# METROPOLITAN TRANSPORTATION COMMISSION

## Meeting Transcript

**POLICY ADVISORY COUNCIL EQUITY AND ACCESS SUBCOMMITTEE**

**FRIDAY, MARCH 22ND, 2024, 11:00 AM**

**V. CHAIR, JOHNNY PARKER:** I WOULD LIKE TO CALL TO ORDER THIS MEETING OF THE MTC EQUITY AND ACCESS SUBCOMMITTEE. THIS MEETING IS WEBCAST ON THE MTC WEB SITE MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. REMOTE SUBCOMMITTEE MEMBERS PARTICIPATING TODAY ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. OKAY. WILL THE CLERK CALL THE ROLL AND CONFIRM QUORUM.

**CLERK OF THE BOARD:** CHAIR FITZGERALD WE'LL LOOP BACK. PARKER?

**V. CHAIR, JOHNNY PARKER:** HERE.

**CLERK OF THE BOARD:** CAMPOS?

**PAMELA CAMPOS:** HERE.

**CLERK OF THE BOARD:** ESUF IS EXCUSED. ORANTES IS EXCUSED. PIMPLE?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**VINAY PIMPLE:** YES HERE.

**CLERK OF THE BOARD:** THANK YOU. MEMBER SCOTT?

**TERRY SCOTT:** PRESENT.

**CLERK OF THE BOARD:** HOWARD WONG?

**HOWARD WONG:** HERE.

**CLERK OF THE BOARD:** ROLAND WONG?

**RONALD WONG:** HERE.

**CLERK OF THE BOARD:** WE HAVE A QUORUM.

**V. CHAIR, JOHNNY PARKER:** WE HAVE A REQUEST FOR REMOTE PARTICIPATION UNDER A.B. 2449, COMMITTEE CHAIR, FITZGERALD. CHAIR FITZGERALD?

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU. I'M REQUESTING TO PARTICIPATE REMOTELY UNDER A.B. 2449. JUST CAUSE BECAUSE OF A NEED RELATED TO A DISABILITY, DEFINED IN SECTION 2026 AND 12 - - 12926.1 INCLUDING, IN OTHER WORDS ACCOMMODATED BY SECTION G.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THERE IS NO ONE ELSE IN THE ROOM UNDER 18. THERE IS NO ONE HERE AT ALL.

**V. CHAIR, JOHNNY PARKER:** OKAY. YOUR REQUEST IS NOTED. WE'RE ADDING SUBCOMMITTEE CHAIR CHRISTINE FITZGERALD AS PRESENT. I'M HANDING THE MEETING OVER TO YOU NOW. JUST BE AWARE, WE DO HAVE TWO PARTICIPANTS WHO ARE BEING EXCUSED.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU, SIR. I HAVE NO REPORT TO PROVIDE AT THIS TIME. ALTHOUGH, I WOULD LIKE TO SAY I'M VERY PLEASED TO WORK WITH ALL OF YOU ON THIS COMMITTEE. CLERK, WERE THERE ANY ITEMS SUBMITTED ON THIS ITEM?

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

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU MA'AM. OKAY. MOVING ON ONE MINUTE WHILE A MOVE THE PAGE. THERE WE GO. MOVING TO ITEM NUMBER THREE, WE'RE LOOKING FOR APPROVAL, 3A, RATHER, AND WE'RE LOOKING FOR APPROVAL OF THE MINUTES OF THE LAST MEETING, DECEMBER 15TH MEETING. SO, IF WE COULD DO A ROLL CALL VOTE, PARDON ME. A MOTION AND SECOND. SORRY ABOUT THAT.

**TERRY SCOTT:** SO MOVED.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CHAIR, CHRISTINE FITZGERALD:** WHO WAS THAT?

**TERRY SCOTT:** TERRY SCOTT.

**CLERK OF THE BOARD:** AND HOWARD WONG.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU SO MUCH EVERYONE.

**CLERK OF THE BOARD:** AND FOR THE RECORD, THE NAMES HAVE BEEN UPDATED AND WILL BE UPDATED ON THE MINUTES TO REFLECT EVERYONE'S FULL FIRST AND LAST NAME. BECAUSE WE HAVE TWO WONGS ON THE COUNCIL AND SUBCOMMITTEE NOW. WITH THAT GOING TO ROLL CALL VOTE. CHAIR FITZGERALD?

**CHAIR, CHRISTINE FITZGERALD:** AYE.

**CLERK OF THE BOARD:** VICE CHAIR PARKER?

**V. CHAIR, JOHNNY PARKER:** AYE.

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

**PAMELA CAMPOS:** YES.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CLERK OF THE BOARD:** ESUF IS EXCUSED. ORANTES IS EXCUSED. PIMPLE?

**VINAY PIMPLE:** YES .

**CLERK OF THE BOARD:** SCOTT?

**TERRY SCOTT:** AYE.

**CLERK OF THE BOARD:** HOWARD WONG?

**HOWARD WONG:** AYE.

**CLERK OF THE BOARD:** ROLAND WONG?

**RONALD WONG:** APPROVED.

**CLERK OF THE BOARD:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

**CHAIR, CHRISTINE FITZGERALD:** ARE THERE ANY MEMBERS OF THE AUDIENCE THAT WISH TO COMMENT ON THIS ITEM?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CLERK OF THE BOARD:** THANK YOU FOR CATCHING THAT. THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED FOR AGENDA ITEM 3A NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO ONE IN ZOOM.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU. AND NOW 4A? CORRECT, CLERK?

**CLERK OF THE BOARD:** CORRECT.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU, MA'AM. OKAY. SO, WE'RE LOOKING AT THE EXPRESS LANES PILOT.

**PIERCE GOULD:** THAT'S CORRECT. GOOD AFTERNOON EVERYBODY. MY NAME IS PIERCE GOULD, AND I AM THE OVERALL PROGRAM COOPERATOR FOR THE EXPRESS LANES START PILOT AND I'M HERE WITH MY COLLEAGUE BARBARA LAURENSON WHO IS LEADING OUR PILOT EVALUATION WORK. FIRST, SINCE WE MAY HAVE SOME NEW SUBCOMMITTEE MEMBERS, I'M GOING TO GIVE SOME BACKGROUND ON THE PILOT ITSELF AND THEN BARBARA WILL SHARE SOME OBSERVATIONS ON THIS FIRST SIX MONTHS OF DATA WE HAVE COLLECTED FROM THE PILOT. NEXT SLIDE, PLEASE. SO, MTC HAS THREE MAIN EQUITY INITIATIVES THAT AFFECT OUR OPERATIONS PROJECTS. THERE IS THE CLIPPER START PILOT, WHICH IS A MEANS BASED FARE DISCOUNT PROGRAM. THERE IS THE EQUITY ACTION PILOT THAT BATA HAS GOING WHICH IS DESIGNED TO TRY TO MAKE THE TOLLING EXPERIENCE MORE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CUSTOMER FRIENDLY, THEN THERE IS THE EXPRESS LANES START PILOT THAT WE'RE HERE TO TALK TO YOU ABOUT TODAY. NEXT SLIDE, PLEASE THIS GRAPHIC SHOWS THE FOUR PILLARS OF MTC'S EQUITY PLATFORM. THEY ARE DEFINED IN MEASURE, LISTEN AND LEARN, AND TRAIN TRAINING AND GROW. AND WE'RE CURRENTLY IN THE FOCUS AND DELIVER PHASE THAT'S WHY EAR HERE TO TALK ABOUT OUR PROGRAM EVALUATION SO WE CAN DETERMINE WHAT'S GOING WELL AND WHAT MAY NEED IMPROVEMENT. NEXT SLIDE PLEASE. I WANT TO PAUSE FOR A MOMENT TO SHARE THE FACT THAT WE HAVE A LONG HISTORY WITH THIS SUBCOMMITTEE MEETING THIS IS ACTUALLY OUR 8TH MEETING SINCE JUNE OF 2020 WHEN WE FIRST PROPOSED THIS PILOT WE HAVE SHARED PLANS AND SOUGHT YOUR FEEDBACK ON MANY DIFFERENT SPECK SPECKS OF THE PILOT ITSELF, INCLUDING CONCEPTS FOR PILOT DELIVERY WHICH CORRIDORS WE SELECTED TO DO OUR PILOT, OUR CUSTOMER ENGAGEMENT AND RESEARCH AND COMPONENT OF THE WORK OUR OUTREACH PLANS AND PLANS TO PROMOTE THE PILOT AND EVALUATION PLAN WHICH INCLUDES GOALS FOR THE PILOT WE ALSO HAVE CREATED AN ADVISORY GROUP FOR THIS PILOT EXPRESSLY OPERATORS AND SOME ADVOCACY ORGANIZATIONS BUT THAT GROUP ALSO INCLUDED A REPRESENTATIVE FROM THIS SUBCOMMITTEE ANNE OLIVIA ELDRED, WHO WAS VERY HELPFUL OVER THE YEARS SO I WANTED TO SHARE THAT WE HAVE SOME HISTORY WITH YOU. NEXT SLIDE PLEASE. IN TERMS OF THE SCOPE OUR REGION HAS BEEN BUILDING EXPRESS LANES FOR A WHILE NOW TO PROVIDE A FASTER TRIP AND TO IMPROVE RELIABLE PRIMARILY FOR CARPOOLS AND BUSES BUT ALSO AS WELL FOR SOLO DRIVERS WHO ARE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WILLING TO PAY FOR A FASTER TRIP WHEN THEY REALLY NEED IT. AS YOU KNOW THE BAY AREA IS AN EXPENSIVE PLACE TO LIVE ESPECIALLY POWER LOW-INCOME HOUSEHOLDS AND PUBLIC TRANSIT IS NOT ALWAYS A GOOD OPTION FOR SOME TRIPS AND SO WITH THIS PILOT WE'RE AIMING TO EXPAND MOBILITY AND ACCESS OPPORTUNITY FOR LOW-INCOME HOUSEHOLDS THAT HAVE TO DRIVE INCLUDING IN OUR EXPRESS LANES. WE LAUNCHED THIS 18 MONTH PILOT WHICH IS CALLED EXPRESS LANES START TO THE PUBLIC IN APRIL OF 2023 AND THE PILOT GIVES APPROVED CUSTOMERS AT LEAST A 50% OFF TOLL IN THE 880 EXPRESS LANES, WHICH ARE SHOWN IN THIS MAP HERE ON THE RIGHT, AND RUN FROM APPROXIMATELY OAKLAND DOWN TO MILPITAS. ELIGIBILITY REQUIREMENTS ARE THE SAME FOR CLIPPER START, AND THE DATA THAT WE'RE GOING TO BE SHARING WITH YOU TODAY COVER THE FIRST SIX MONTHS OF THE PILOT FROM APRIL THROUGH SEPTEMBER OF 2023. NEXT SLIDE PLEASE TO PUT A FINER POINT ON ELIGIBILITY, AN APPLICANT MUST BE VERIFIED AS ELIGIBLE AND NEED TO PROVIDE PROOF OF IDENTITY, PROOF OF HOUSEHOLD INCOME AT OR BELOW 200% OF THE FEDERAL POVERTY LEVEL AND HAVE A BAY AREA MAILING ADDRESS AND BROWSE THESE ARE EXPRESS LANES THEY NEED TO HAVE A FASTER ACCOUNT LIKE ANYBODY ELSE THAT'S GOING TO BE DRIVING IN THE EXPRESS LANES AND IF APPROVED FOR THE PROGRAM THEY RECEIVE 50% OR MORE OFF TOLLS AND I IF A PERSON IS DRIVING IN TWO PERSON CARPOOL THEY GET 50% OFF AND CLEAN AIR VEHICLE THEY GET 50% OFF AND ANY THREE PERSON VEHICLE ISN'T TOLLED AT ALL. WITH THE EXPRESS LANES START DISCOUNT DRIVING ALONE IS 50% OFF AND A

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TWO PERSON CARPOOL OR CLEAN AIR VEHICLE IS 75% OFF. AND OF COURSE THREE PERSON TRIPS ARE STILL TOLL-FREE. NEXT SLIDE PLEASE ENROLLING IS MEANT TO BE EASY MODELED AFTER CLIPPER START THE CUSTOMER APPLIES FOR THE VIA COMPUTER OR MOBILE PHONE OR THE WEB SITE OR APPLY IN WRITING USING THE BROCHURE ALTHOUGH RARELY DONE, IF THE PERSON MEETS ELIGIBILITY REQUIREMENTS THE PERSON IS APPROVED FOR THE PROGRAM, THE DISCOUNT IS APPLIED TO THE FASTRAK ACCOUNT IMMEDIATELY AND IF THE PERSON DOESN'T HAVE A FASTRAK ACCOUNT WHEN THEY APPLY THEY ARE GIVEN AN APPROVAL CODE TO REDEEM WITH FASTRAK WHEN THEY OPEN THEIR ACCOUNT, SO THE DISCOUNT PLAN IS APPLIED. NEXT SLIDE PLEASE. THIS SLIDE SHOWS A MAP OF LOW-INCOME CENSUS TRACTS IN THE 880 CORRIDOR OVERLAID ON AREAS WITH LIMITED ENGLISH SPEAKING POPULATIONS AND LANGUAGE SPOKEN AT HOME WHICH IS PREDOMINANTLY CHINESE, SPANISH, OR VIETNAMESE. BEFORE LAUNCHING THE PILOT WE DESIGNED A PUBLIC OUTREACH PLAN FOCUSED ON CREATING CAMPAIGN MATERIALS IN THESE LANGUAGES AND DEPLOYING THEM IN AREAS WHERE LOW-INCOME PEOPLE LIVE. ON THE MAP SHOWN WE PAID FOUR COMMUNITY-BASED ORGANIZATIONS TO SERVE WALK IN HELP CENTERS AND TO POST PROGRAM INFORMATION IN NEARBY HIGH TRAFFIC AREAS AND BASED ON FEEDBACK FROM THIS SUBCOMMITTEE WE MADE A SPECIAL EFFORT TO REACH BLACK RESIDENTS IN EAST OAKLAND THROUGH COMMUNITY OUTREACH WORK DONE BY ROOTS WHICH IS ONE OF THE LOCAL COMMUNITY-BASED ORGANIZATIONS. SORRY THAT'S A MOUTHFUL. WE'RE ALSO WORKING WITH COMMUNITY COLLEGE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

