS A THURSDAY. AND A VIRTUAL
7 WORKSHOP ON AUGUST 30th, AND IN-PERSON WORKSHOP ON SEPTEMBER
8 7th. BUT MORE DETAILS TO COME IN THE NEXT FEW DAYS.

9

10 **ADINA LEVIN:** OKAY. THANK YOU VERY MUCH. ON THE QUESTION ABOUT
11 CROSSWALKING WITH OTHER SURVEYS. AC TRANSIT DID VERY ROBUST
12 OUTREACH, BUT THEY DIDN'T ASK THE QUESTIONS ABOUT CONNECTIVITY
13 THAT THE TRANSFORMATION ACTION PLAN IS CONCERNED ABOUT. AND
14 VTA DID ASK A LOT OF FEEDBACK ON CONNECTIVITY BUT THEIR RECENT
15 VISIONARY PLAN UPDATE DIDN'T MAKE ANY RECOMMENDATIONS WITH
16 REGARD TO THE PRIORITY THAT THE PEOPLE HAD. I THINK THERE IS
17 MORE WORK TO BE DONE IN ORDER TO REALLY EFFECTIVELY CROSSWALK
18 WHAT THE AGENCIES ARE DOING, TAKING ADVANTAGE OF IT, AND
19 MAKING IT CONSISTENT WITH WHAT THE MTC IS DOING.

20

21 **CLERK:** THERE IS ONE MEMBER OF THE PUBLIC IN ZOOM WITH THEIR
22 HAND RAISED FOR THIS ITEM. GO AHEAD AND UNMUTE YOURSELF. YOU
23 HAVE ONE MINUTE. VEDA, DID YOU WISH TO SPEAK ON THE ITEM? YOU
24 HAVE TO UNMUTE YOURSELF.

25



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1 **SPEAKER:** THANK YOU. CAN YOU HEAR ME NOW?

2

3 **CLERK:** YES.

4

5 **SPEAKER:** I WAS WAITING FOR ME TO COME UP. THANK YOU FOR THE
6 PRESENTATION. IT WAS -- I'M LOOKING FORWARD TO HEARING MORE
7 ABOUT IT. I'M WONDERING IF YOU COULD SEND US OUT A LIST OF THE
8 -- WITH THE LIST YOU'RE GOING TO SEND OUT WITH THE PARTNER
9 ORGANIZATIONS. I'M HOPING YOU CAN SEND US INFORMATION ON HOW
10 WE CAN RECOMMEND NEW ORGANIZATIONS BECOME ONE OF YOUR
11 PARTNERS. AND THAT'S BASICALLY IT. I LOST MY TRAIN OF THOUGHT
12 ALONG THE WAY. THANK YOU VERY MUCH.

13

14 **CLERK:** AND DID ANYONE ELSE WISH TO SPEAK? YOU CAN ALSO SUBMIT
15 COMMENTS IN WRITING, IF YOU LIKE, YOU HAVE A WEEK. MICHAEL?

16

17 **SPEAKER:** THANK YOU. ON THE WEBSITE FOR NAPA COUNTY, IT'S ABOUT
18 35 MINUTES SOUTH OF THE POPULATION CENTER OF NAPA. THERE'S
19 ONLY SPORADIC BUS SERVICE DOWN TO THAT LOCATION. AND THE
20 TIMING ON A FRIDAY AFTERNOON BETWEEN 11:00 AND 2:00, YOU'RE
21 NOT GOING TO GET A GOOD CROSS SECTION OF PARTICIPANTS IN THAT
22 WORKSHOP TO REPRESENT THE POPULATION OF NAPA COUNTY. THANK
23 YOU.

24



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1 **CLERK:** THANK YOU. THANK YOU, CHIRAG. ANY OTHER ITEMS FOR NEW
2 BUSINESS? OKAY. SEEING NONE. AND JUST A FEW HOUSEKEEPING
3 THINGS GOING BACK BECAUSE I DID SAY THAT ANNE OLIVA WASN'T
4 NEEDED FOR THE VOTES TODAY. JOHNNY PARKER WILL BE MAKING THE
5 MOTION TO APPOINT HIMSELF AS VICE CHAIR. AND AS WELL TO SECOND
6 THE MOTION TO APPROVE THE MINUTES. REPLACING ANNE OLIVA IN
7 THAT. AND THEN HER VOTE FOR THE MINUTES WILL BE REMOVED FROM
8 THE RECORD. FROM THAT GOING TO AGENDA ITEM 6. PUBLIC
9 COMMENT/OTHER BUSINESS. SEEING NONE. THERE ARE NEW MEMBERS OF
10 THE PUBLIC WITH THEIR HANDS RAISED ON THE ITEM. NO ONE IN THE
11 BOARD ROOM. AND ITEM 7 IS ADJOURNMENT. BEFORE WE DO THAT,
12 THERE IS NOTICE FOR A SPECIAL GATHERING OF COUNCIL MEMBERS TO
13 ATTEND THE HIGH SCHOOL ACADEMY EVENT HAPPENING ACROSS THE
14 HALL. SO THAT HAS BEEN NOTICED. AND COUNCIL MEMBERS ARE
15 WELCOME TO ATTEND AS WELL AS EAT LUNCH THERE. AND WITH THAT,
16 WE ARE ADJOURNED. THANK Y'ALL.
17



NTT

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