METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION POLICY ADVISORY COUNCIL

WEDNESDAY, OCTOBER 14, 2020, 1:35 PM

RANDI KINMAN, CHAIR: THIS IS RANDI KINMAN CHAIR OF THE POLICY ADVISORY COUNCIL AND I WILL CALL THE MEETING OF OCTOBER 14TH, 2020 TO ORDER. THE BROADCAST TEAM PLEASE ROLL THE ANNOUNCEMENT? DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND 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 YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBERS. AND IT IS REQUESTED THAT PUBLIC SPEAKERS RESTATE THEIR NAMES AND ORGANIZATIONS, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. MEMBERS OF THE PUBLIC WISHING TO ADDRESS THIS BODY WERE ASKED TO SUBMIT COMMENTS IN WRITING AT INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE

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RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO ON THE REFERENCED AGENDA ITEM OR ANY TOPIC THEY CHOOSE. SPEAKERS SHOULD RAISE THEIR HAND, AND I WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. THE CHAT FEATURE IS ACTIVE, HOWEVER, PLEASE BE AWARE THAT ANYTHING TYPED INTO THE CHAT WILL BE SUBJECT TO PUBLIC DISCLOSURE. THE CHAT FEATURE IS NOT AVAILABLE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

RANDI KINMAN, CHAIR: THANK YOU. AND WE ARE BACK LIVE. WELCOME EVERYBODY. I SEE WE HAVE QUITE A NUMBER OF PEOPLE IN ATTENDANCE TODAYS. MAY I HAVE ROLL CALL PLEASE, MARTHA?

CLERK OF THE BOARD: I'M GOING TO BE GOING BY LAST NAME. BALDINI?

MICHAEL BALDINI: HERE.

CLERK OF THE BOARD: BARNETT IS HERE; HE'S WORKING. CASTELLANOS?

CARLOS CASTELLANOS: HERE.

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CLERK OF THE BOARD: COATS?

RICK COATES: HERE.

CLERK OF THE BOARD: COCHRAN IS EXCUSED. ELDRED?

ANNE OLIVIA ELDRED: HERE.

CLERK OF THE BOARD: FLOREZ?

VEDA FLOREZ: HERE. GLOVER? GOTUACO?

CHRISTINA GOTUACO: PRESENT.

CLERK OF THE BOARD: HEDGES?

RICH HEDGES: PRESENT.

CLERK OF THE BOARD: HERNANDEZ?

MICHELLE HERNANDEZ: PRESENT.

CLERK OF THE BOARD: COLLINS?

SPEAKER: HERE.

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CLERK OF THE BOARD: KINMAN?

RANDI KINMAN, CHAIR: HERE.

CLERK OF THE BOARD: LEVIN? LOPEZ?

MICHAEL LOPEZ: HERE.

CLERK OF THE BOARD: MADDEN?

MARC MADDEN: HERE.

CLERK OF THE BOARD: MENDOZA?

SPEAKER: HERE.

CLERK OF THE BOARD: MOMOH?

RAHMON MOMOH: HERE.

CLERK OF THE BOARD: MURRAY?

CYNTHIA L. MURRAY, V. CHAIR: HERE.

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CLERK OF THE BOARD: OZIM? SCHWANG IS HERE. SCOTT?

TERRY SCOTT: HERE.

CLERK OF THE BOARD: WILSON?

WALTER WILSON: HERE.

CLERK OF THE BOARD: WE HAVE A QUORUM.

RANDI KINMAN, CHAIR: I WOULD LIKE TO MOVE TO ITEM THREE WHICH IS THE CHAIR'S REPORT AND I WANT TO GIVE AN UPDATE ON SOME ISSUES THAT CAME UP -- THAT HAVE BEEN COMING UP, NAMELY OUR WORK PLAN WHICH YOU HAVE WORKED ON. I ASKED MARTI TO FORWARD IT TO YOU. YOU HAVE RECEIVED IT SEVERAL TIMES. LAST TIME WE WENT BEFORE THE COMMISSION I REMINDED THEM WE ARE SEVERAL YEARS PAST GUESTING TOGETHER WITH THE COMMISSION AND WHERE THE COUNSEL MEETS AND AT CHAIR HAGGERTY'S REQUEST, I MET WITH VICE CHAIR PEDROZA. CYNTHIA WAS THERE, AND COMMISSIONER SPERING WERE IN ATTENDANCE. SO WE REVIEWED THE WORK PLAN. THEY -- NUMBER ONE, I HAVE TO TELL YOU THAT THEY REALLY APPRECIATE ALL THE WORK THAT YOU ARE DOING. THEY FIND VALUE IN IT. THEY THINK WE'RE TAKING ON A LOT. THEY ARE APPRECIATIVE OF IT, SO I WANTED TO RELAY THOSE MESSAGES TO YOU. SO THAT WORK PLANNER WILL GO BEFORE THE FULL COMMISSION FOR THEIR FINAL LOOK OVER

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AND APPROVAL THIS MONTH. THE OTHER THING I BROUGHT UP TO THEM IS THE FACT THAT IT'S BEEN DIFFICULT TO SCHEDULE MEETINGS. WE'RE LOOKING AT GETTING THE NEXT SIX MONTHS OF MEETING ON SCHEDULE SO YOU CAN FORMULATE YOUR WORK LIFE SO THAT YOU CAN MAKE SURE THAT YOU'RE ALIGNED WITH YOUR WORKPLACE AND YOUR FAMILY, AND THAT YOU ACTUALLY HAVE A SCHEDULE THAT YOU CAN WORK OFF OF. THE -- HOPEFULLY WE'LL BE GETTING THAT INFORMATION IN THE NEXT MONTH OR SO. I ALSO REMINDED THEM THAT THIS ENTIRE BODY IS DUE TO TURN OVER IN 2021, RIGHT IN THE MIDDLE OF PLANNED BAY AREA, RIGHT IN THE MIDDLE OF THE END OF THE BLUE RIBBON TASK FORCE, RIGHT IN THE MIDDLE OF THE EAIR, RIGHT IN THE MIDDLE OF A LOT OF THINGS. WE HAD A LENGTHY DISCUSSION ON THAT, AND THEY WILL SUPPORT, AND AGREE THAT WE SHOULD FREEZE THESE POSITIONS FOR THE BETTER PART OF A YEAR, WHICH I KNOW IS ASKING YOU TO STAY ON FOR ANOTHER YEAR, HOPEFULLY WE CAN GET SOME OF THIS STUFF THROUGH. BUT THE TURN OVER IN PERSONNEL FOR US WOULD MEAN THEY START OVER WITH A LOT OF NEW PEOPLE. AND THEY WANT THE CONTINUITY WITH THE MASSIVE PROJECTS GOING FORWARD. SO IF ANYBODY IS GOING TO HAVE AN ISSUE OR PROBLEM WITH THAT PLEASE LET ME KNOW SO THAT WE CAN HAVE A CONVERSATION ABOUT IT. IT'S AN UNUSUAL STEP TO TAKE BUT THESE ARE PRETTY MUCH UNPRECEDENTED TIMES. ANYTHING FROM YESTERDAY'S ANYTHING YOU WANT TO ADD?