IN THE CORRIDOR TO PROMOTE THE PILOT TO STUDENTS. NEXT SLIDE PLEASE. HERE, ON THE RIGHT SIDE OF THIS SLIDE IS SHOWN SOME ARTWORK FOR AN ELECTRONIC BILLBOARD THAT WAS DISPLAYED IN THE CORRIDOR OVER VARIOUS DATES AND LOCATIONS AND IT'S IN MULTIPLE LANGUAGES TO ADVERTISE THE PROGRAM BROADLY TO PEOPLE WHO MAY NOT LIVE OR WORK IN THE CORRIDOR ITSELF. SO, PEOPLE -- YOU KNOW, ANYBODY CAN -- AS LONG AS THEY'RE A BAY AREA RESIDENT CAN APPLY FOR THIS PILOT AND THE LEFT SHOWS SOME PAID MEDIA WE HAVE USED TO ADVERTISE. ASIDE FROM BILLBOARDS, PRINT ADS, NEWSPAPERS, WE HAVE SENT DIRECT MAIL ADVERTISED ON WEB SITES, FACEBOOK, AND ALSO INSTAGRAM AND RUN TV ADS AT DMV OFFICES AND RECENTLY ADVERTISING ON GAS PUMP HANDLES. SO I'M GOING TO TURN IT OVER TO BARBARA TO SHARE SOME OF THE INDIVIDUAL OBSERVATIONS BASED ON EARLY PILOT DATA

**BARBARA LAURENSON:** THANK YOU. BARBARA LAURENSON MTC STAFF I'LL SHARE THINGS WE HAVE SHARED WITH THIS COMMITTEE IN THE PAST BUT WITH SOME REVIEW OF PRIOR INFORMATION SO THERE IS THREE PRIMARY GOALS OF EXPRESS LANE START PILOT WE WANT TO IMPROVE ACCESS TO THE I80 EXPRESS LANES TO LOW-INCOME DRIVERS WE WANT TO GIVE THEM A GOOD EXPERIENCE AND WANT TO UNDERSTAND THE EFFECT OF THE PILOT ON EXPRESS LANE OPERATIONS. NEXT SLIDE PLEASE. THERE ARE SEVEN PILOT EVALUATION TOPICS THAT ARE VERY SIMILAR TO THE EVALUATION TOPICS OF CLIPPER START. WE'RE LOOKING AT IS THE PILOT IMPROVING THEIR ACCESS AND MOBILITY,

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

ARE CUSTOMER PRESIDENCY AWARE OF THE PILOT, THE EXPERIENCE THEY'RE HAVING, IS THEIR EXPERIENCE CONTINUING TO MAKE THINGS AFFORDABLE FOR THEM OR MAYBE ARE THEY GETTING IN SOME KIND OF FINANCIAL TROUBLE WITH THIS PILOT. WE'RE LOOKING AT THE ADMINISTRATIVE FEASIBILITY OF THE PILOT, THE FINANCIAL VIABILITY, AND THEN, FINALLY, THE IMPACT ON THE EXPRESS LANE PERFORMANCE AND THE MOBILITY OF EXPRESS LANE ITSELF. NEXT SLIDE, PLEASE. OKAY. SO, IN THE NEXT SEVERAL SLIDES, NOW I'M TALKING ABOUT OUR EXPERIENCES THAT WE HAVE SEEN IN THE FIRST SIX MONTHS WITH THE FIRST SIX MONTHS OF DATA SHOWING US, THIS IS ALL NEW INFORMATION THIS GROUP HAS NOT HEARD BEFORE. SO IN LOOKING AT IF THE PILOT IS IMPROVING ACCESS AND MOBILITY OF THE CUSTOMERS IN IT, IN THE PROGRAM, WE HAVE OVER A THOUSAND ENROLLEES. SO THESE ARE PEOPLE WHO HAVE APPLIED FOR THE PROGRAM. THEY HAVE BEEN APPROVED, AND THEY HAVE ADDED THE DISCOUNT PLAN TO THEIR FASTRAK ACCOUNT. SO, THEY ARE READY TO GO. IF THEY USE THAT EXPRESS LANE, THEY'RE GOING TO GET THE DISCOUNT. THOSE THOUSAND ENROLLEES, A LITTLE MORE THAN HALF IN THE FIRST SIX MONTHS MADE AT LEAST ONE PAID TRIP ON THE I-880 EXPRESS LANES. ANOTHER, ABOUT 200, ALSO MADE SOME TRIPS, JUST AS AN HOV THREE PLUS TRIPS NEVER MADE PAID TRIPS. WE LOOKED AT THEIR PAID TRIP EXPERIENCE TO SEE IF WITH THE DISCOUNT PROGRAM ARE THEY MAKING MORE TRIPS. SO WE, AS PIERCE EXPLAINED, WE -- IF YOU APPLY, IF YOU ALREADY HAVE FASTRAK, THEN YOU DON'T HAVE TO APPLY FOR A FASTRAK. SO, ON THE FAR LEFT -- ON THE LEFT

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

SIDE OF THIS SLIDE, THERE IS A TABLE -- A GRAPH HERE. ON THE FAR LEFT THERE, IS TWO BARS, AND WE'RE COMPARING FOR PEOPLE THAT ALREADY HAVE FASTRAK, HOW OFTEN THEY WERE USING THE I ACQUIT EXPRESS LANES BEFORE THEY ENROLLED IN THE PILOT AND HOW AFTERNOON AFTER. AND WE'RE SEEING THEY'RE MAKING ABOUT 50% MORE MEDIAN PAID TRIPS PER QUARTER. SO IT IS INCREASING THEIR USE OF THE EXPRESS LANES. THEN FOR NEW CUSTOMERS PEOPLE WHO DIDN'T HAVE FASTRAK BEFORE THEY'RE ALSO MAKING ABOUT 4.5 MEDIAN PAID TRANSCRIPT IN THE CORRIDOR PER QUARTER, AND THAT'S A HIGHER RATE THAN ACTUALLY YOUR AVERAGE I-880 EXPRESS LANE CUSTOMER. THE AVERAGE I-880 EXPRESS LANE CUSTOMER IS SHOWN BY THE PINK BAR ON THE RIGHT OF THE GRAPH SHOWING THESE PEOPLE MAKE ONLY ONE AND A HALF MEDIAN PAID TRIPS PER QUARTER. SO THAT'S INDICATING THE EARLY ADOPT EARS OF THIS PROGRAM ARE FINDING IT VALUABLE TO THEIR TRAVEL NEEDS ALSO ASKED THROUGH SURVEYS WHAT THEIR TRIP PURPOSE IS FOR USING THE EXPRESS LANES AND ABOUT 50 -- ABOUT HALF HAVE SAID IT'S FOR WORK AND THEN WE'RE ALSO SEEING 51% OF THE TRIPS MADE BY OUR GROUP ARE OCCURRING IN THE PEAK PERIODS. NEXT SLIDE, PLEASE. EACH TWO MONTHS, WE DO A ROLLING SURVEY OF THE PEOPLE THAT HAVE BEEN APPROVED FOR THE PILOT TO CAPTURE THEIR FIRST TWO MONTHS OF EXPERIENCE. AND WE HAVE -- THIS SLIDE REPRESENTS DATA FROM THE FIRST TWO ITERATIONS OF THAT ROLLING SURVEY, AND WE ASKED PARTICIPANTS, THESE ARE PEOPLE THAT HAVE MADE TRIPS IN THE EXPRESS LANE, HOW THEY HAVE BENEFITTED FROM USING THE EXPRESS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

LANE, AND THE NUMBER ONE RESPONSE IS THAT PEOPLE SAVED TIME. THE SECOND MOST COMMON RESPONSE IS THAT THEY ARE MORE CONFIDENT ABOUT HOW LONG THEIR TRIP WOULD TAKE. AND ONE OF THE PURPOSES OF EXPRESS LANES IS TO IMPROVE TRAVEL TIME RELIABILITY. THAT IDEA THAT, YOU KNOW, YOU KNOW, I HAVE TO LEAVE WORK GET HOME IS IT GOING TO TAKE ME AN HOUR, OR AN HOUR AND A HALF THAT'S ONE OF THE KEY FUNCTIONS OF THE EXPRESS LANES IS THAT IT'S PROBABLY GOING TO TAKE YOU PLUS OR MINUS FIVE MINUTES INSTEAD OF PLUS OR MINUS 20 MINUTES. WE'RE SEEING THE BENEFIT THAT PEOPLE ARE GETTING BECAUSE THEY'RE SAYING HOW THEY'RE MORE CONFIDENT THEIR TRIP IS GOING TO TAKE, LESS STRESS PER TRIP AND THE TRAVELING FASTER. NEXT SLIDE. WE'RE ENGAGED IF APPLICANTS AND PARTICIPANTS ARE HAVING A POSITIVE EXPERIENCE. THE APPLICATION ASKS PEOPLE HOW EASY IT WAS TO APPLY FOR THE PROGRAM AND ON A SCALE OF 1 TO 5 WHERE FIVE IS VERY EASY, OUR AVERAGE SCORE IF THE FIRST SIX MONTHS WAS 4.1 AND OUR GOAL THERE WAS TO AT LEAST GET A FOUR. WE DID ONE FOCUS GROUP SO FAR OF PEOPLE IN THE PROGRAM. THEY EXPRESSED DEEP GRATITUDE FOR THE PROGRAM AND EXPRESSED THAT FOR THEM IT WAS VERY HIGH VALUE, THAT THEY REALLY VALUED THE COST SAVINGS AND THE ABILITY TO MAKE THE FASTER MORE RELIABLE TRIP. AGAIN, THE FACT THAT THEIR MEDIAN USE OF EXPRESS LANES IS GREATER THAN THE OVERALL MEDIAN USE INDICATION TO US THEY'RE HAVING A GOOD EXPERIENCE WE HAVE LOOKED AT THE RATE WHICH CUSTOMERS ARE CALLING THE CUSTOMER SERVICE CENTER WITH ISSUES OR PROBLEMS TO

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

KNOW WHETHER THERE IS SOMETHING UNIQUE ABOUT THIS PROGRAM, THEN FINDING THEIR NEED TO CALL THE CUSTOMER SERVICE CENTER IS IN LINE WITH THAT OF THE TYPICAL FASTRAK CUSTOMER. NEXT SLIDE PLEASE. WE'RE LOOKING AT OUR APPROVED APPLICANT POPULATION AND HOW THEIR RATES AND ETHNICITY COMPARES TO THAT OF THE I-880 CORRIDOR IN GENERAL. THIS IS A WAY OF ASSESSING WHETHER WE'RE REACHING THE RIGHT POPULATION F WE'RE REACHING A BROAD VARIETY OF POPULATIONS AND THE TARGETED AUDIENCE. AND SO THE PINK BARS ON THIS SLIDE ARE SHOWING THE RACE AND ETHNICITY OF THE I-880 CORRIDOR IN GENERAL AND THE GRAY BARS ARE SHOWING THOSE THAT HAVE BEEN APPROVED FOR THE PILOT. SO, IN, FOR WHITE DELIBERATE WHITE POPULATION, FEWER PEOPLE HAVE BEEN APPROVED FOR THE PILOT THAN REFLECTIVE OF THE CORRIDOR AND HISPANIC IS ABOUT 3% LESS, BUT FOR ALL OTHER RACE AND ETHNICITY GROUPS, THE PILOT PARTICIPATION IS HIGHER THAN THE CORRIDOR DIVERSITY WE HAVE ASKED PEOPLE HOW THEY'RE LEARNING ABOUT THE PROGRAM AND THE MARKETING TEAM AND HAS USED A LARGE VARIETY OF STRATEGIES TO GET THE MESSAGE OUT AND FINDING PRETTY MUCH ALL OF THOSE STRATEGIES DIFFERENT PEOPLE ARE USING TO FIND OUT ABOUT THE PROGRAM WITH THE FASTRAK WEB SITE BEING PROBABLY AT THE TOP THEN SOCIAL MEDIA THEN FINDING OUT FROM SOCIAL SERVICES AGENCIES WORKING WITH PARTNERS. THE FIRST SIX MONTHS 15,000 UNIQUE INDIVIDUALS VISITED THE EXPRESS LANE START WEB SITE. SO WE KNOW THE MESSAGE IS GETTING OUT. NEXT SLIDE. THE PARTICIPATION IN THE PILOT IS INFLUENCED BY A VARIETY OF