CYNTHIA L. MURRAY, VICE CHAIR: NO.

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RANDI KINMAN, CHAIR: OKAY AND I THINK -- IS THERE ANY COMMENTS OR QUESTIONS FROM ANYBODY? IF SO RAISE YOUR LITTLE BLUE HANDS.

CLERK OF THE BOARD: THERE'S A MEMBER OF THE PUBLIC WITH THEIR HANDS RAISED.

RANDI KINMAN, CHAIR: OKAY. WE'LL GO TO THE PUBLIC.

CLERK OF THE BOARD: SEAMLESS BAY AREA GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: HI. THIS IS ADINA. I DON'T KNOW WHY I'M NAMED AS SEAMLESS BAY AREA.

CLERK OF THE BOARD: RENAME YOURSELF IN THE APPLICATION.

SPEAKER: I WILL RENAME MYSELF RIGHT NOW. OFFLINE PLEASE EXPLAIN HOW TO PREVENT THAT FROM HAPPENING IN THE FUTURE WHEN I JOIN.

CLERK OF THE BOARD: WILL DO.

ADINA LEVIN: THANK YOU.

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RANDI KINMAN, CHAIR: NOW WE KNOW WHERE ADINA IS. ANY OTHERS WITH THEIR HANDS RAISED. MY REPORT OUT IS GOING TO COME UNDER SUBCOMMITTEE REPORTS. I'LL HOLD OFF ON THAT UNTIL WE GET TO SUBCOMMITTEES. WE'LL MOVE TO ITEM 4. APPROVAL OF THE SEPTEMBER 9TH, 2020 MEETING MINUTES. DO I HAVE A MOTION TO APPROVE?

RICHARD HEDGES: I'LL MOVE.

VEDA FLOREZ: SECOND, FLOREZ.

RANDI KINMAN, CHAIR: HEDGES MOVES, FLOREZ SECONDS. ANY COMMENTS? QUESTIONS FROM THE COUNCIL IN SEEING NONE. QUESTIONS OR COMMENTS OR RAISED HANDS FROM THE PUBLIC?

CLERK OF THE BOARD: NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED. AND NO SUBMITTED COMMENTS ON THIS ITEM.

RANDI KINMAN, CHAIR: ROLL CALL VOTE PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE] IT PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

RANDI KINMAN, CHAIR: ITEM FIVE. PUBLIC COMMENTS AND OTHER BUSINESS. MEMBERS OF THE PUBLIC, THIS IS THE TIME FOR PUBLIC

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COMMENT ON ITEMS NOT ON THE AGENDA. DID WE RECEIVE ANY WRITTEN COMMENTS PRIOR TO THE MEETING?

CLERK OF THE BOARD: THERE IS NO PUBLIC COMMENT SUBMITTED FOR THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

RANDI KINMAN, CHAIR: ITEM SIX. REGIONAL ACTIVE TRANSPORTATION PLAN SCOPE. A PRESENTATION ON THE ACTIVE TRANSPORTATION PLAN SCOPE OF WORK, TIMELINE AND STAKEHOLDER ENGAGEMENT AS WELL AS ACTIVE TRANSPORTATION STRATEGIES. THIS IS A PRESENTATION BY KARA OBERG.

KARA OBERG: GOOD AFTERNOON MADAM CHAIR AND COMMISSIONERS. MY NAME IS KARA OBERG. IF THE PRESENTATION COULD BE LOADED IN MTC IS LAUNCHING THE REGION'S FIRST ACTIVE TRANSPORTATION PLAN TO SERVE AS THE BLUEPRINT TO STRATEGICALLY GUIDE INVESTMENT IN BIKING AND WALKING INFRASTRUCTURE AND TO GUIDE POLICY DEVELOPMENT AND IMPLEMENTATION. THE PLAN WILL LARGELY SUPPORT PLANNED BAY AREA 2050 STRATEGIES AND HELP TO MEET PLANNED BAY AREA MODE SHIFTS EQUITY HEALTH RESILIENCE AND CLIMATE GOALS. NEXT SLIDE. FOR BACKGROUND, IN 2001MTC FIRST ADOPTED OUR FIRST REGIONAL BIKE PLAN WITH AN UPDATE IN 2009 IN BETWEEN THIS PERIOD IN 2006 RESOLUTION FIVE PASSED COMBINATION OF PEDESTRIAN AND BICYCLE FACILITIES ALSO KNOWN AS MTC COMPLETE

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STREETS POLICY. SO A LOT HAS HAPPENED IN LONG-RANGE PLANNING AND IN ACTIVE TRANSPORTATION SINCE 2001. AS MENTIONED THAT'S WHEN WE FIRST ADOPTED OUR FIRST BIKE PLAN RESOLUTION 365 WAS PASSED IN 2006 AND THERE HAS BEEN A LOT ON LONG RANGE PLANNING SINCE THEN SB275 WAS PASSED IN 2008 AND WE'RE LOOKING FORWARD TO ADOPTION OF PLANNED BAY AREA. IN 2011 A.B. 1193 ESTABLISHED CLASS FIVE PROTECTED BIKEWAY. PLANNED BAY AREA BIKESHARE LAUNCHED IN 2013, AND THERE HAS BEEN A HOST OF BIKESHARE AND SCOOTER SHARE AND MICRO MOBILITY SYSTEMS OPERATING IN OUR REGION. NEXT SLIDE. TODAY, NOT THAT A REMINDER IS NEEDED BUT WE'RE IN THE MIDDLE OF A HISTORIC PERIOD OF CHANGE BETWEEN THE PANDEMIC, A RECESSION, SPOTLIGHT ON SYSTEMIC RACISM, AS WELL AS FOREST FIRES AND POOR AIR QUALITY. BUT WHAT THIS MEANS FOR ACTIVE TRANSPORTATION IS AN INCREASE OF USE. WE HAVE SEEN IMPLEMENTATION OF QUICK BUILDS FOR COMPLETE STREETS OR WHAT WE CALLING QUICK COMPLETE STREETS -- BACK ONE PLEASE. WE'RE SEEING IMPLEMENTATION OF WHAT WE'RE CALLING QUICK COMPLETE STREETS AROUND THE GLOBE BUT ALSO LOCALLY IN OUR REGION. MICRO MOBILITY IS PROVIDING A REDUNDANCIES TO TRANSIT AND PEOPLE ARE USING STREETS FOR MORE THAN JUST MOBILITY. I WANT TO EXPAND BECAUSE THIS WILL INCORPORATE INTO THE PLAN. SEEING INCREASE IN BIKING AND WALKING FOR A VARIETY OF REASONS, TRANSPORTATION, RECREATION AND HEALTH AND ALSO SEEING BIKE SALES, INCREASE IN BIKE SALES AS WELL. AS I MENTIONED LOCALLY WE'RE SEEING IMPLEMENTATIONS OF QUICK COMPLETE STREETS I WANT