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

FACTORS. FIRST EXPRESS LANES ARE A CHOICE THERE IS ALWAYS GOING TO BE A FREE OPTION. IT'S THE LANE RIGHT NEXT DOOR. SO, AND EVEN AT A 50% DISCOUNT, PEOPLE DO HAVE -- IF YOU ARE DRIVING SOLO, PEOPLE WILL HAVE TO PAY TO USE THE EXPRESS LANE. AND THEN THEY CAN ALWAYS STILL USE IT FREE AS A CARPOOL. SO, THAT'S SOME OF THE REASONS WHY, YOU KNOW, FROM THE AMOUNT OF FOLKS THAT WE HAVE THAT LOOK AT THE WEB SITE THAT EVENTUALLY GET THROUGH THE WHOLE PROCESS AND ARE USING IT, THOSE ARE SOME OF THE EXPLANATORY FACTORS OF WHY THERE IS FEWER AND FEWER FOLKS AT EACH STAGE. SO IF THE FIRST SIX MONTHS WE HAD 1650 COMPLETED APPLICATIONS THE VAST MAJORITY OF THOSE WERE APPROVED AND THEN FROM APPROVAL ABOUT 500 PEOPLE, SO, A THIRD, DID NOT END UP APPLYING THEIR FASTRAK CODE TO AN ACCOUNT, MEANING THEY NEVER GOT AROUND TO THE LAST STEP OF OPENING THE ACCOUNT. SO, WE, AFTER SIX MONTHS, THERE WERE A LITTLE OVER A THOUSAND PEOPLE FULLY, WHAT WE CALL FULLY ENROLLED IN THE PROGRAM AND READY TO MAKE THOSE DISCOUNTED TRIPS. SO, PARTICIPATING IS ALSO AFFECTED BY THE FACT THAT THEY NEED FASTRAK, AND THEN, FINALLY, FOR THAT -- THE ATTRITION FROM THE -- AS WE LOOK AT WHERE PEOPLE START AN APPLICATION, TO WHETHER THEY COMPLETE IT, WE CAN TELL THAT THE INCOME AND IDENTIFICATION REQUIREMENTS ARE A STOPPING POINT. PROBABLY THEE QUARTERS WHO START AN APPLICATION AND DON'T COMPLETE IT, THEY STOP AT EITHER QUESTIONS ABOUT WHAT THEIR INCOME IS, OR WHEN THEY HAVE TO PROVIDE THE PAPERWORK FOR THEIR INCOME. SO,

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT PROBABLY INDICATES THAT AS THEY READ MORE CLOSELY, THEY REALIZE THAT THEY DON'T QUALIFY. NEXT SLIDE, PLEASE THIS SLIDE SHOWS THE TOLL DISTRIBUTION OF THE COST OF THE TRIP FOR THE WHATEVER THE PARTICIPANTS ARE MAKING. THIS IS BEFORE THE DISCOUNT. SO WE CAN COMPARE THEIR COST AT FACE VALUE TO WHAT THE AVERAGE EXPRESS LANE USERS PAY FOR TRIPS. AND, SO, WHAT WE SEE IS THAT OUR PARTICIPANTS, THEY ARE USING THE EXPRESS LANES AT ALL -- AT MANY DIFFERENT LEVELS OF TOLLS. SO, WHEN TOLLS ARE FAIRLY LOW, AT LESS THAN $3 31% OF TRIPS ARE MADE AT THAT PRICE. HIGHER END 19% OF TRIPS AT $12 OR MORE PRIOR TO THE DISCOUNT. SO, THIS IS INTERESTING, BECAUSE PRIOR RESEARCH HAS SHOWN THAT LOW-INCOME PEOPLE OFTEN USE EXPRESS LANES MORE FREQUENTLY WHEN THE TOLLS ARE HIGHER BECAUSE IT INDICATES THAT TRAFFIC IS WORSE AND PERHAPS THEY HAVE A MORE GREATER NEED TO BE ON TIME IN SOME CASES THAN MAYBE PEOPLE THAT ARE HIRING INCOME. YOU KNOW, SOMETIMES WHEN YOU YOU'RE A SHIFT WORKER, IF YOU'RE NOT THERE AT THE RIGHT TIME AS A BIG DOCK ON THE QUALITY OF YOUR WORK LIFE THAN FOR SOMEONE THAT CAN MAYBE ROLL IN AT NINE OR TEN OR SOMETHING LIKE THAT. OVERALL PARTICIPANTS HAVE MADE 7500 PAID TRIPS AND COLLECTIVELY HAVE SAVED OVER $26,000 IN TOLLS AND AS I SAID, THEY VALUE USING THE LANES WHEN TRAFFIC CAUSES LOW AS WELL AS HIGH TOLLS. NEXT SLIDE. OKAY. SO, LOOKING AT SOME OF THE CHALLENGES OF MTC'S MEANS BASED PROGRAMS. RIGHT NOW, WE HAVE SEVERAL MEANS BASED PROGRAMS ALL AT DIFFERENT PHASES SO MTC IS LEARNING DIFFERENT

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THINGS FROM EACH OF THESE PROGRAMS ON A DIFFERENT TIMELINE AND SCALE. WE -- YOU KNOW, THE EXPRESS LANES START PILOT IT'S BEEN OPERATING FOR JUST ABOUT A YEAR. THE BAY TOLL PAYMENT PLAN HAS BEEN OPERATING FOR LESS THAN A YEAR BUT CLIPPER START PILOT HAS BEEN GOING ON FOR FOUR YEARS. MTC IS LOOKING COLLECTIVELY WHAT WE'RE LEARNING FROM ALL THESE PILOTS AND WE'RE FINDING COMMONALITIES AND ESPECIALLY COMMONALITIES AND SOME OF THE CHALLENGES. SO, MTC IS GOING TO -- IS UNDERTAKING AN INTERNAL ANALYSIS OF STRATEGY OPERATIONS THAT CAN OPERATE ACROSS ALL THESE DIFFERENT PILOTS SO IN ORDER TO REACH MORE -- TO BE ABLE TO REACH MORE ELIGIBLE RESIDENTS, IDEAS LIKE AUTO ENROLLMENT, SELF-VERIFICATION, AND UNIFIED BENEFITS PORTAL AND BEING LOOKING AT WAYS TO EXPAND ACCESS TALKING TO DIFFERENT COMMUNITIES IN DESIRE TO CHANGE ELIGIBILITY THRESHOLDS SO ACROSS ALL OF OUR PILOTS COLLECTIVE LIE LOOKING AT THESE THINGS. NEXT SLIDE. OUR NEXT STEP SPECIFIC TO THE EXPRESS LANES START PILOT ARE THAT 12 FULL MONTHS OF PEOPLE USING THE PROGRAM WILL CONCLUDES AT THE END OF THIS MONTH WE'LL HAVE OUR FULL 12 MONTHS OF DATA, WE'LL TAKE SOMETHING THAT WE DID IN SIX MONTHS IN-DEPTH AND LOOK AT HOW DIFFERENT TARGETS AND METRICS HAVE BEEN ACHIEVED THEN WE'LL START SHARING PILOT RESULTS WITH STAKEHOLDERS THROUGH SUMMER AND FALL OF 2024, THEN WORK WITH OTHER PROGRAMS ON THE INTERNAL MEANS BASED TECHNICAL ANALYSIS, THAT SHOULD CONCLUDE SOMETIME IN THE FALL AND WITH THESE DIFFERENT METHODS WE'LL BE ABLE TO RECOMMEND

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

WHAT IS GOING HAPPEN WITH THIS PILOT, WHETHER IT SHOULD BE PERHAPS CHANGED, DESIGN SHOULD BE CHANGED IN SOME WAY TO BEFORE THE TARGET OUR AUDIENCE, SHOULD IT BE CONTINUED AS IS AND EXPANDED TO MORE EXPRESS LANES. ONE THING THAT'S IMPORTANT IS WE WORK WITH PARTNER AGENCIES WHO OPERATE EXPRESS LANES THAT ARE NOT MTC, AND, SO, WE'LL HAVE TO PUT ALL THAT INFORMATION TOGETHER TO RECOMMEND THE FUTURE OF THIS PILOT. NEXT SLIDE. OH THERE IS NOTHING. ALL RIGHT. THAT IS THE END. I THOUGHT THERE WAS A QUESTION SLIDE AT THE END. SO NOW PIERCE AND I ARE HAPPY TO TAKE YOUR QUESTIONS.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU SO MUCH FOR YOUR PRESENTATION. ALLEGING, DO WE HAVE QUESTIONS?

**TERRY SCOTT:** I HAVE ONE.

**CHAIR, CHRISTINE FITZGERALD:** AND JOHNNY ARE YOU GOING TO --

**V. CHAIR, JOHNNY PARKER:** SO, WE HAVE WONG FIRST, FOLLOWED BY TERRY SCOTT. HOWARD WONG.

**HOWARD WONG:** THANKS. THIS IS A GREAT PROGRAM. I THINK IT KIND OF TIES INTO OUR DISCUSSION ABOUT THE REGIONAL TRANSIT MEASURE -- TRANSPORTATION MEASURE, AND THAT ONE NEEDS TO CONTINUOUSLY GIVE INFORMATION TO THE PUBLIC OF HOW MTC AND THE REGION IS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TRYING TO BE FAIR ABOUT HOW BENEFITS ARE DISTRIBUTED, THAT EXPRESS LANES ARE NOT ONLY FOR THE WELL TO DO, BUT FOR AVERAGE PEOPLE. PEOPLE WHO HAVE, AS YOU MENTIONED, NEEDS TO GET TO WORK, PERHAPS IN A MUCH MORE RAPID WAY THAN SOME OF THE MORE AFFLUENT OFFICE WORKERS THAT MANY WORKING PEOPLE HAVE TO HIT THAT TIME CLOCK ON A CERTAIN TIME, OR THEY MAY HAVE PAY DEDUCTED, FOR INSTANCE. SO, I THINK IT'S GOOD TO CONTINUE TO LET PEOPLE KNOW ABOUT THESE PROGRAMS AND THEIR BENEFITS. ONE OF THE THOUGHTS I HAD, THAT YOU MENTIONED THE SAVINGS ARE SOMEWHAT GRADUATED, THAT TWO OR MORE PASSENGERS IS 75% OFF. IS THAT CORRECT? OKAY. I WAS WONDERING, WHY WEREN'T THERE PERHAPS BE MORE GRADIENTS SO THAT YOU MIGHT HAVE TWO PEOPLE IN THE CAR, THREE PEOPLE IN A CAR, FOUR PEOPLE IN A CAR AND PERHAPS IF YOU HAD FIVE PEOPLE IN A CAR, IT'S 100% OFF, THE DISCOUNT THAT'S FREE THAT YOU START USING THIS PROGRAM AS INCENTIVE TO DECREASE OVERALL CAR TRIPS.

**PIERCE GOULD:** THANKS FOR THE QUESTION. THE PARTICULAR CORRIDOR, WE DEMONSTRATED THIS CON EXPRESS LANE CORRIDOR RIGHT NOW, IF THREE OR MORE IN A CAR DON'T PAY TO USE THE LANE, SO THAT'S, YOU KNOW, I'M JUST TRYING TO SHOW THAT'S BETTER THAN FIVE. WE'RE ALREADY TRYING TO INCENTIVIZE THROUGH THE EXISTING TOLL STRUCTURE AND THEN THIS DISCOUNT PROGRAM PIVOTS OFF OF THE STRUCTURE WE HAVE FOR EVERYBODY BECAUSE WE'RE TRYING TO -- PUBLIC INFORMATION-WISE WE'RE TRYING TO KEEP THE INFORMATION

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT WE PUT OUT THERE EASY TO UNDERSTAND AND CONSISTENT WITH HOW THE LANE WORKS TODAY, BUT ALSO STILL INCENTIVIZE PEOPLE TO GET MORE PEOPLE IN THEIR CAR. HOPEFULLY THAT ANSWERS YOUR QUESTION.

**TERRY SCOTT:** MY QUESTION IS A RATHER SIMPLE ONE. BUT, OFTEN -- IN YOUR PREVIOUS SLIDE YOU HAVE A PICTURE OF A HIGHWAY SIGN AND IT TALKED ABOUT HTV FLEX, AND I HAVE SEEN THAT ON A NUMBER OF THE COMMUTE LANE PASSAGES, BUT I NEVER REALLY KNEW WHAT HTP FLEX STOOD FOR. WHAT DOES IT MEAN?

**LAURA HOFFMEISTER:** FT FLEX? YEAH. THAT'S A GOOD QUESTION. VARIABLE TOLL MESSAGING SIGNS WE HAVE 20 CHARACTERISTICS TO WORK WITH FT FLEX IS ABBREVIATION FOR FASTRAK FLEX.

**TERRY SCOTT:** THE NEXT QUESTION OR PART WOULD BE, I NOTICED THAT ON SUNDAYS THAT OFTEN THE COMMUTE LANE SAYS, YOU KNOW, OPEN TO EVERYONE AND WHAT IS -- DO WE HAVE ANY STATISTICS THAT INDICATE HOW MANY PEOPLE WOULD USE THAT? OR WHAT BENEFIT IT IS? IN OTHER WORDS, OBVIOUSLY ON A SUNDAY, YOU PROBABLY HAVE FEWER TRAVELERS THAN YOU DO DURING THE WEEK, AND COMMUTERS AND SO FORTH. BUT, ANYHOW, I WAS JUST CURIOUS.

**BARBARA LAURENSON:** I DON'T THINK THAT WE COLLECT LANE VOLUME DATA ON THE WEEKENDS. SO WHEN IT'S OPEN TO ALL, THE CONCEPT IS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

THAT SINCE THE TRAFFIC IS NOT AS BAD AS IT IS ON THE WEEKDAYS, PARTICULARLY THE COMMUTE, THAT THERE IS NO REASON TO TOLL PEOPLE IN THAT LANE. THERE IS NOT MUCH TO SELL. THERE IS NO REAL BENEFIT TO SELL. SO THAT'S WHY IT'S JUST OPEN TO ALL. NOT EVEN WORKING, FUNCTIONING AS A CARPOOL LANE AT THAT POINT.

**TERRY SCOTT:** OKAY. THANK YOU.

**PAMELA CAMPOS:** I REALLY APPRECIATE THIS PRESENTATION. I HOPE THAT A LEARN LESSONED, AT LEAST WHAT STOOD OUT FOR ME, WAS THAT HAVING SPECIFIC OUTREACH TO THE AFRICAN AMERICAN COMMUNITY IN EAST OAKLAND LOOKED LIKE IT REALLY SHOWED, AND WHO IS PARTICIPATING. SO, IF THERE THOUGHTS ABOUT EXPANDING THIS PILOT TO OTHER GEOGRAPHIES, I THINK THAT'S SOMETHING IMPORTANT TO LEAN INTO IN TERMS OF EQUITY AND MAKING SURE THAT WE'RE MEETING THE GOALS TO IMPROVE ACCESS FOR FOLKS WHO HAVE LOW-INCOME WAGES. MY QUESTION IS, WHAT ARE THE TRADE-OFFS WITH THE LOST INCOME IF WE'RE PROVIDING THIS DISCOUNT? IS THAT -- IS THERE A LOSS OF INCOME THAT'S BEING FELT BECAUSE OF THIS PILOT?

**BARBARA LAURENSON:** DO YOU MEAN TO THE EXPRESS LANES? EXPRESS LANE REVENUE?

**PAMELA CAMPOS:** YEAH.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**BARBARA LAURENSON:** THE SLIDE SHOWS THAT THE TRIPS THAT PARTICIPANTS HAVE MADE COLLECTIVELY IN THE FIRST SIX MONTHS SAVED THEM $26,500. SO SINCE IT'S HALF OFF THAT MEANS THAT BAIFA HAS FOREGONE $26,500 IN REVENUE, WHICH IS NOT A SIGNIFICANT AMOUNT OF EXPRESS LANE REVENUE. THE 7TH TOPIC AREA OF EVALUATION IS EXPRESS LANE PERFORMANCE AND THE MOBILITY OF EXPRESS LANES AND PART OF EXPRESS LANES PERFORMANCE IS ALSO REVENUE. SO, THE FACT THAT, YOU KNOW, OVER TIME, IF MANY, MANY, MANY MORE PEOPLE WERE TAKING ADVANTAGE OF THIS PROGRAM, IT COULD POTENTIALLY START TO IMPACT EXPRESS LANE REVENUE IN SOME WAY. HOWEVER, YOU ALSO HAVE TO THINK ABOUT IT IS THAT PERHAPS THESE ARE PEOPLE THAT MIGHT NOT HAVE MADE THAT TRIP. SO, IT'S 26,000 AND FOREGONE REVENUE, BUT IF THEY HADN'T HAVE DECIDED TO USE THE EXPRESS LANE AT ALL WE WOULDN'T HAVE GOTTEN EVEN THE $26,500 THEY DID PAY SO THERE IS TWO-WAYS TO THINK ABOUT IT. AT THIS POINT IT'S CLEARLY AFFORDABLE FOR THE EXPRESS LANES PROGRAM TO OFFER THIS PROGRAM.

**PAMELA CAMPOS:** THAT'S GREAT. I'M GLAD TO HEAR THERE IS NO DETRIMENTAL NEGATIVE EFFECT TO THE REVENUE SOURCE. AND MY OTHER QUESTION IS WHAT ARE THE POTENTIALS FOR EXPANDING? HAS THERE BEEN ANY THOUGHT INTO WHAT THAT MIGHT LOOK LIKE? IS IT GOING TO BE SELECTING ONE CORRIDOR IN EACH COUNTY? ONLY A SELECT NUMBER OF COUNTIES? HAS THERE BEEN ANY THOUGHT TO THAT?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**PIERCE GOULD:** SO, WHEN WE -- THIS IS ONE REASON THAT CREATED THE ADVISORY GROUP THAT I WAS TALKING ABOUT, WAS TO INCLUDE OTHERS EXPRESS LANE OPERATORS STAKEHOLDERS IN OUR JOURNEY SO THEY WOULD BE AWARE OF THE REASONS WE'RE MAKING OUR DECISIONS AND BE BROUGHT ALONG IN THAT PROCESS SO WE HAVE TRIED TO CREATE A PROGRAM THAT COULD BE EASILY REPLICATED IN OTHER PLACES BUT ULTIMATELY IT'S STILL THE DECISION OF OTHER BOARDS TO MAKE THOSE CALLS FOR THEIR OWN EXPRESS LANES. AS STAFF WHEN WE LOOK AT THE DECISION ABOUT WHETHER TO EXPAND THE PILOT, THERE IS CERTAINLY MTC'S LANES, 880, 680, AND SOLANO WHEN THEY OPEN THAT, SO PARTNERS, THERE WILL BE DEFINITE CONVERSATIONS WITH -- SORRY. I HAVE AN ALARM GOING ON SO THAT I MAKE MY NEXT MEETING. THERE WILL BE DEFINITE CONVERSATIONS WITH OUR PARTNERS ABOUT ANY KIND OF EXPANSION AND THAT WILL ALL BE IN CONTEXT WITH THE FINAL EVALUATION THAT BARBARA IS LEADING. AND WHAT WE SHOW ABOUT THE RESULTS. PILOT.

**PAMELA CAMPOS:** THANK YOU. MY LAST COMMENT IS, I DIDN'T SEE THE EXACT NUMBER FOR WHAT 200% BELOW THE POVERTY LINE IS, AND I THINK THAT THAT'S USEFUL INFORMATION TO KNOW, FOR US, AND JUST PUBLIC FACING. BECAUSE THESE PROGRAMS, THEY TEND TO RELY ON DIFFERENT, YOU KNOW, ELIGIBILITY, SOMETIMES IT'S AMI, SOMETIMES IT'S FEDERAL POVERTY LIMIT SO HAVING THAT EXACT NUMBER, I'M SURE IT'S ON THE WEB SITE, BUT I THINK THAT MIGHT

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

BE HELPFUL TO MAKING IT CLEAR FOR FOLKS, LIKE, WHAT IS THAT NUMBER FOR INCOME ELIGIBILITY, AND THEN, ALSO TO PUT IT INTO PERSPECTIVE FOR US. WHAT'S THAT NUMBER.

**PIERCE GOULD:** WE DON'T ADVERTISE THE PROGRAM BASED ON 200%. DON'T WORRY ABOUT THAT (LAUGHTER) IT'S ON THE WEB SITE WE HAVE A TABLE IT'S A GRADUATED TABLE BECAUSE IT DEPENDS ON HOUSEHOLD SIZE FOR A ONE PERSON HOUSEHOLD IT'S I BELIEVE $31,000 ON FOR FOUR PERSON HOUSEHOLD IT'S ABOUT $60,000 AND THEN MORE PEOPLE, MORE INCOME, MORE HOUSEHOLD INCOME WOULD QUALIFY. AND IT CHANGES ANNUALLY BASED ON THE REVISION OF THE FEDERAL POVERTY LEVEL. BUT YOU'RE RIGHT. OTHER PROGRAMS HAVE DIFFERENT THRESHOLDS BASED ON COUNTY OR OTHER KINDS OF DATA.

**V. CHAIR, JOHNNY PARKER:** I HAVE SOME COMMENTS AND QUESTIONS. IT APPEARS THAT YOU HAVE SOME GREAT ADVERTISEMENT. ME WITH LOCAL GOVERNMENT I'M USED TO IN A GOVERNMENT ORGANIZATION KIND OF BEING CONSERVATIVE WITH ADVERTISING BUT IT SEEMS YOU USE EVERY FORM OF ADVERTISEMENT AND I THINK THAT REALLY HELPED PROMOTE THE PROGRAM. I NOTICED THAT, I GUESS, IF A CURRENT FASTRAK MEMBER, WHEN THEY ENROLLED INTO THE PROGRAM, THERE WAS A HIGHER INCREASE OF THEM USING THE EXPRESS LANES, CORRECT? THAT -- WERE YOU EXPECTING THAT? THAT'S KIND OF A SHOCK TO ME THAT THEY -- I WOULD THINK THAT THEY WOULD BE MORE CAREFUL.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**BARBARA LAURENSON:** WELL, THAT -- IT WAS THE INTENTION, AND THE INTENTION IS INCREASED -- THE GOAL IS TO INCREASE THEIR ACCESS TO THAT FASTER MORE RELIABLE TRIP. SO TO US, THAT SHOWS SUCCESS. AND THAT INCREASED -- WHAT WAS INTERESTING TO ME WAS EVEN IF THEY'RE BASELINE THEY'RE SELL IT A POPULATION THAT WAS USING IT MORE THAN YOUR AVERAGE PERSON. SO, YOU KNOW, YOU KIND OF START READING INTO THIS DATA AND WHAT ELSE ARE WE SEEING IN IT. YOU KNOW, THIS GROUP OF EARLY ADOPTERS, THEY'RE PRETTY AGGRESSIVE USERS OF THE EXPRESS LANES TO BEGIN WITH. THEY CLEARLY HAVE THIS NEED. SO TO ME THAT WAS MORE SURPRISING THAN THE FACT THAT IT INCREASED.

**V. CHAIR, JOHNNY PARKER:** THANK YOU. AND THE DRIVERS WHO ARE IN THE PROGRAM, THEY TRAVELED AT A HIGHER RATE ON I80, FROM WHAT I UNDERSTAND, THAN A -- THAN, I GUESS, A STANDARD DRIVER. THE NUMBER THAT I READ WAS, LIKE, 4.5 VERSUS 1.5. THAT'S IMPRESSIVE. BUT WHAT DO YOU THINK THAT SAYS ABOUT THE LOW NUMBER WITH STANDARD DRIVERS, YOU THINK MAYBE THE EXPRESS LANE IS JUST TOO PRICEY FOR THEM TO TRAVEL?

**BARBARA LAURENSON:** I LOVE THAT DATA STATISTIC BUT IT'S ONLY 1.5. BECAUSE IT JUST ITERATES WHAT WE SAY ABOUT EXPRESS LANES ALL THE TIME THAT THEY'RE THERE FOR YOU WHEN YOU NEED THEM. BECAUSE IT IS THE LUXURY GOOD. IT'S A SPECIAL THING THAT YOU'RE DOING TO GET TO DECIDE THAT TODAY, I NEED TO USE THAT

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

EXPRESS LANE FOR THE RE RELIABILITY TO GET TO WHERE I NEED TO GO. IN 1.5 SHOWS ACROSS HUNDREDS OF THOUSAND OF EXPRESS LANE TRIPS THAT THERE ARE SO MANY DIFFERENT PEOPLE USING THOSE EXPRESS LANES ON DIFFERENT OCCASIONS. SO THAT TO ME IS WHAT THE 1.5 SAYS IT DOESN'T NECESSARY HE SAY THAT PEOPLE DON'T WANT TO USE THEM. OUR VOLUME DATA SHOWS THAT ESPECIALLY THE I-880 EXPRESS LANE IS BEING VERY WELL USED. EVEN DURING COVID IT WAS VERY WELL USED AND AS THE REGION EMERGES FROM COVID, EACH QUARTER WE'RE STILL SEEING UPTICK IN THE USE OF I80 EXPRESS LANES.

**V. CHAIR, JOHNNY PARKER:** THANK YOU. AND, CHAIR FITZGERALD THOSE ARE ALL THE COMMENTS THAT ARE FROM THE COUNCIL MEMBERS.

**CHAIR, CHRISTINE FITZGERALD:** I DO HAVE A COUPLE OF QUESTIONS, MYSELF. THANK YOU. I WAS REALLY CURIOUS ABOUT SOMETHING. I NOTICED IN YOUR PRESENTATION YOU NOTE THAT THERE WAS A PORTION OF THE APPLICANTS THAT DIDN'T COMPLETE THE PROCESS. AND I'M WONDERING, AND YOU MIGHT THINK THAT IT WAS LIKE A THOUSAND PEOPLE. I DIDN'T QUITE GET THAT. BUT, ANYWAY, I WAS CURIOUS TO KNOW, DID YOU EXPLORE THE WHY? WHY DIDN'T THEY COMPLETE THE APPLICATION AND TAKE ADVANTAGE OF THIS PROGRAM?

**BARBARA LAURENSON:** SO, I DIDN'T PUT UP THE NUMBER OF APPLICATIONS STARTED COMPARED TO APPLICATIONS COMPLETE, AND I

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

APOLOGIZE, I DON'T REMEMBER OFF THE TOP OF MY HEAD WHAT THE DIFFERENCE IS. BUT WE DO LOOK AT WHERE PEOPLE DROP OUT OF THE PROCESS, AND FOR THOSE THAT DROP OUT, 75% DROP OUT AT A POINT WHERE THEIR FINANCIAL INFORMATION IS REQUIRED. THERE IS TWO SPOTS IN THE PROCESS WHERE THAT IS REQUIRED. THE FIRST IS JUST, I THINK, TO CHECK THE BOX ABOUT WHAT IT WOULD LIKE TO STATE IT, AND THE SECOND POINT IS WHERE YOU ACTUALLY HAVE TO PROVIDE YOUR PAPERS. SO 75 OF PEOPLE DROP OUT AT THOSE TWO POINTS. SO, OUR SUSPICION IS THAT, YOU KNOW, PEOPLE ARE -- YOU KNOW, STILL HAVE THEIR FINGERS CROSSED, THAT OH, I AM GOING TO QUALIFY, AND THEN THEY FIND OUT OH NO I DON'T, AND I CAN'T FUDGE IT ANYMORE (LAUGHTER) SOMETHING LIKE THAT. GIVE THEM CREDIT FOR TRYING.

**CHAIR, CHRISTINE FITZGERALD:** NO THAT MAKES SENSE. THANKS SO MUCH. ALL RIGHT. ARE THERE ANY MEMBERS OF THE AUDIENCE, IN-PERSON, OR ONLINE?