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TO PROVIDE EXAMPLES HERE NOW. FOSTER CITY IS UTILIZING AN OPEN CURB CONCEPT TO ADD ADDITIONAL SPACE NEXT TO THE SIDEWALK TO ENCOURAGE PHYSICAL DISTANCING FOR PEOPLE WALKING AND BIKING AND ROLLING. IN PETALUMA SHARE STREETS PROGRAM STREETS ARE CLOSED TO THROUGH TRAFFIC TO PROVIDE RECREATION AND PHYSICAL DISTANCING. AND LOCALLY SPEARHEADING SAFETY IMPROVEMENTS TO PROVIDE PEDESTRIAN ACCESS TO ESSENTIAL SERVICES SUCH AS GROCERY STORES AND MEDICAL OFFICES. SO THE ACTIVE TRANSPORTATION PLAN WILL REVIEW AND MAKE NEAR TERM ACTION RECOMMENDATIONS RELATED TO THE QUICK COMPLETE STREETS TACTICS. NEXT SLIDE PLEASE. REGARDING MICRO MOBILITY AND SPECIFICALLY BIKESHARE THE BAY WHEELS PROGRAM HAS SEEN A RIDERSHIP DROP SIMILARLY TO TRANSIT. RIDERSHIP REMAINING SIMILAR AT 35 PERCENT PRE COVID LEVELS. BIKESHARE PROGRAM $5 A YEAR AND $5 A MONTH FOR LIMITED STRIPS IT'S BEEN A SUCCESS AND WE'RE SEEKING TO CONTINUE THE PROGRAM. BIKES CONTINUE TO BE POPULAR IN SAN FRANCISCO AND SAN JOSE AND DURING COVID WE'RE SEEING DOUBLE THE CLASSIC TRIPS DOUBLE COMPARED TO CLASSIC BIKE RIDERSHIP. AND BIKESHARE CAPITAL PROGRAM, JUST AS A REMINDER, IN ADDITION BAY WHEELS MTC HAS THEIR BIKESHARE CAPITAL PROGRAM. AND THE GOAL HERE IS TO EXPAND ACCESS AND USE TO BICYCLES THROUGH SHARING AND MULTI-MODAL TRANSPORTATION CONNECTION TO BIKESHARE, AND OPERATORS AND OTHERS. CURRENTLY CITY OF RICHMOND FREMONT MARIN SONOMA TRANSPORTATION AUTHORITY ALONG THE SMART CORRIDOR. LATER THIS YEAR RICHMOND WILL BE LAUNCHING

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250 E-BIKES. FREMONT HAS BEEN OPERATING 100 TO 150 CLASSIC BIKES THROUGHOUT PASTIER THROUGH A PERMIT SYSTEM BUT IN THE PROCESS OF MOVING TO A CONTRACT IN REVIEWING OPTIONS NOW, AND THEN THE SMART CORRIDOR SYSTEM OF 300 E-BIKES IS SET TO LAUNCH IN THE SPRING OF 2021. NEXT SLIDE. ZOOMING BACK OUT TO THE ACTIVE TRANSPORTATION PLAN. A MENTIONED WE WILL BE ADVANCING PLANNED BAY AREA 2050 STRATEGIES. SO THESE STRATEGIES INCLUDE IDENTIFY, BUILDING, AND CONNECTING A REGIONAL COMPLETE STREETS NETWORK, ADVANCING REGIONAL VISION ZERO AS WELL AS UTILIZING GROWTH FRAMEWORK SUCH AS PDAS BUT SPECIFICALLY OUR NEW CONNECTED COMMUNITIES DESIGNATION. THIS IS FOR AREAS THAT HAVE TRANSIT SERVICE COMPLIMENTED BY POLICIES THAT COMPLIMENT WALKING AND BIKING. THE ELEMENTS OF THE PLAN INCLUDE POLICY AND PROGRAM ANALYSIS WHICH WILL LEAD AN UPDATE OF OUR COMPLETE STREETS POLICY. INCLUDE AN ACTIVE TRANSPORTATION NETWORK WHICH AS MENTIONED IS THE STRATEGY UNDER PLANNED BAY AREA 2050 AND THIS NETWORK WILL BUILD OFF OUR PREEXISTING REGIONAL BIKE NETWORK WHICH WAS ESTABLISHED IN OUR FIRST REGIONAL BIKE PLAN. I HAVE A MAP HERE THIS IS OUR 2018 REGIONAL BIKE NETWORK UPDATED IN DECEMBER OF 2018. AT THIS TIME ABOUT TWO THIRDS OF THE NETWORK WAS COMPLETE JUST UNDER 1500 MILES OF ROUGHLY 200150 MILES THAT WE HAVE IDENTIFIED OF REGIONAL SIGNIFICANCE FOR FUNDING. THE LAST TWO BULLETS HERE SHOW THAT WE WILL FOCUS ON AN IMPLEMENTATION PLAN. SO THIS IS A LONG RANGE PLAN, BUT YOU WE WILL BE HAVING A FIVE YEAR IMPLEMENTATION PLAN

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COORDINATED WITH PLANNED BAY AREA'S IMPLEMENTATION PLAN AND AS MENTIONED LOOKING AT ONE OF THE NEAR TERM ACTIONS WE CAN FUND AND RECOMMEND TO SUPPORT COVID-19 NEEDS. AND THEN WE'LL ALSO BE GIVING A FUNDING ANALYSIS TO UNDERSTAND OUR FUNDING CONSTRAINTS AND POTENTIAL FUNDING SCENARIOS. NEXT SLIDE PLEASE. REGARDING ENGAGEMENT. THE ACTIVE TRANSPORTATION PLAN WAS PRESENTED TO OUR JOINT PLANNING COMMITTEE LAST FRIDAY. PRESENTING HERE TO THE POLICY ADVISORY COUNCIL TODAY, AND THE REGIONAL ADVISORY, REGIONAL EQUITY AND ACTIVE TRANSPORTATION NETWORKING GROUP WILL BE ENGAGED STAKEHOLDERS CTAS IN LOCAL JURISDICTIONS REGIONAL AND STATE PARTNERS AS WELL AS NGOS CBOS AND ADVOCACY ORGANIZATIONS. NEXT SLIDE PLEASE. REGARDING EQUITY, WE HOPE THAT STARTING WITH ENGAGEMENT THAT WILL HELP TO LAY A POSITIVE FOUNDATION REGARDING AN EQUITABLE PLAN BUT WE WILL ALSO START BY SETTING A GOAL REGARDING EQUITY. SO WE WILL BE BUILDING OFF PLANNED BAY AREA 2050 TARGETS ON A HOST OF TOPICS LISTED HERE INCLUDING EQUITY T PLANNING TO ENGAGE WITH CBO PARTNERSHIPS WITH COMMUNITIES OF CONCERN TO HELP REACH THE PUBLIC WHO ARE NOT NORMALLY ENGAGED IN BIKING AND WALKING PLANS AND ALSO BUILD OFF PAST WORK. SO WE HAVE OUR OWN MTC COMMUNITY-BASED TRANSPORTATION PLANS, THE AIR DISTRICT'S WORK ON A.B. 617, WITH THEIR ADOPTED WEST OAKLAND COMMUNITY ACTION PLAN, AS WELL AS THE EQUITY ELEMENTS OF OAKLAND'S 2018 BIKE PLAN AND SAN JOSE'S DRAFT BETTER BIKE PLAN 2025. NEXT SLIDE PLEASE. AND THIS IS THE LAST SLIDE. SO FOR NEXT STEPS,

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WE HAVE RELEASED AN RFP FOR CONSULTANT SERVICES. AND WE WILL BE REVIEWING PROPOSALS LATER THIS MONTH. AND WE WILL ALSO BE FORMING A TECHNICAL ADVISORY COMMITTEE, AND THIS COMMITTEE WILL HELP US TO PUT TOGETHER OUR DRAFT KEY ISSUES GOALS AND OBJECTIVES OF THE PLAN THAT WILL REALLY BE SOLIDIFIED DURING STAKEHOLDER ENGAGEMENT. THE BULK OF THE WORK WILL BEGIN IN 2021 AND THE HOPE IS, THE GOAL IS FOR A DRAFT FINAL PLAN IN SPRING OF 2021. SO THAT'S ALL I HAVE FOR SLIDES. THANK YOU FOR YOUR TIME AND I LOOK FORWARD TO ANSWERING QUESTIONS AND HEARING FEEDBACK.

RANDI KINMAN, CHAIR: I SEE RICH HEDGES WITH HIS HAND UP. GO AHEAD RICH.

RICHARD HEDGES: THANK YOU. I JUST HAVE ONE QUESTION. YOU USED THE TERM OPEN CORNERS, WITH -- [INDISCERNIBLE] I MAY HAVE THE WRONG TERM. UNFORTUNATELY I DIDN'T WRITE IT DOWN. I'M NOT FAMILIAR WITH THAT TERM. COULD YOU HELP MIND WHAT IT IS? BECAUSE I DIDN'T SEE A PICTURE OF IT.

KARA OBERG: I SAID OPEN CURB. IT'S NOT A NECESSARILY COMPLETE STREETS TERM. IT'S JUST SAYING INSTEAD OF THE CURB BEING DEDICATED TO PARKED CARS LET'S DESIGNATE THE CURB TO EXTEND THE SIDEWALK BECAUSE THE SIDEWALK IS WAY SMALLER THAN SIX FEET ALLOWING PEOPLE TO WALK WITH SIXFIELD FEET BETWEEN ONE

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ANOTHER. THAT IS USING THE PARKING LANE TO ALLOW PEOPLE WHO ARE ON FOOT, ROLLING AND STROLLING TO HAVE MORE SPACE TO WALK.

RICHARD HEDGES: MO CITIES HAVE A REQUIREMENT SET BACK FOR PARKING BECAUSE OF VISIBILITY OF SEVERAL FEET ANYWAY. IS THIS MORE THAN THAT GENERAL DESIGNATION?

KARA OBERG: THIS IS REPURPOSING THE PARKING LANE TO SAY LET'S USE THE SPACE TYPICALLY FOR A PARKED CAR TO EXTEND TO PEOPLE ON FOOT OR ON TWO WHEELS OR FOUR WHEELS.

RICHARD HEDGES: DOES THIS PASS THE NORMAL --

KARA OBERG: YES.

RICHARD HEDGES: THANK YOU.

RANDI KINMAN, CHAIR: RICK COATES IS NEXT THEN VEDA.

RICK COATES: YES. I HAVE TO SAY THAT I'M EXTREMELY ENCOURAGED TO HEAR THAT WE HAVE AN ACTIVE TRANSPORTATION PLAN. AND I'M ALSO ENCOURAGED TO HEAR THAT THERE IS A NEW PROTECTED BIKE LANE DESIGNATION. I WOULD HOPE THAT IN OUR POLICIES, THAT WE WOULD ENCOURAGE THE USE OF THAT PROTECTED BIKE LANE OVER AND ABOVE JUST ORDINARY BICYCLE LANES, WHICH FIND TO BE NEARLY

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USELESS IN MOST CASES AND CERTAINLY NOT VERY GOOD IN TERMS OF SAFETY. I HAD AN OPPORTUNITY TO VISIT MY DAUGHTER OVER THE WEEKEND, IN SANTA ROSA, AND SANTA ROSA HAS CLOSED ITS FOURTH STREET WHICH IS MAJOR STREET, AND I WAS REALLY SURPRISED TO SEE, NOT ONLY A LOT MORE PEOPLE WALKING, BUT PEOPLE SITTING DOWN ON THE BENCHES, EATING LUNCHES, AND I KNOW WHY. IT WAS QUIET. THE TRAFFIC NOISE WAS GONE. IT'S AMAZING THE CONVERSION. I HOPE THAT THAT CAN BE EXTENDED IN SOME WAY. I WANT TO KNOW MORE ABOUT THE ACTIVE TRANSPORTATION NETWORK IN TERMS OF CONNECTIVITY, AND WHAT THE POLICIES OR THE CRITERIA WERE FOR SELECTING THAT NETWORK. ALSO, FUNDING, I AM CURIOUS TO KNOW WHO WILL BE FUNDING THE IMPLEMENTATION? DO WE HAVE TO WAIT FOR THE STATE TO DO THAT WHERE THE MONEYS COME FROM OR DOES THAT SOMEHOW COME OUT OF MTC'S BUDGET? AND THEN YOU TALKED ABOUT THE ACTIVE TRANSPORTATION WORKING GROUP. I SORT OF WOULD LIKE TO KNOW WHO THEY ARE, AND HOW THEY WERE SELECTED, AND ALSO THE TECHNICAL ADVISORY COMMITTEE THAT YOU MENTIONED, I WOULD LIKE TO KNOW MORE ABOUT IT TOO, WHERE IT CAME FROM, AND WHO WILL POPULATE IT. THANK YOU. IS

RANDI KINMAN, CHAIR: KARA DID YOU WANT TO RESPOND?