**CLERK OF THE BOARD:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM. NO ONE IN ZOOM WISHING TO SPEAK, AND THERE IS ONE MEMBER OF THE PUBLIC HERE IN THE BOARDROOM THAT WOULD LIKE TO SPEAK. ADINA LEVIN, YOU HAVE TWO MINUTES. MIC IS HOT.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**ADINA LEVIN:** GOOD AFTERNOON EQUITY AND ACCESS SUBCOMMITTEE MEMBERS. ADINA LEVIN, POLICY ADVISORY COUNCIL MEMBER SPEAKING FOR MYSELF. AND THANKS TO STAFF FOR THE UPDATE ON THE EXPRESS LANE EQUITY PROGRAM PILOT. I HAVE A COUPLE OF QUESTIONS THAT -- - THROUGH THE CHAIR, IF IT'S APPROPRIATE FOR STAFF TO ANSWER ON THAT, IT WOULD BE WELCOME. AND ONE OF THEM IS IN TERMS OF HAVING THE -- BOTH THE MULTIPLE PROJECTS. MY UNDERSTANDING IT CORRECTLY, THERE IS BEING LOOKING AT OPPORTUNITIES TO CROSS QUALIFY, SO IF SOMEONE IS ELIGIBLE FOR MULTIPLE PROGRAMS, LET THEM QUALIFY ONCE AND THEN, OKAY, YOU'RE NOW -- HERE IS ALL THE OTHER THINGS YOU QUALIFY FOR, AND THEN, EVEN OUTSIDE OF MTC'S PROGRAMS, THERE IS WORK ON CROSS QUALIFICATION, LIKE, IF YOU'RE ELIGIBLE FOR MEDICARE OR SOME OTHER INCOME-BASED PROGRAM, CAN WE USE SOME OF THAT DATA TO HELP WITH THE ELIGIBILITY. IN TERMS OF THE -- SOME OF THE QUESTIONS IN THERE, YOU MAY BE DOING SURVEYS TO FIND OUT, LIKE, WOULD YOU HAVE TAKEN THESE TRIPS IF YOU DIDN'T HAVE ACCESS TO THIS PROGRAM? THAT'S QUALITATIVE DATA YOU CAN'T GET FROM THE QUANTITATIVE. IF THERE IS SURVEYING SOMEONE MIGHT ANSWER. THEN LASTLY THERE ARE SOME OTHER TOLL LANES RUN BY OTHER AGENCIES LIKE VTA AND SAN MATEO COUNTY HAVE MANAGED LANES AND SAN MATEO HAS EQUITY PROGRAMS, SO I'M WONDERING IF YOU ARE LOOKING TO CROSS LEARN FROM THE VARIOUS DIFFERENT EQUITY PROGRAMS, THE ONES THAT MTC OWNS, AND THE ONES THAT MTC'S ALLIES THAT OWN OTHER PARTS OF THE HIGHWAY SYSTEMS USE. THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**PIERCE GOULD:** ON CROSS QUALIFICATION, WE DID ACTUALLY CREATE THE OPTION FOR PEOPLE WHO HAVE BEEN APPROVED FOR CLIPPER START TO JUST USE THAT APPROVAL TO BECOME APPROVED FOR THIS PARTICULAR EXPRESS LANES PILOT, AND WE ALSO ARE, OUR 200% OF FEDERAL POVERTY LEVEL ELIGIBILITY THRESHOLD IS CONSISTENT WITH STATE PROGRAM SO ANYBODY WHO HAS CAL-FRESH OR MEDI-CAL OR PROOF OF THAT PROGRAM WHETHER IT'S SENDING IN THAT CARD OR WHATEVER THAT IS THEY CAN USE TO PROVE, AND IT'S CONSISTENT WITH OUR PROGRAM SO WE TRIED TO KEEP THOSE CONSISTENT TO SUPPORT OUR QUALIFICATION BUT WE ARE NOW LOOKING AT OPTIONS TO AS I OUR THRESHOLD WHICH WOULD REQUIRE DIFFERENT KINDS OF DOCUMENTATION. I AM GOING TO SKIP TO THE THIRD QUESTION. BECAUSE MAYBE YOU CAN ANSWER THE SECOND ONE. COMPOUND QUESTIONS ARE NOT MY SPECIALIST. (LAUGHTER) I KNOW THE THIRD ONE WAS ABOUT OTHER EXPRESS LANES BEING IN THE REGION AND HAVING PROGRAMS. THERE IS ONE OTHER PROGRAM ON THE SAN MATEO 101 EXPRESS LANES RIGHT NOW WHICH TAKES A DIFFERENT APPROACH TO EQUITY. THEY OFFER THE SAN MATEO RESIDENTS, ONLY, AN OPTION TO EITHER HAVE $100 OF CLIPPER VALUE OR $100 DOLLARS OF VALUE PRELOADED ON TO A FASTRAK, WE'RE LOOKING AT DIFFERENT APPROACHES AND ARE IN CONTACT WITH ABOUT THE PROGRAM LOOKING BACK AND FORTH WITH OUR ADVISORY GROUP AND THEIR EQUITY PROGRAMS ARE INTERESTING AND THEY'RE GOING TO BE MAKING IT

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

CHANGES ON THAT IN THE FUTURE BASED ON THEIR BOARD APPROVAL. SO YES COORDINATING, THE SECOND QUESTION.

**CLERK OF THE BOARD:** [OFF-MIC INDISCERNIBLE]

**BARBARA LAURENSON:** THANK YOU FOR THE REFRESHER. WE'RE GOING TO AT THE END OF 12 MONTHS OF GETTING DATA WE'RE DOING A FINAL SURVEY OF ALL OF THE PART APPROVED APPLICANTS IN THE PROGRAM AND THEY'RE GOING DEEPER INTO THE QUESTION ABOUT THEIR USE OF EXPRESS LANES AND THE VALUE AND SPECIFICALLY WHAT YOU ARE ASKING ABOUT.

**CHAIR, CHRISTINE FITZGERALD:** ANY OTHER QUESTIONS? THANK YOU FOR THE PRESENTATION. NOW ON TO ITEM 4B. SO, WE'RE DOING COMMUNITY ACTION RESOURCE AND EMPOWERMENT CARE PROGRAM. JUDIS SANTOS IS GOING TO PRESENT.

**JUDIS SANTOS:** GOOD AFTERNOON SUBCOMMITTEE MEMBERS. JUDIS SANTOS, DIRECTOR WITH MTC'S ACCESSIBILITY CULTURAL EQUITY OFFICE THANK YOU FOR THE OPPORTUNITY TO PROVIDE AN UPDATE ON THE COMMUNITY ACTION RESOURCE EMPOWERMENT PROGRAM CARE FOR SHORT AND IF STAFF COULD PLEASE PULL UP THE PRESENTATION? THANK YOU. NEXT SLIDE PLEASE. MTC'S CARE FUNDING PROGRAM IS AN EVOLUTION OF MTC'S LIFELINE PROGRAM DESIGNED TO ADVANCE COMMUNITY LEVEL TRANSPORTATION PRIORITIES BY INVESTING IN

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

PEOPLE AND PROCESSES UP FRONT TO DELIVER EQUITABLE OUTCOMES THROUGH FUNDING CATEGORY 1 PROJECT DEVELOPMENT CATEGORY 2 HIGH PRIORITY NEIGHBOR LEVEL PROJECTS OR BUDGETING CATEGORY 3 POWER BUILDING ENGAGEMENT THE LAST TIME STAFF PRESENTED THIS ITEM WAS NOVEMBER 2023 FOR APPROVAL OF RESOLUTION 4604 MTC'S CARE FUNDING GUIDELINES. TODAY A FOCUS IS ON ADVANCING CATEGORY 3, CYCLE 1 POWER BUILDING AND ENGAGEMENT PROGRAM AND UPDATE ON CATEGORIES 1 AND 2. NEXT SLIDE PLEASE. MTC'S CARE PROGRAM IS THE UMBRELLA PROGRAM THAT RECEIVED A TOTAL OF 21.5 MILLION THROUGH A MIX OF FEDERAL, 33 OPINION 5 MILLION THROUGH OBAG FUNDS IN WHICH 1.5 MILLION ARE IN LOCAL FUNDS AND STATE FUNDS 8.8 MILLION IN REAP 2.0 FUNDS PENDING APPROVAL THESE FUNDS ARE PROGRAMMED THROUGH COMPETITIVE APPLICATION PROCESS THAT MUST SUPPORT IMPLEMENTATION OF COMMUNITY BASED TRANSPORTATION PLANS MTC'S COORDINATED PLAN OR OTHER LOCAL PLANNING INITIATIVES AND MUST ADDRESS AT LEAST ONE OBJECTIVE BELOW. FURTHERING FAIR HOUSING ACCELERATE INFILL HOUSING REDUCE VEHICLE MILES TRAVELED REDUCE GREENHOUSE GAS EMISSIONS. NEXT SLIDE. THROUGH THREE FUNDING CATEGORIES WORK ISN'T JUST ABOUT IMPLEMENTING PROJECTS BUT ABOUT COMMUNITY TRANSFORMATION AT THE CENTER OF WHAT WE ARE TRYING TO DO DEEPENING RELATIONSHIPS AND DEVELOP PROCESSES PLANS AND PROJECTS WE WILL START WITH CATEGORY 3 BUILDING AND ENGAGEMENT WHAT WE MEAN BY POWER IS ABILITY UNABLE TO DEFINE REALITY FOR YOURSELF AND OTHERS THIS CATEGORY INCLUDES 1.5 MILLION IN TECHNICAL ASSISTANCE AND CAPACITY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

BUILDING FROM COMMUNITY-BASED ORGANIZATIONS AND LOCAL GOVERNMENT WE ARE FORGING AHEAD WITH THIS CATEGORY BEING FUNDED THROUGH LOCAL FUNDS CATEGORIES 1 AND 2 ARE ON HOLD UNTIL WE LEARN MORE ABOUT THE STATUS OF REAP 2.0 FUNDS. TECHNICAL ASSISTANCE ADVANCED COMMUNITIES BASED TRANSITION PLAN CONCEPT TO FUNDABLE VIABLE PROJECTS SUCH AS ACCESS ACCESSIBILITY ENHANCEMENTS BUS STOP IMPROVEMENTS NON-TRANSIT PROJECTS SUCH AS COMPLETE STREETS TECHNICAL ASSISTANCE EXAMPLES INCLUDE FEASIBILITY STUDIES PRELIMINARY ENGINEERING AND DESIGN ENVIRONMENTAL REVIEW AND CATEGORY 2 IS HIGH PRIORITY NEIGHBORHOOD IMPLEMENTATION OR PARTICIPATORY BUDGETING PROCESS AND PROJECT IMPLEMENTATION THIS INVOLVES IMPLEMENTING CPB PROCESS TO LISTENING PLANNING AND PROJECT IMPLEMENTATION COMPLETION THIS CATEGORY FUNDS THE PROCESS AS WELL AS PROJECT UPDATE ON THE ADVANCEMENT OF THESE TWO CATEGORIES WILL BE PROVIDED THIS SUMMER. NEXT SLIDE. CATEGORY 3 POWER BUILDING ENGAGEMENT SEEKS TO, ONE, GROW COMMUNITY LEADERSHIP AND CIVIC ENGAGEMENT FOSTER INCLUSIVE MULTI-SECTOR COLLABORATION BETWEEN PUBLIC AGENCIES AND COMMUNITY-BASED ORGANIZATIONS AND ENABLE INTERSECTIONAL LEADERSHIP TO IMPLEMENT PROJECTS IMPACTING MOBILITY AND WELL-BEING IN A NUTSHELL THIS IS ABOUT INVESTING IN PEOPLE AND COMMUNITY WELL-BEING. PUBLIC HEALTH DATA TELLS US THAT ZIP CODE IS MORE IMPORTANT OR A BETTER DETERMINANT IN PREDICTING YOUR HEALTH THAN YOUR GENETIC CODE. WHERE YOU LIVE AND WHERE YOU GREW UP

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

DETERMINES YOUR HEALTH OUTCOMES. THIS PROGRAM RECOGNIZES COMMUNITY-BASED TRANSPORTATION IMPROVEMENTS AND INVESTMENTS AS A FOUNDATIONAL ELEMENT OF THRIVING HEALTHY COMMUNITIES. NEXT SLIDE PLEASE. SO, HOW WILL POWER BUILDING AND ENGAGEMENT BE DESIGNED AND WHAT IS THE PROGRAM'S FRAMEWORK. AS ILLUSTRATED IN THE GRAPHIC, THE PROGRAM CENTERS BELONGING AND CIVIC ENGAGEMENT TO VALUE EVERYONE EQUALLY AND ENGAGE EQUITABLY. WHEN WE TALK ABOUT HEARING RESIDENT VOICES IT'S NOT JUST ABOUT WHAT PEOPLE SAY IT'S MUCH MORE THAN THAT IT'S ABOUT RESIDENT'S DECISIONS BEHAVIORS AND ACTIONS AND HOW THAT CAN LEAD TO SHARED VISION COLLABORATION DECISION-MAKING LEADERSHIP AND MOBILIZATION WITHIN COMMUNITIES. WORKING ON THE PREMISE THAT PEOPLE WHO FEEL VALUED AND CARED FOR ARE MORE LIKELY TO PARTICIPATE IN POLICY DECISION MAKING AND CIVIC LIFE AND PEOPLE WHO PARTICIPATE FEEL CONNECTED AND TEND TO LIVE LONGER HAPPIER LIVES. BELONGING AND CIVIC ENGAGEMENT IS THE FOUNDATION OF COMMUNITY MEMBERS POWER TO IMPLEMENT A VISION THAT A FUTURE IS HEALTHY AND EQUITABLE THIS IS A REFERENCE FROM VITAL CONDITIONS AND NEIGHBOR INVESTMENT FRAMING PROGRAM SIX ACHIEVE THROUGH INVESTING IN COMMUNITY CIVIC LEADERSHIP MULTI-SECTOR PARTNERSHIPS INTERSECTIONAL ACTION TO RESULT IN RESILIENTS AND EQUITABLE COMMUNITIES. ON THE LEFT ARE ELEMENTS OF THE PROGRAM BEING PILOTED, DESIGN THROUGH PARTICIPATE STRUCTURE AND PROCESS WITH THE ADDITION OF A COMMUNITY ADVISORY WORKING GROUP ADVANCING CAPACITY BUILDING