KARA OBERG: SURE. SO I CAN WORK BACKWARDS FROM THE TECHNICAL ADVISORY COMMITTEE. WE'RE STILL IN THE PROCESS OF FORMING THAT SO WE WOULD LOVE FEEDBACK FROM THIS GROUP. WE WILL HAVE

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REPRESENTATION FROM THE STAKEHOLDERS I MENTIONED REGIONAL, LOCAL, STATE, AS WELL AS ADVOCACY ORGANIZATIONS LAYERED WITH EXPERTISE. THOSE WHO HAVE EXPERTISE IN PUBLIC HEALTH, AND EQUITY, REGIONAL ACTIVE TRANSPORTATION PLANNERS ET CETERA AS WELL AS GREEN STREETS, HOW DO WE ADD MORE GREEN INFRASTRUCTURE TO HELP -- I THINK YOU MENTIONED IN TERMS OF THINGS BEING QUIET -- KIND OF SLOWING OUR STREETS BUT ALSO WORKING ON WATER SHED AS WELL. THE ACTIVE TRANSPORTATION WORKING GROUP ALSO KNOWN AS THE ATWG THIS IS FOR FOLKS WHO WORK IN ACTIVE TRANSPORTATION AND MICRO MOBILITY SO IT WASN'T CHOSEN. ANYONE WHO IS ON STAFF IN THE BAY AREA CAN ATTEND THE ACTIVE TRANSPORTATION WORKING GROUP. THERE IS OVER 300 MEMBERS OF THAT GROUP AND WE MEET EVERY OTHER MONTH. FUNDING, YOU MENTIONED --

RICK COATES: IS THERE A WAY TO GET MINUTES OF THESE MEETINGS?

KARA OBERG: SURE. I CAN ADD YOU TO THE LIST.

RICHARD HEDGES: THANK YOU.

KARA OBERG: THE FUNDING ANALYSIS WILL LOOK HOLISTICALLY STARTING REGIONAL, LOCAL, STATE AND FEDERAL. WE'RE LOOKING TO FIND MORE FUNDING ACTIVE TRANSPORTATION PROGRAM IS OVER SUBSCRIBED EACH CYCLE SO WE'RE STARTING TO LOOK FOR FUNDS

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NEEDED IN THE REGION AND I THINK YOUR LAST QUESTION WAS RELATED TO THE CRITERIA OF THE ACTIVE TRANSPORTATION NETWORK, AND WE ARE STILL DETERMINING THAT. AND THAT WILL ALSO COME OUT OF STAKEHOLDER ENGAGEMENT TO FIND OUT WHAT THE PRIORITIES ARE FOR OUR STAKEHOLDERS.

RICK COATES: I CAN ASSUME THAT YOU WILL BE BRINGING THAT BACK TO US?

KARA OBERG: I CAN. YEAH.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. VEDA THEN ADRIENNE.

VEDA FLOREZ: HI THERE. THANK YOU FOR THE PRESENTATION. I ENJOYED IT, AND YOUR SLIDES AS WELL. I'M WONDERING IF YOU COULD TELL US A LITTLE BIT MORE ABOUT THE ELECTRIC BIKES THAT WILL BE UTILIZED NOW OR IN THE FUTURE. THOSE BE A LIGHTER WEIGHT? I KNOW PEOPLE HAVE HAD CONCERNS ABOUT THE HEAVY NATURE OF THE BIKES, AND THESE ELECTRIC BIKES, I JUST AM CURIOUS TO FIND OUT A LITTLE BIT MORE INFORMATION ABOUT THEM.

KARA OBERG: SURE. SO THERE ARE ELECTRIC BIKES OPERATING RIGHT NOW IN SAN FRANCISCO AND SAN JOSE AS PART OF OUR BAY WHEELS PROGRAM. I DON'T ACTUALLY KNOW -- BUT I SHOULD KNOW WHAT THE WEIGHT OF THE BIKE S BUT I DO NOT KNOW OFF THE TOP OF MY HEAD.

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THE BIKE IS CAPPED AT 20 MILES AN HOUR AND CAN OPERATE LIKE A REGULAR VEHICLE IN THE BIKE LANE AND THEN THE OTHER ELECTRIC BIKES THAT THE MENTIONED ARE, THAT WILL BE LAUNCHING ARE IN THE CITY OF RICHMOND AS WELL AS THE NORTH BAY. THIS IS THE SAME OPERATOR, CALLED GOTCHA SO THERE IS OPPORTUNITY FOR CROSS MEMBERSHIP AND SEAMLESS EXPERIENCE IN THE NORTH BAY AND RICHMOND. AND I'M NOT SURE OF THE EXACT WEIGHT OF THE E-BIKE. THE E-BIKE HAS TO WEIGH MORE THAN A CLASSIC BIKE BECAUSE IT HAS A BATTERY BUT WHAT WE FOUND IS THAT PEOPLE LOVE E-BIKES. IT'S PEDAL POWERED SO YOU HAVE TO MUTUAL THE BIKE TO GET IT TO GO AND ACTUALLY HAVE THAT ASSIST BUT THESE THINGS ARE USED SIX TIMES MORE ON A PER TRIP BASIS, SO THEY'RE A GREAT STRATEGY TO MEET OUR CLIMATE GOALS.

VEDA FLOREZ: I THINK THAT'S TERRIFIC. I WANT TO CIRCLE BACK AROUND ON THE EXTENDED CURB AND PROTECTED BIKE LANE. AS I HAVE BEEN DOING RESEARCH IN MY AREA, I FIND THAT MANY CITIES ARE NOT INTERESTED IN PUTTING IN THAT PROTECTED BIKE LANE AS SUCH WITH THE BLUE PAINT. SO IS THIS EXTENDED CURB BEING ADDRESSED WITH THE CURRENT CITIES THAT HAVE PDAS? I MEAN, DO THEY KNOW THAT THIS IS GOING TO BE -- WHAT WAS THE ROLL OUT FOR THE EXTENDED CURB?

KARA OBERG: WOULD I BE ABLE TO BRING MY SLIDES BACK UP OR HAPPY TO JUST ANSWER IT IF TIME RESTRICTED, BUT IF I CAN BRING

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MY SLIDE BACK UP THAT IT WOULD HELP IN ANSWERING THE QUESTION. I THINK WHAT I'M HEARING IS RELATED TO OUR QUICK COMPLETE STREETS. THESE WERE ALL DONE AT A LOCAL LEVEL. THIS IS THE NEXT ONE. IT'S OKAY. SO THESE WERE ALL DONE AT A LOCAL LEVEL. PETALUMA FOR EXAMPLE, WHO DID THE OPEN CURB, THEY DECIDED THAT THE WANTED TO PROVIDE ADDITIONAL SPACE FOR PEOPLE BIKING AND WALKING TO SOCIALLY DISTANCE, TO HAVE ADDITIONAL SPACE. SO IF YOU COULD GO, I THINK IT'S SLIDE FOUR. THERE YOU GO. ONE MORE. RIGHT BACK THE WAY YOU CAME. THERE WE GO. SO THIS RIGHT HERE, THIS SLIDE IS LOCAL JURISDICTION DECIDED THEY WANTED TO DO THIS REALLY BECAUSE OF COVID, TO SAY PEOPLE ARE BIKING AND WALKING BUYING BIKES, WE NEED TO PUT MORE SPACE FOR BIKING AND WALKING SO PEOPLE CAN ACTUALLY MOVE AROUND AND KEEP THEIR SIX FEET OF DISTANCE. DID THAT ANSWER YOUR QUESTION?

VEDA FLOREZ: THAT ANSWERED HALF OF MY QUESTION. I'LL FOLLOW UP WITH YOU OFFLINE BUT I HAVE BEEN IN NEIGHBORHOODS IN PETALUMA WHERE THE STREETS ARE SLOW DOWN STREETS AND IT MAKES A DIFFERENCE FOR TRAFFIC IN THE ENTIRE NEIGHBORHOOD. SO VERY GOOD PETALUMA.

RANDI KINMAN, CHAIR: THANK YOU. ADRIENNE NEXT, AND THEN WENDI.

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ADRIAN MENDOZA: THANK YOU YOUR PRESENTATION. YOU SAID BEGINNING POSSIBLY IN THE SPRING THAT THE BIKESHARE WILL BE GOING ALONG THE SMART CORRIDOR IS THAT CORRECT?

KARA OBERG: CORRECT.

ADRIAN MENDOZA: AND THAT WILL INCLUDE SANTA ROSA?

KARA OBERG: CORRECT.

ADRIAN MENDOZA: THANK YOU VERY MUCH.

RANDI KINMAN, CHAIR: WENDI?

WENDI KALLINS: HI. IT'S REALLY GRATIFYING TO SEE THIS ACTIVE TRANSPORTATION PLAN BEGUN. I THINK THIS IS A REALLY IMPORTANT PIECE OF THE TRANSPORTATION INFRASTRUCTURE. I WANTED TO NOTE THAT I DON'T SEE ANY STAKEHOLDER OR ANY MENTION OF SAFE ROUTES TO SCHOOLS ANYWHERE IN THE PLAN. I THINK IT'S REALLY IMPORTANT IF YOU'RE GOING TO BE LOOKING AT CREATING A WHOLE INFRASTRUCTURE THAT YOU INCLUDE THE ROUTES TO SCHOOL. AND SO I WANTED TO KNOW, YOU HAVE ALREADY BEEN THINKING ABOUT THAT? AND IF NOT, THEN I WOULD HIGHLY RECOMMEND YOU GET SOME SAFE ROUTES TO SCHOOL PEOPLE APPOINTED ON YOUR COMMITTEE.

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KARA OBERG: YES THANK YOU FOR POINTING THAT OUT. WE WILL BE INCLUDING SCHOOLS IN OUR NETWORK AND WE HAVE LISTED ON OUR TASK TO SAFE ROUTES. IF YOU HAVE INFORMATION, WE WOULD APPRECIATE IT.

WENDI KALLINS: I RUN THE SAFE ROUTES TO SCHOOL IN MARIN. I WOULD BE HAPPY TO HELP YOU CHOOSE THE RIGHT PERSON. JUST GET IN TOUCH WITH ME.

KARA OBERG: THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. ADINA THEN ANNE OLIVIA.

ADINA LEVIN: OKAY. NOW I'M UNMUTED. OKAY GREAT. SO I HAVE A COUPLE OF QUESTIONS THAT MAYBE SOMEWHERE IN THE FULL PLANNED BAY AREA, MANY HUNDREDS OF PAGES OF DOCUMENTATION THEY ADMIT TO HAVING NOT 100 PERCENT READ ALL OF, AND ONE IS ABOUT THE EXTENT TO WHICH THE MTC HAS DATA ABOUT NON-COMMUTE TRIPS. SO, BECAUSE OF THE DATA, TYPICALLY THERE IS A LOT MORE INFORMATION AVAILABLE ABOUT COMMUTES TO WORK, ABOUT COMMUTE TRIPS, BUT 70 PERCENT OR MORE OF ALL TRIPS AREN'T COMMUTE TRIPS, AND THAT IS A LOT OF THE POTENTIAL FOR ACTIVE TRANSPORTATION. IN SHORT, THE LOCAL TRIPS SERVE A VARIETY OF PURPOSES, AND I WOULD LIKE TO HEAR MORE ABOUT WHAT INFORMATION IS AVAILABLE ON THAT, AND THEN HOW THAT IS INFLUENCING THE KINDS OF POLICIES AND

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INVESTMENTS BEING DEVELOPED HERE, SO THAT WAS ONE. .2 OF 3 IS THAT, IS THERE ANYTHING THAT IS, YOU KNOW, IN THE VOLUMINOUS INFORMATION THAT I MAY HAVE MISS SAID POLICIES RELATING TO SPEED. SOME FOLKS MAY HAVE SEEN THE NEWS STORY OF MINNEAPOLIS SETTING A 20 MILES PER HOUR SPEED LIMIT AND THE DATA THAT'S OUT THERE IS REALLY CLEAR THAT HIRE DRIVING SPEEDS IS CORRELATED WITH A MUCH HIGHER RISK OF DEATH AND SERIOUS INJURY, AND OUR STATE POLICIES ARE, WORK AGAINST HAVING SPEEDS THAT ARE APPROPRIATE FOR SPEEDS WITH ACTIVE TRANSPORTATION USERS THAT ARE GOT, YOU KNOW, LIMITED ACCESS HIGHWAYS. AND WONDER IF THERE IS ANYTHING GOING ON AROUND STATE POLICY AND ADVOCACY. AND LASTLY, WANTED TO MAKE A COMMENT, WHICH IS THAT ANYTHING THAT CAN BE DONE ON THE REGIONAL LEVEL TO HELP FILTER DOWN BEST PRACTICES INTO CITIES INCLUDING SMALLER CITIES WOULD BE EXTREMELY WELCOME. THERE HAS BEEN A TREMENDOUS AMOUNT OF CHANGE AND LEARNING AND UPGRADE IN THE STATE OF THE ART, AND THAT HAS NOT CONSISTENTLY COME DOWN TO THE LOCAL LEVEL AND NOT EVERY LOCALITY HAS THE ABILITY TO GET FULLY UP TO SPEED. SO ANY RESOURCES AND TRAINING AND, TO BASICALLY PROMULGATE THE EFFECTIVE PRACTICES FOR SAFETY TO THE LOCAL LEVEL WOULD BE EXTREMELY WORTHWHILE. AND I SAY THAT AS SOMEONE WHO IS ON THE LOCAL COMPLETE STREETS COMMISSION, AND JUST OBSERVING THESE THINGS UP CLOSE AND IN A SMALL CITY. SO ANY COMMENTS ON THOSE THINGS WOULD BE WELCOME?