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

PARTICIPANTS AND COMMUNITY-LED ENGAGEMENT INITIATIVES TO FULFILL KEY EQUITY STRATEGIES AND LASTLY DEVELOPING RANGE AND DIFFERENT WAYS TO LEARN THROUGH DEMONSTRATED ACTION MODELS. I WILL GO THROUGH EACH OF THESE ELEMENT IN THE NEXT SLIDE IN MORE DETAIL. FOR PARTICIPATORY GROUP STRUCTURE PROCESS PROPOSING HAVING INVOLVEMENT THROUGH PROGRAM PROJECT LIFE CYCLE AND BEYOND OBJECTIVE BUILDING COMMUNITY FOCUSED RELATIONAL ASPECTS FOR PEOPLE BUILDING NETWORKS FOR TRANSACTIONAL SHARING INFORMATION AND OPPORTUNITIES TO ADDRESS INEQUITY IT IS PROPOSING NEW COMMUNITY ADVISORY WORKING GROUP FOR POWER BUILDING AND ENGAGEMENT TO INFORM AND PROVIDE FEEDBACK ON THE PROGRAM'S DESIGN GOALS AND WORKING WITH MTC STAFF AND COUNTY TRANSPORTATION AUTHORITIES. THIS WILL AUGMENT THE ALREADY EXISTING STRUCTURE SUPPORTING THE POLICY ADVISORY COUNCIL EQUITY AND ACCESS SUBCOMMITTEE ADVISORY ROLE COORDINATING WITH COUNTY TRANSPORTATION AGENCIES WITH MTC MAKING THE FINAL DECISION-MAKING ACTION AND APPROVAL. IN ADDITION, RESIDENTS, COMMUNITY-BASED ORGANIZATIONS AND STAKEHOLDERS WILL BE INVOLVED DURING THE APPLICATION PROCESS IN IDENTIFYING CAPACITY BUILDING NEEDS AND GAPS AND AWARDEES BOTH RECEIVING FUNDS WILL BE INVOLVED AT THE LAUNCH, COMPLETION OF THE PROJECT AND AFTERWARDS BE PART OF A POWER BUILDING AND ENGAGEMENT COHORT OF COMMUNITY OF PRACTICE. WORKING CONCEPT FOR COMMUNITY ADVISORY WORKING GROUP FOR BUILDING ENGAGEMENT IS COMPRISED OF 12 INDIVIDUALS FROM LOCAL

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

COMMUNITY BASED ORGANIZATIONS TIME LIMITED COMPENSATED PARTICIPANTS OUR PARTICIPANTS ARE ELIGIBLE TO APPLY FOR CATEGORY 3 FUNDING THERE ARE NO DECISION-MAKING OR EVALUATION RULE BECAUSE OF THE CONFLICT OF INTEREST THE ROLE IS MAINLY INFORMING PROVIDING FEEDBACK CONSULTATION PREFERENCE WILL BE GIVEN TO COMMUNITY-BASED ORGANIZATIONS REPRESENTATIVES AND SERVING EQUITY PRIORITY COMMUNITIES PROPOSED SELECTION OF COMMUNITY ADVISORY WORKING GROUP AND INCLUDE A MIX OF THE POWER BUILDING AND ENGAGEMENT PROGRAM TWO EQUITY MEMBERS. ON THE RIGHT IS POTENTIAL STRUCTURE OF THE MEETINGS. DETAILS OF WHAT POWER BUILDING ENGAGEMENT WILL BE FUNDING STARTING WITH TACTIC OF CAPACITY BUILDING TO OPERATIONALIZE COMMUNITY AND CIVIC LEADERSHIP KEY STRATEGY CAPACITY BUILDING IS A PROCESS OF STRENGTHENING LOCAL COORDINATION LEADERSHIP KNOWLEDGE SKILLS AND EXPERTISE ACCESS RESOURCES AND COMMUNITIES WITH GOAL OF HELPING TO DEVELOP INCREASE IN ABILITY OF THAT COMMUNITY INDEPENDENTLY COMPETE FOR GRANTS IMPLEMENT PROJECTS IN FUTURE AREAS INCLUDE EDUCATION AND AWARENESS RAISING TRAINING SKILLS BUILDING COMMUNITIES ENGAGEMENT PARTNERSHIP DEVELOPMENT WORKING EXAMPLES INCLUDE HOW TO CONDUCT PARTICIPATORY BUDGETS AND RESIDENT COMMUNITY PLANNING LEADERSHIP DEVELOPING EQUITY AND KEY PERFORMANCE INDICATORS AND COMMUNITY AGENCY READINESS PROJECTS AND PROGRAM DEVELOPMENT. NEXT SLIDE. PARTNERSHIPS IS SECOND TACTIC TO OPERATIONALIZE MULTI-SECTOR PARTNERSHIPS DEVELOPMENT MEANS TO

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

BUILD MUTUALLY BENEFICIAL RELATIONSHIPS FOR MEANINGFUL INCLUSIVE COLLABORATION INCLUDES OUTREACH EDUCATION BROAD PARTNERSHIPS INCLUDE PUBLIC AGENCIES TRANSIT OPERATORS COMMUNITY-BASED ORGANIZATIONS RESIDENTS AND UNDERREPRESENTED OVERBURDENED COMMUNITIES EXAMPLES INCLUDE HAVING MOBILITY MANAGEMENT WORKSHOPS MEANS BASED CROSS SECTOR PARTNERSHIPS YOUTH OR OVERBURDENED GROUPS SAFETY AND TRANSIT TRANSPORTATION HOUSING. NEXT SLIDE. PROJECTS IS THE LAST TACTIC OPERATIONALIZE INTERSECTIONAL ACTION MEANS FUNDING COMMUNITY ENGAGEMENT PROJECTS LEVERAGE NEW OR EXISTING COMMUNITY GATHERING RESOURCES SITES TO IMPLEMENT MOBILITY, AFFORDABILITY, SAFETY STRATEGIES, INCLUDING BUT NOT LIMITED TO MESSAGING, EDUCATION, ENGAGEMENT ACTIVITIES, LEADERSHIP DEVELOPMENT, COMMUNITY ASSESSMENT, AND READINESS. WORKING EXAMPLES INCLUDE COMMUNITY BICYCLE RIDES, WALK AUDITS, COMMUNITY ASSESSMENT, AND READINESS AUDITS, STORY TELLING EFFORTS, OPEN STREETS EVENTS, OR MOBILITY SAFETY DEMONSTRATIONS. NEXT SLIDE, PLEASE. THE LAST POWER BUILDING AND ENGAGEMENT ELEMENT DRAW AWARENESS THAT VARIOUS LEARNING ACTION MODELS TO EXECUTE VARIOUS TACTICS WE JUST REVIEWED FOR CAPACITY BUILDING, PARTNERSHIP PROJECTS, AND LASTLY COMBINATION OF THREE. SEEKING INPUT TO OFFER SEPARATE STANDALONE TRACKS TO COMPETITIVE TO APPLY FOR CAPACITY BUILDING OFFERING COMBINATION OF ALL THREE AND ACTION COHORT MODEL FOR CAPACITY BUILDING HAVING A SET ASIDE DEPENDING ON

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

LEVEL OF NEED AND INTEREST PROVIDING BROADENED ACCESS TO EDUCATIONAL RESOURCES FOR PARTNERSHIP HAVING TEARED LEVEL OF FUNDING CONTINUE COLLABORATION AND LOCAL MULTI-SECTOR PARTNERS FOR PROJECT PROVIDE -- THE ANTICIPATED TIMELINE AND NEXT STEPS DOLLARS LAUNCHING INVITATION FOR THE COG IN EARLY APRIL WITH COG OPERATIONAL IN MAY LAUNCHING PROJECTS IN JUNE WITH INFORMATION SESSIONS CONDUCTED CALL FOR PROJECTS TO CLOSE AT END OF JULY, AUGUST NOTICE OF CONDITIONAL AWARD SEPTEMBER HAVING MTC APPROVAL AND IN OCTOBER ON BOARD AND PROJECT IMPLEMENTATION. STAFF PLANS TO COME BACK TO THIS COMMITTEE IN THE SUMMER AND AGAIN THESE ARE ANTICIPATED TIMELINES AND NEXT STEPS DEPENDING ON FEEDBACK AND WORKING WITH THIS SUBCOMMITTEE AND THE COG. NEXT SLIDE PLEASE. SO, THANK YOU FOR YOUR ATTENTION AND CONSIDERATION OF THIS DEVELOPING POWER BUILDING ENGAGEMENT PROGRAM. STAFF IS INTERESTED IN HEARING WHAT YOUR OVERALL THOUGHTS AND FEELINGS ARE ON THE POWER BUILDING ENGAGEMENT APPROACH, HOW MIGHT WE CONDUCT OUTREACH TO INVITE INDIVIDUALS TO PARTICIPATE IN THE COMMUNITY ADVISORY WORKING GROUP IS THE SUBCOMMITTEE INTERESTED WE ARE POTENTIALLY HAVING TWO MEMBERS PARTICIPATING IN THE SELECTION OF THE MEMBERS AND THEN LASTLY WHAT AREAS OF THE POWER BUILDING ENGAGEMENT PROGRAM ARE MOST INTERESTING TO YOU. SO, THANK YOU.

**CHAIR, CHRISTINE FITZGERALD:** THANKS SO MUCH FOR YOUR PRESENTATION. LADIES AND GENTLEMEN, DO YOU HAVE QUESTIONS?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**HOWARD WONG:** HOWARD WONG. THERE ARE PLENTY OF EXAMPLES IN OUR HISTORY ABOUT ATTEMPTS TO REVITALIZE OR EMPOWER OUR NEIGHBORHOODS AND A LOT OF THEM HAVE VERY BAD OUTCOMES IN HISTORY. THAT'S WHAT WE WERE TALKING ABOUT EARLIER, ABOUT THE REDEVELOPMENT IN SAN FRANCISCO, FOR INSTANCE WHEN MANY PEOPLE WHO THOUGHT THEY KNEW BETTER, AND THAT INCLUDES PLANNERS, PROFESSIONAL PLANNERS, ARCHITECTS, ENGINEERS, POLITICIANS, THOUGHT THAT CERTAIN NEIGHBORHOODS WERE NOT DESIRABLE. SO, THEY WERE ESSENTIALLY NOT JUST CHANGED, BUT DEMOLISHED AND REMOVED, BECAUSE THAT WAS GOOD FOR THE PEOPLE, THAT IT WAS -- [INDISCERNIBLE] GAS CLUBS, MINORITY OWNED BUSINESSES, BOOK STORES, BARBER SHOPS, CHURCHES, ALL THOSE THINGS WEREN'T REALLY GOOD FOR THE CITY SO THEY JUST REMOVED THEM AND BUILD MODERN THINGS, AND THEN THOSE MODERN BUILDINGS, ELIMINATING THE CHARACTER SCALE NEIGHBORHOODS STARTED TO FAIL. SO MORE PROJECTS WERE INTRODUCED TO EMPOWER THE COMMUNITY, AND THEY FAILED. AND, SO, IN FILLMORE, THEY BUILT A NEW HERITAGE JAZZ CENTER WHICH HASN'T DONE WELL, THEY PUT MONEY INTO STREET IMPROVEMENTS, THAT DIDN'T DO VERY WELL. WHAT HAS WORKED OVER THE YEARS HAS BEEN HOLE PEOPLE WHO WERE EMPOWERED GRASSROOTS, WHO HAD A SENSE OF WHAT THEY WANTED, IT WASN'T TOP DOWN, IT WAS KIND OF GRASSROOTS, AND I THINK THERE ARE ELEMENTS IN THIS PROGRAM TO DO THAT. BUT I'M ALWAYS WARY WHEN A PROGRAM HAS LANGUAGE THAT'S KIND OF WRITTEN BY, YOU KNOW, PEOPLE AND

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

UNIVERSITIES, PSYCHOLOGISTS, YOU KNOW, LIKE CAPACITY BUILDING, THINGS LIKE THAT, THAT SOUND A LITTLE BIT INSTITUTIONALIZED, THAT I THINK YOU NEED TO RELOOK AT YOUR PROGRAM AND PUT IT INTO MUCH MORE SIMPLER LANGUAGE, ENGLISH, AND MUCH MORE PICTORIAL, MUCH MORE GRAPHIC, THAT IT DOESN'T SOUND LIKE A DISSERTATION, BUT WHAT REAL PEOPLE WOULD WANT. SO, I THINK THERE ARE ELEMENTS IN HERE THAT I LIKE, BUT, ALSO, THERE ARE A LOT OF EXISTING RESOURCES THAT COULD HELP IF THEY ARE REALLY CREATIVE AND ENLIGHTENED. GOOD PLANNING PROFESSIONALS. GOOD DESIGN PROFESSIONALS. PEOPLE WHO REALLY WANT TO CREATE REAL SPACE, REAL, YOU KNOW, NEIGHBORHOOD ACCORDS, NEIGHBOR HOOD CIRCULATION SPINES, NEIGHBORHOOD REVITALIZATION THAT REALLY BRING PEOPLE IN FROM THE GROUND UP. WE HAVE SEEN EXAMPLES OF WHERE THAT WORKS. WE HAVE ALSO SEEN, AS I MENTIONED, MANY, MANY THINGS DONE OVER DECADES THAT HAVE FAILED, BECAUSE SOMEONE THOUGHT, THIS IS WHAT WE SHOULD SOMEWHAT IMPOSE, THAT IT HAS TO BE GROWN FROM THE GROUND UP, AND IT HAS TO BE DONE BY REALLY GENUINE PEOPLE OF THE NEIGHBORHOOD, BY THE NEIGHBORHOOD AND FOR THE NEIGHBORHOOD. THANK YOU