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KARA OBERG: YOUR FEEDBACK ON TECHNICAL ASSISTANCE IS WELL TAKEN. WE'LL DEFINITELY LOOK AT TECHNICAL ASSISTANCE. REGARDING SPEED, YES, THERE IS A WHOLE VISION ZERO CAMPAIGN ACROSS THE COUNTRY. 20 IS PLENTY. AS PART OF THE VISION ZERO BLUEPRINT STRATEGY OF PLANNED BAY AREA, IT IS TO SAY THAT LOCAL STREETS SHOULD BE 20 MILES AN HOUR. THAT'S BEEN A MORE RECENT UPDATE. AND WHAT YOU NOTED IS TRUE. YOU KNOW, THIS IS A LONG-RANGE PLANNING DOCUMENT. IN ORDER FOR THAT TO COME TO FRUITION WE WOULD HAVE TO CHANGE STATE POLICY TO ALLOW FOR THAT. SO THAT IS SOMETHING THAT WE'LL LOOK INTO FURRING. SO THE ET PLAN IS HOPING TO MOVE STRATEGIES CLOSER TO IMPLEMENTATION. SO WE'LL DEFINITELY BE LOOKING AT THAT AND REGARDING DATA ON NON-COMMUTE. WE HAVE SOME. WE WOULD LIKE TO HAVE BETTER. FOR EXAMPLE, WE HAVE OUR BRIDGE COUNT DATA FOR PEOPLE BIKING, WALKING, TAKING SCOOTER TRIPS. THAT'S HOW WE KNOW FROM MTC'S DIRECT EXPERIENCE THAT BIKING, WALKING AND PEOPLE ON SCOOTER SUGGEST GOING UP IN COVID. WE HAVE LOCAL BIKE COUNTS SEE WE HAVE REGIONAL BIKING AND WALKING PROGRAM. WE HAVE RECOMMENDATIONS WE'RE HOPING TO IMPLEMENT AS PART OF THE PLAN AND THERE IS OTHER BIG DATA SUCH AS STREET LIGHT AND DATA RELATED TO CELL PHONES. CALTRANS AS DATA, SO THE PLAN DOESN'T INCLUDE BUYING ANY BIG DATA BUT THERE IS OPTIONS FOR US TO EXPLORE OTHER NON-COMMUTE DATA.

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MATT MALONEY: HI. THIS IS MATT MALONEY DIRECTOR OF PLANNING. I WANT TO AUGMENT KARA'S ANSWER. WE CONDUCT HOUSEHOLD TRAVEL SERVICE WHICH WE USE TO SUPPLY SORT OF OBSERVED DATA AND REPRESENT THAT AT OUR MODEL. SO THAT HELPS GET TO WHAT YOU DESCRIBE, WHICH IS THE NON-COMMUTE TRIP. SO, WE WOULD LIKE TO DO MORE HOUSEHOLD TRAVEL SURVEYING THAN WE DO. WE'RE A LITTLE LIMITED BY BUDGET BUT WE DO THAT ON AN ONGOING BASIS IN PARTNERSHIP WITH OTHER NPOS.

ADINA LEVIN: THAT WILL BE PARTICULARLY VALUABLE AS WE LOOK AT THE 1, 2, 3 MILE TRIPS THAT ARE THE MOST ELIGIBLE FOR BEING DONE BY BIKING AND WALKING.

RANDI KINMAN, CHAIR: THANK YOU. ANNE OLIVIA, THEN BEN.

ANN OLIVIA-ELDRED: ALL RIGHT. THANK YOU VERY MUCH. I HAVE A COUPLE OF QUESTIONS. THANK YOU VERY MUCH FOR THE PRESENTATION. A LOT OF THE PEOPLE RAISED A FEW OF MY QUESTIONS, BUT THERE ARE A COUPLE LEFT OVER. ONE IS SPECIFICALLY LOOKING AT THE LIFESPAN OF THINGS THAT ARE INCLUDED SO. WHEN YOU HAVE YOUR COMMITTEE EVALUATING WHAT IS GOING TO BE USED IN THOSE KINDS OF THINGS, I KNOW THAT WE RUN INTO ISSUES WITH THE SCOOTERS WHERE THE LIFESPAN OF THE SCOOTERS CAN BE LESS THAN 30 DAYS WHICH IS JUST CREATING A MESS OF AMOUNT OF WASTE BECAUSE THEY ARE REALLY ONLY WEIGHTED TO CARRY 140 POUND PERSON LESS THAN A

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MILE, NOT ON A HILL, THAT KIND OF THING. SO JUST EVALUATING THE LIFESPAN OF THE PRODUCTS THAT WE'RE ASKING FOLKS TO USE. ALSO, TO LOOK AT HELMETS. WE DO HAVE SPEEDS THAT ARE IS NOT REALLY SAFE FOR PEOPLE WHO ARE RIDING. AND THERE ARE SOME PRETTY CREATIVE SOLUTIONS IN EUROPE AROUND HAVING HELMETS PROVIDED BOTH WITH BIKES AND WITH MOTOR SCOOTERS WITH LIKE SORT OF SHOWER CAP THINGS INSIDE. BUT REALLY CONSIDERING HOW WE'RE GOING TO APPROACH THAT. AND LASTLY, LIKE, AS A BIKE PERSON, I KNOW THE DIFFERENCE BETWEEN WHEN I'M RIDING IN A DOWNTOWN AREA, OR A WEALTHIER AREA, AND THE QUALITY OF THOSE BIKE LANES WHERE I ACTUALLY LIVE, WHERE BIKE LANES ARE CRUMBLING AND NOT VERY SAFE. LIKE THE ACTUAL PHYSICAL GROUND ITSELF IS KIND OF FALLING APART, OR THERE WILL BE STORM DRAINS WITH THE GUTTER SYSTEM RUNNING PARALLEL WITH THE STREET, WHICH MEANS IF MY BIKE TIRE GOES IN IT, I'LL JUST FALL DOWN. SO JUST MAKING SURE THAT WE LOOK AT THOSE QUALITY AND EQUITY ISSUES, AS WELL. IT'S REALLY EXCITING TO SEE THIS. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. BEN?