**V. CHAIR, JOHNNY PARKER:** PAM?

**PAMELA CAMPOS:** THANK YOU JUDIS. WAS THIS A REALLY GREAT APPROXIMATE INSPIRING ITEM THAT WE GOT TO SEE. I SAN REALLY WANT TO EMPHASIZE WHAT YOU SAID ABOUT PEOPLE WHO FEEL VALUED

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

AND CARED FOR. CARED FOR ARE MORE LIKELY TO PARTICIPATE. I DON'T THINK WE GET ENOUGH OPPORTUNITY FOR OUR GOVERNMENT LEANING INTO THAT. AND, SO, I AM, FIRST AND FOREMOST, EXCITED ABOUT THIS FUNDING OPPORTUNITY TO REALLY MEET THAT NEED, BECAUSE OUR COMMUNITY NEEDS FUNDING LIKE THIS. I THINK PART OF THE DISTRUST IN GOVERNMENT COMES WHEN FOLKS DON'T SEE THEMSELVES EYE TO EYE WITH OUR ELECTED OFFICIALS, ESPECIALLY WHEN THEIR LIVES START TO LOOK LESS LIKE OURS WHEN WE DON'T SEE THEM RIDING TRANSIT WHEN WE DON'T SEE THEM LIVING ON TIGHT BUDGETS LIKE WE ARE. SO MORE OPPORTUNITIES LIKE THIS WHEN WE GET TO LEAN INTO COMMUNITY POWER, YOU KNOW, REALLY, LIKE, NEIGHBORHOOD LEADERS, THAT IS MOVING US IN THE RIGHT DIRECTION, I BELIEVE. AND ESPECIALLY GIVEN OUR HISTORY WITH THE REDEVELOPMENT AGENCIES THAT MAY OR MAY NOT HAVE APPROPRIATELY USED FUNDS AND LAND USE POLICY TO SUPPORT THE BETTERMENT OF ALL COMMUNITIES, AND JUST A FEW SPECIAL INTEREST COMMUNITIES, I THINK THAT THAT'S WHAT -- IT APPEARS TO ME THAT THIS IS WHAT IS TRYING TO LOOK DIFFERENT FROM THAT APPROACH. I REALLY LEAN INTO, WHEN SAN JOSE HAD A STRONG NEIGHBORHOODS INITIATIVE, AND WE WERE ABLE TO GROW A LOT OF REALLY STRONG COMMUNITY LEADERS, INCLUDING FORMER CHAIR KINMAN FROM THAT PROGRAM. AND, SO, OPPORTUNITIES LIKE THIS, I -- I WANT TO KNOW WHAT WE CAN DO TO SUPPORT THE ONGOING IMPLEMENTATION OF THIS CARE PROGRAM. WHAT CAN WE DO TO MAKE SURE THAT THIS STAYS FUNDED AND GETS MORE FUNDING? THAT WAS A QUESTION.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**JUDIS SANTOS:** SO, I THINK THE FIRST STEP IS CONSIDERING THE PROPOSAL OF HAVING SUBCOMMITTEE MEMBERS INVOLVED IN THE SELECTION OF THE COGS. SO, THAT'S ONE WAY TO KEEP THIS WORK MOVING FORWARD. AND THEN, SECONDLY, THE -- TO GET THIS PROGRAM FUNDED AND CONTINUING, THERE IS FUNDING BEING SET ASIDE THROUGH OBAG FUNDS, AS WELL, THERE ARE FUNDS IN REAP 2.0. REAP 2.0, RIGHT NOW IS IN QUESTION. AND WE'LL LEARN MORE ABOUT THE STATUS OF THOSE FUNDS IN THE SUMMER. BUT OBAG HAS -- THIS IS AN INAUGURAL PROGRAM. SO OBAG HAS COMMITTED FUNDS FOR THIS CYCLE FOR CARE.

**PAMELA CAMPOS:** THANK YOU. I HAD ANOTHER QUESTION ABOUT THE COHORT MODEL. HOW OFTEN IS THE COHORT MEETING? AND IS THERE A PLAN FOR CONTINUING CONTACT AFTER THE COHORT TIME ENDS? I HAVE PARTICIPATED IN MANY COHORTS MYSELF AND I FIND THAT WHEN YOU'RE IN THAT COHORT SPACE AND MODEL, THERE IS A BOND THAT ALMOST CAN'T BE BROKEN. AND SO LEADING INTO THAT, IS THERE A PLAN FOR MAKING SURE THAT EVEN IF PEOPLE RETIRE, CHANGE JOBS, OR LEAVE THE AREA, THAT THERE ARE STILL GOING TO BE A GROUP OF PEOPLE WHO HAVE THIS KNOWLEDGE AND ARE CONTINUING TO SEE IT THROUGH?

**JUDIS SANTOS:** SO THE CURRENT CONCEPT IS THAT THOSE THAT WILL BE RECEIVING THE AWARDS OR FUNDS WILL BE INVOLVED IN THE VERY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

BEGINNING, DURING LAUNCH, AND DURING THE EVALUATION OF THE LEARNING PERIOD AS WELL AS AFTER THE PROJECT IS COMPLETE, THAT GROUP OF INDIVIDUALS WILL FORM A POWER BUILDING ENGAGEMENT COMMITTEE OF PRACTICE, WHAT THAT LOOKS LIKE AND HOW OFTEN THEY WILL MEET, THOSE DETAILS NEED TO BE FLUSHED OUT THROUGH THE COG AND THROUGH THE COMMITTEE. THAT'S ONE REASON WE INTEGRATED A COHORT LEARNING APPROACH SO IT'S NOT JUST ABOUT COMPLETING YOUR PROJECT IT'S BUILDING COMMUNITIES OF PRACTICE, BUILDING NETWORKS, AS WELL AS STRENGTHENING BELONGING CIVIC ENGAGEMENT.

**PAMELA CAMPOS:** I AGREE 100%. BECAUSE I FEEL OPPORTUNITIES LIKE THIS ARE SO VALUABLE AND IT FAR EXCEEDS JUST ONE PERSON AND IT'S AN OPPORTUNITY AND GREAT IDEA FOR PEOPLE TO BE PLANTED, FLOURISH, AND PEOPLE COME AND GO SO WE NEED TO UTILIZE OUR GROUP KNOWLEDGE TO MAKE SURE WE'RE LAYING DOWN THE FOUNDATION FOR BEST PRACTICES TO CONTINUE EVEN AS FOLKS CYCLE IN AND OUT AS WE DO, ESPECIALLY BECAUSE SOMETIMES SOLUTIONS THAT COMMUNITY MEMBERS COME UP WITH, AREN'T GOING TO COST TENS OF THOUSANDS OF DOLLARS. THERE ARE FIXES THAT IT JUST TAKES A COUPLE OF VERY MOTIVATED AND PASSIONATE PEOPLE TO MAKE A DIFFERENCE IN THE VIBRANCY OF OUR COMMUNITY. TWO EXAMPLES I CAN THINK OF ARE BIKE BUSES IF WE CAN GET A COMMUNITY LEADER TO START UP A BIKE BUS SO THAT STUDENTS CAN RIDE IN GROUPS TO THEIR SCHOOLS. THERE IS ALSO, LIKE, THE LITTLE LIBRARY CONCEPT. I HAVE SEEN COMMUNITIES WHERE THEY HAVE LITTLE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

NEIGHBORHOOD FARM TO TABLE BOXES WHERE NEIGHBORS WHO HAVE IN EXCESS PRODUCE THAT THEY GROW IN THEIR GARDENS CAN HAVE SPACE FOR OTHER NEIGHBORS TO BENEFIT FROM THE FRUITS OF THEIR LABOR. THINGS LIKE THAT CAN BE REVOLUTIONARY AT A LOW-COST. SO, I THINK MAKING SURE THAT WE HAVE SPACE TO SEE THOSE IDEAS, NOT JUST MAKE AN IMPACT IN ONE NEIGHBORHOOD, BUT SPREAD AND GROW THE GREATNESS INTO OTHER COMMUNITIES, I THINK IS GOING TO BE AN ESSENTIAL PART OF THE LONGEVITY OF THIS PROGRAM. AND TO THE EXTENT THAT WE CAN NOT KEEP THESE CONVERSATIONS LIMITED TO JUST LIKE A GROUP OF PEOPLE IN A MEETING SPACE, BUT IF THERE IS, LIKE, AN E-MAIL GROUP, OR, LIKE A -- I DON'T KNOW, FACEBOOK GROUP, LIKE, THINGS LIKE THAT WHERE IT CAN CONTINUE TO GROW AND BUILD AND FAR EXCEED THE GREAT SEEDS THAT WE HAVE PLANTED, BUT REALLY ALLOW THIS PROGRAM TO FLOURISH TO ITS LIMITLESS CAPACITY BECAUSE I FEEL THAT EVERY INDIVIDUAL IS LIMITLESS IN THE POSSIBILITIES WE CAN ACHIEVE. SO, THANK YOU, AGAIN, FOR THIS REALLY, REALLY GREAT PROGRAM. IMPORTANT ITEM. I COMPLETELY AGREE THAT HAVING COMMITTEE MEMBERS PARTICIPATE IN THE SELECTION PROCESS, I'M ALL FOR THAT. I HOPE THAT'S SOMETHING WE CAN DO. AND REGARDING COMMUNITY ENGAGEMENT TO THE COMMUNITY ADVISORY WORKING GROUP, I THINK IT'S JUST REALLY LEANING INTO COMMUNITY PARTNERS WHO KNOW THEIR NEIGHBORHOODS BEST AND ALLOWING SPACE FOR FOLKS TO COME IN. AND, YEAH, I'M JUST LOOKING FORWARD TO LEARNING MORE ABOUT THE OUTCOMES OF THIS PROGRAM. THANK YOU.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**TERRY SCOTT:** YES. THANK YOU. I WAS GOING TO SUGGEST IN TERMS OF WORKING WITH GROUPS IN VARIOUS COMMUNITIES, ONE GROUP, ONE GROUP IN MY COMMUNITY THAT I WORK WITH CLOSELY IS FAIR HOUSING. AND IT'S A LITTLE ASIDE FROM TRANSPORTATION AS A SUBJECT. BUT THESE ARE -- THIS PARTICULAR ORGANIZATION HAS BEEN THERE MANY YEARS. IT HAS A FULL-TIME STAFF. IT HAS AN EXECUTIVE DIRECTOR, AND THEY WORK WITH THE PEOPLE IN THE COMMUNITY THAT NEED THEIR ASSISTANCE. AND WE'RE -- IN MY RURAL COMMUNITY, WE HAVE 30,000 CARS A DAY COMMUTING INTO OUR COMMUNITY AND OUT. AND THE REASON THEY'RE DOING SO IS THEY CAN'T AFFORD HOUSING. THE HOUSING DOESN'T EXIST, AND WE'RE A VERY SMALL COUNTY IN TERMS OF POPULATION. WE ONLY HAVE 137,000 RESIDENTS, WHICH IS SMALLER THAN MANY OF THE CITIES IN THE OTHER COUNTIES IN THE BAY AREA. BUT, THE PEOPLE WHO WORK PARTICULARLY IN THE HOSPITALITY INDUSTRIES, AND THERE ARE A LOT OF THEM, WINERIES, BOUTIQUE RESTAURANTS ET CETERA HOTELS, IT'S VERY DIFFICULT TO FIND ADEQUATE LOCAL HOUSING THAT'S AFFORDABLE TO THEM, AND THAT ORGANIZATION I KNOW WOULD LOVE TO WORK WITH A REGIONAL GROUP. THEIR FUNDING COMES FROM VARIOUS SOURCES. MUCH OF IT COMES FROM HUD, THE FEDERAL PROGRAM. BUT IT WOULD BE VERY ADVANTAGEOUS FOR BOTH THE REGIONAL GROUP AND FOR THEM TO WORK TOGETHER. AND THEY ALSO WORK WITH TOWN AND GOVERNMENT AND THE CITY OF GOVERNMENTS, AS WELL. BUT PRIMARILY IT JUST SEEMS LIKE A PERFECT MATCH. AND I WOULD RECOMMEND, IF

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

YOU WANT ANY INFORMATION AND CONTACT THERE, I CAN CERTAINLY PROVIDE THAT. THANK YOU.

**SPEAKER:** I WANT TO COMMENT. I AGREE WITH PAMELA.

**V. CHAIR, JOHNNY PARKER:** I -- IS THAT ME? SORRY. I AGREE WITH PAMELA. YOU KNOW, I HAVE PARTICIPATED IN COHORTS BEFORE. AND I REMEMBER BEING VERY EXCITED, IN THE BEGINNING. BUT THEN ONCE I REALIZED THAT THE PERSON LEADING THE COHORT WAS NOT REALLY DIRECTLY PART OF THE COMMUNITY, MY ENGAGEMENT KIND OF DECREASED. SO, I HOPE THIS PROGRAM IS GOING TO BE WELCOMING AND ALL PARTIES ARE INVOLVED, EVEN YOU. SO WE'RE MOVING INTO A NEW ERA. A LOT OF PEOPLE WANT TO GO BACK TO HOW IT USED TO BE, YOU KNOW, BEING VERY ACTIVE IN YOUR COMMUNITY AND BEING THE ONE WHO, INSTEAD OF YOU POINTING AND SAYING THIS PERSON SHOULD DO THIS, YOU'RE ACTUALLY BEING INVOLVED, AND WHEN YOU HAVE IT SET UP THIS WAY WHERE THERE IS KIND OF A -- I DON'T WANT TO SAY A SELECTION PROCESS, BUT WHEN YOU ARE INCLUDED, YOU KNOW THAT YOU HAVE SOME TYPE OF RESPONSIBILITY. I THINK THAT'S WHEN YOU ARE GOING TO FIND THE BEST TYPE OF ENGAGEMENT. SO, THANK YOU. THAT'S ALL THE COMMENTS, CHAIR FITZGERALD.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU, SIR. CLERK, DO YOU HAVE ANY COMMENTS FROM THE COMMUNITY RECEIVED LAST NIGHT BY 5:00 P.M.?

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CLERK OF THE BOARD:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM. WE HAVE TWO MEMBERS OF THE PUBLIC THAT WISH TO SPEAK. WARREN CUSHMAN IN ZOOM, AND ADINA LEVIN IN THE BOARDROOM. GO AHEAD AND KICK IT OFF. YOU HAVE TWO MINUTES.

**ADINA LEVIN:** HELLO. SO, ADINA LEVIN, MEMBER OF POLICY ADVISORY COUNCIL SPEAKING FOR MYSELF. AND WANTED TO ASK A QUESTION IN FRONT OF THE BODY THAT I ALSO ASKED TO JUDIS IN THE HALLWAY, WHICH IS, IN TERMS OF THE THIRD CATEGORY AND WHAT WOULD QUALIFY FOR IT, I JUST WANTED TO CONFIRM THAT THERE WAS SOMETHING THAT WAS IN THE PREVIOUS DESCRIPTION THAT IS STILL INCLUDED AND TALK ABOUT WHY I THINK IT'S IMPORTANT. SO, THIS IS EVOLVING OUT OF A PROGRAM THAT SUPPORTED COMMUNITY MEMBERS PARTICIPATING IN A COMMUNITY BASED TRANSPORTATION PLANS, WHICH ARE VERY IMPORTANT AND THE PREVIOUS DESCRIPTION ALSO TALKED ABOUT THE POTENTIAL TO APPLY TO REGIONAL INITIATIVES, OR EVEN STATEWIDE INITIATIVES, AND I'LL GIVE A COUPLE OF EXAMPLES ABOUT WHY THAT IS GOOD AND IMPORTANT TO CONTINUE TO HAVE IN. SO, IT WAS REALLY STRIKING TO ME THAT I READ THE BAYVIEW-HUNTERS POINT COMMUNITY-BASED TRANSPORTATION PLAN, AND ONE OF THE THINGS THAT CAME OUT OF THE TOP PRIORITY FOR COMMUNITY MEMBERS WAS ACCESS TO REGIONAL TRANSIT TO BART AND TO CALTRAIN. BUT THE CBTP WAS BEING MANAGED BY THE CITY AND SFMTA WHO HAD NO ABILITY TO DELIVER THINGS THAT WERE HIGH PRIORITY

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

FOR COMMUNITY MEMBERS IN OUR COMMUNITY BUT IT WAS A DIFFERENT AGENCY SO THEY COULDN'T DO IT. SO BY ENABLING COMMUNITY MEMBERS TO ENGAGE IN THINGS LIKE CONNECT NETWORK PLAN TRANSIT 2050 AND BEING ABLE TO GROUND TRUTH THOSE PLANS FOR HOW THEY WORK FOR THE LOCAL COMMUNITY AND PERTAINING TO THAT REGIONAL THERE'S EVEN STATEWIDE TASK FORCE ABOUT TRANSIT FUNDING AND POLICIES THAT PEOPLE DON'T EVEN KNOW THAT'S GOING ON AT ALL SO BEING ABLE TO CONNECT LOCAL GROUPS TO THESE POLICIES THAT AFFECT THEIR LOCAL, IT WOULD BE GREAT TO BE ABLE TO BE A PART OF THIS. THE THANK YOU.

**CLERK OF THE BOARD:** NEXT UP IS WARREN CUSHMAN. YOU HAVE TWO MINUTES. I'M GOING TO GIVE YOU A WARNING AT 15 SECONDS.

**SPEAKER:** CAN YOU HEAR ME.

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

**SPEAKER:** OKAY. HELLO CHAIR FITZGERALD AND EVERYONE ON THE EQUITY AND ACCESS SUBCOMMITTEE. I WANT TO, FIRST OF ALL, SAY THAT I'M PLEASED WITH THIS EFFORT THAT MTC IS MOVING FORWARD. I SEE A LOT OF POTENTIAL FOR PEOPLE WITH DISABILITIES IN THIS SPACE. I'M VERY INTERESTED IN FUTURE DIALOGUE WITH THE MTC AROUND THIS. CAPACITY BUILDING IS SOMETHING THAT PEOPLE WITH DISABILITIES REALLY NEED TO FOCUS ON. WE ARE A DIVERSE

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

POPULATION THAT EXISTS IN MANY DIFFERENT WAYS, WITH MANY DIFFERENT ORGANIZATIONS. AND MANY DIFFERENT DISABILITY TYPES. WHAT WE REALLY NEED IS SOME CAPACITY BUILDING AND SOME BRINGING TOGETHER AND ORGANIZING OF PEOPLE WITH DISABILITIES IN THE TRANSPORTATION AND HOUSING ARENAS. THIS IS A WONDERFUL OPPORTUNITY TO DO SO. I'M EXCITED TO DO THIS. I WOULD LOVE TO BE INVOLVED WITH THE COG AND/OR AT LEAST BE INVOLVED WITH THE PROCESSES THAT MOVES FORWARD. I SEE A LOT OF POTENTIAL HERE. AND IT'S VITAL THAT PEOPLE WITH DISABILITIES BE A PART OF THIS PROCESS. THANK YOU.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU WARREN. ANYBODY ELSE?

**CLERK OF THE BOARD:** NO. WARREN WAS THE LAST ONE.

**CHAIR, CHRISTINE FITZGERALD:** ALL RIGHT. THANK YOU, MA'AM. ON TO FOUR C. NEW BUSINESS.

**V. CHAIR, JOHNNY PARKER:** JUST WANTED TO MENTION, HOWARD WONG HAD ONE MORE COMMENT.

**CHAIR, CHRISTINE FITZGERALD:** OKAY HOWARD.

**HOWARD WONG:** ADINA MENTIONED BAYVIEW-HUNTERS POINT. AND INTERESTINGLY SFMTA IS ABOUT TO INSTITUTE IN BAYVIEW-HUNTERS

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

POINT A COMMUNITY BUS SHUTTLE. IT'S A FEDERAL GRANT. I THINK THERE WERE -- I CAN'T RECALL WHAT THE ORIGIN WAS, BUT THERE WERE COMMUNITY MEETINGS ABOUT WHAT THE NEIGHBORHOOD NEEDED, WHICH BAYVIEW-HUNTERS POINT IS UNDERSERVED LOW-INCOME NEIGHBORHOOD IN THE SOUTHEAST CORNER OF SAN FRANCISCO. AND ONE OF THE THINGS THEY WANTED WAS MORE TRANSIT WITHIN THEIR COMMUNITY AND THROUGH THIS GRANT, I THINK THEY'RE ACTUALLY GOING TO START, I THINK IT'S THIS YEAR, A SHUTTLE BUS THAT'S CONSIDERED NOT ONLY A LAST MILE CONNECTOR TO OTHER TRANSIT HUBS, BUT I THINK IT'S ACTUALLY GOING TO BE DOOR-TO-DOOR SERVICE. SO, THERE IS AN EXAMPLE OF A NEIGHBORHOOD ENGAGEMENT PROCESS FOR TRANSIT, AND A RESULT THAT IS -- THAT LOOKS LIKE IT'S GOING TO BE VERY BENEFICIAL.

**CHAIR, CHRISTINE FITZGERALD:** OKAY. THANK YOU HOWARD. NOW ON TO NEW BUSINESS. NO TAKERS. OKAY.

**V. CHAIR, JOHNNY PARKER:** HOWARD WONG.

**HOWARD WONG:** YEP.

**CHAIR, CHRISTINE FITZGERALD:** OKAY.

**HOWARD WONG:** THERE WAS SOMETHING I READ IN THE NEWS THAT'S KIND OF DEMONSTRATES HOW GOVERNMENT AGENCIES CAN HAVE A

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

TREMENDOUS BENEFIT TO MANY PEOPLE. THE DEPARTMENT OF TRANSPORTATION SECRETARY BUTTIGIEG HAS ANNOUNCED THAT HE IS AUGMENTING AN EXISTING FEDERAL LAW AND CREATING AN EXPANSION OF ACCESS FOR WHEELCHAIR USERS TO ALL AIRLINES, AND WHAT THIS PROGRAM DOES IT ACTUALLY STATES, PROVIDES GUIDELINES, RULES, ACCESS FOR SOMETHING, LIKE, 5.5 MILLION AMERICANS IN WHEELCHAIRS, ACCESS AIRLINES AND AS THEY SAID, WITH DIGNITIES. THERE ARE AUTOMATIC PENALTIES TO AIRLINES THAT DO NOT PROVIDE WHEELCHAIR ACCESS AND STORAGE OF WHEELCHAIRS AND MANY, MANY OTHER. THERE' AN EXAMPLE OF HOW PUBLIC AGENCIES HOW BY RULE CHANGES CAN HELP A LOT OF PEOPLE.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU, SIR. I ALSO WOULD LIKE TO ADD, TOO, THAT JUST REALLY QUICKLY, THERE IS A MOVEMENT TO MAKE IT POSSIBLE FOR THOSE OF US WHO USE CHAIRS TO USE OUR CHAIRS WITHIN AIRPLANES. SO, THANK YOU VERY MUCH FOR YOUR COMMENTS. HOWARD, THAT'S GREAT. ANYBODY ELSE? OKAY. ON TO FIVE. ITEM --

**CLERK OF THE BOARD:** ON TO PUBLIC COMMENT FOR THAT ITEM. THERE IS NO WRITTEN CORRESPONDENCE --

**CHAIR, CHRISTINE FITZGERALD:** I'M SORRY.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CLERK OF THE BOARD:** IT'S OKAY. YEP. WE'RE ALMOST THERE. THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM. NO ONE IN THE BOARDROOM WISHING TO SPEAK AND WARREN C DID YOU WANT TO SPEAK ON THIS ITEM DID YOU WANT TO SPEAK UNDER PUBLIC COMMENT? WARREN? DID YOU WANT TO SPEAK UNDER THIS ITEM OR PUBLIC COMMENT?

**SPEAKER:** I WANT TO ROLAND FOR BRINGING THIS UP, FOR PEOPLE IN WHEELCHAIRS WE FOUGHT REALLY HARD FOR THE INDEPENDENT LIVING COMMUNITY FOR THIS IT GOES ALL THE WAY TO THE FEDERAL LEVEL WITH NATIONAL INDEPENDENT LIVING CENTERS AND IT'S A HUGE VICTORY FOR US.

**CLERK OF THE BOARD:** THANK YOU MEMBER WONG. THAT WAS THE ONLY PUBLIC COMMENT.

**CHAIR, CHRISTINE FITZGERALD:** THANK YOU. ANY OTHER BUSINESS FOR THE COMMUNITY? ANY ITEMS THAT FOLKS WANT TO COMMENT FROM THE COMMUNITY?

**CLERK OF THE BOARD:** YES. WARREN CUSHMAN. GO AHEAD AND UNMUTE YOURSELF. YOU HAVE TWO MINUTES. I'LL GIVE YOU A 15 SECOND WARNING.

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**SPEAKER:** THANK YOU. ACTUALLY, IT WAS REALLY A QUESTION. ISN'T IT TRUE THAT WE GET AN UPDATE FROM DRENNEN SHELTON ON THE TRANSIT PIECE? I WAS HOPING TO HEAR THAT TODAY. I'M JUST WONDERING WHAT'S GOING ON WITH OUR PARATRANSIT PIECE OF THE PARATRANSIT PLAN. THANK YOU.

**CHAIR, CHRISTINE FITZGERALD:** THAT, I BELIEVE, IS COMING UP IN THE NEXT ONE. BUT WE'LL HAVE TO CIRCLE BACK ON THIS ONE.

**CLERK OF THE BOARD:** THIS'S CORRECT. IT WILL BE PRESENTED AT THE NEXT EQUITY AND ACCESS SUBCOMMITTEE MEETING.

**CHAIR, CHRISTINE FITZGERALD:** PERFECT. ANYBODY ELSE?

**CLERK OF THE BOARD:** ADINA LEVIN.

**ADINA LEVIN:** YEAH. SPEAKING TO THAT. THERE IS A ROBUST UPDATE ABOUT THE ACCESSIBILITY ITEMS IN THE TRANSFORMATION ACTION PLAN AT THE MONDAY REGIONAL NETWORK MANAGEMENT COUNCIL MEETING. THAT IS A PUBLIC MEETING AND ANYBODY CAN ACCESS IT BY ZOOM OR IN-PERSON. SO THAT'S WHERE THERE WILL BE SOME UPDATES NEXT, ON MONDAY. THANK YOU.

**CHAIR, CHRISTINE FITZGERALD:** ALL RIGHT. NO OTHER TAKERS? GOING ONCE --

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

**CLERK OF THE BOARD:** NOPE.

**CHAIR, CHRISTINE FITZGERALD:** -- GOING TWICE. OKAY. WE'RE ON TO ADJOURNMENT. LADIES AND GENTLEMEN, THANK YOU VERY MUCH FOR YOUR PARTICIPATION, COMMENTS AND DEDICATION TO THIS COMMITTEE. WE'RE ADJOURNED FOR TODAY. [ADJOURNED]

This transcript was prepared from television closed captioning and is not certified for its form or content. Errors and omissions within this transcript have likely occurred. This document is provided as a convenience only and is not an official record of any action taken.

Broadcasting Government