BENJAMIN SCHWENG: I HAVE A COUPLE COMMENTS HERE. ONE IS -- I MEAN, I THINK IT'S HARD TO ADDRESS THIS IN A PLAN, IN A SYSTEMIC WAY. BUT I THINK ANYTHING INVOLVING ACTIVE TRANSPORTATION NEEDS TO INCLUDE SOME DISCUSSION ABOUT WHAT TO DO ABOUT THE REALLY, REALLY AGRO DRIVERS OUT THERE, THAT

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EVERYONE WHO HAS BEEN ON A BIKE HAS JUST GONE OUT OF THEIR WAY TO THROW THINGS AT YOU, THROW TRASH, SPECIFICALLY BUZZING BIKE LANES WHEN THERE IS NO ONE ELSE ON THE STREET. AND I THINK THAT'S WHAT'S DRIVING A LOT OF PEOPLE AWAY, PARTICULARLY WHEN YOU LOOK AT THE DEMOGRAPHICS OF THE CYCLISTS ONCE THEY HAVE ONE INCIDENT WHERE SOMEONE DECIDES TO THROW THEIR TRASH AT YOU WHILE YOUR JUST RIDING DOWN THE MIDDLE OF THE STREET, THEY DON'T COME BACK AND THIS'S GOING TO SPECIFICALLY AFFECT OUR ABILITY TO HIT OUR CLIMATE GOALS. MY NEXT COMMENT IS I LIKE WHAT'S GOING ON WITH COMPLETE STREETS A LOT OF CITIES HAVE IMPLEMENTED TO GIVE US SPACE OUT THERE. I THINK THERE IS ISSUES, BECAUSE I THINK THOSE SAME PEOPLE ARE ALSO PUTTING IN THESE PARKS AND OUTDOOR DINING. IN ALAMEDA MOST OF THE SPARKING ON THE STREET IS OUTDOOR DINING NOW AND THERE IS NO WAY TO GET A BIKE THROUGH THERE BECAUSE THEY'RE TRYING TO MAXIMIZE THE OUTDOOR DINING SPACE AND PUTTING THE K RAIL OUT THERE AND IT'S INCREDIBLY TIGHT. THE CITIES ARE DOING TWO THINGS MAKE RESTAURANT SALES SO THEY SURVIVE AND MAKE THINGS SAFE FOR CYCLISTS. WHEN YOU GET OUT THERE, THERE IS NO SAFE PLACE FOR BICYCLISTS TO GO ANYWHERE. EVEN IF YOU ALLOW BICYCLES ON THE SIDEWALK IT'S NOW A THOROUGHFARE TO GO FROM THE RESTAURANT TO THE OUTDOOR DINE. I THINK THERE IS A LOT OF CONFLICT THERE AND SOMEBODY NEEDS TO THINK ABOUT IN THE DOWNTOWN AREAS HOW BICYCLISTS ARE SUPPOSED TO GET THROUGH THESE DOWNTOWN CORRIDORS.

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RANDI KINMAN, CHAIR: THANK YOU. CARLOS THEN TERRI.

CARLOS CASTELLANOS: THANK YOU VERY MUCH KARA FOR THE PRESENTATION. I WANT TO LIMIT IT TO A COUPLE OF COMMENTS THEY WAS -- A WAS LISTENING, AND EXPERIENCING HERE IN OAKLAND, YOU KNOW, THE SLOW STREETS HAS BEEN -- I WOULD SAY, AND AGAIN, I'LL LEAVE IT TO THOSE TO LOOK INTO IT, I BRING IT UP AS A, YOU KNOW, MAYBE A PLACE TO LEARN LESSONS FROM BECAUSE IT'S MIXED IN TERMS OF GREAT SUCCESSES WHERE PERHAPS WE CAN LEARN FROM WHAT MAYBE ISN'T WORKING AS WELL. AND I JUST BRING UP, AS JUST IN EXAMPLES OF KIND OF ALONG THE LINES OF THE CONFLICT BETWEEN PEDESTRIAN AND TRAFFIC AND VEHICULAR TRAFFIC, MEANING AUTO TRAFFIC. YOU KNOW, THAT SOME OF THESE SAFER STREETS DON'T TURN OUT TO BE THAT SAFE AND IN SOME OF THE NEIGHBORHOODS LIKE THE ONE I'M IN, I WOULD LIKE TO FIND OUT MORE, HOPEFULLY WE CAN LEARN LESSONS ABOUT THIS SOMETIMES THE INFORMATION DOESN'T GET OUT THERE AND EVEN OUR PUBLIC OFFICIALS LIKE THE ONE WHO REPRESENTS MY DISTRICT WHO GETS ON LOCAL TV AND BASICALLY CRITIQUES -- CRITICIZES THE PROGRAM. SO THERE IS THINGS, HOPEFULLY LESSONS LEARNED THERE, LIKE, THAT DOESN'T BODE WELL THAT WE HAVE GOT TO HAVE EVERYONE ON BOARD IF WE'RE DOING THIS KIND OF STUFFER. AND I HAVE SEEN PEOPLE MOVE THE BARRIERS AND HAVE THEIR CARS GO THROUGH AND IT BECOMES A THOROUGHFARE AND PEOPLE DON'T WANT TO USE THE STREET AS A PEDESTRIAN SAFE HAVEN

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AND THEN ON THE OTHER HAND THERE ARE EXAMPLES THAT HAVE WORK REALLY WELL. HOPEFULLY WE CAN LEARN FROM THAT AND THE CONFLICT THAT BEN BRINGS UP BETWEEN PEDESTRIAN, BIKES, STOREOWNERS AND RETAIL KINDS OF THINGS THAT ARE INFRINGING ON THE STREET SHRINKING THE STREET DOWN WHICH IN THEORY IS A GOOD CONCEPT BUT HOW CAN WE IMPLEMENT IT IN A WAY WHERE WE CAN HAVE TO TRULY BE MORE SAFE? THANKS.

RANDI KINMAN, CHAIR: THANK YOU. I HAVE TERRI THEN RAHMON. TERRI, UNMUTE YOURSELF.

TERRY SCOTT: OKAY. AM I OKAY NOW?

RANDI KINMAN, CHAIR: YES.

TERRY SCOTT: I WANTED TO ADDRESS THE POST GLASS FIRE STATUS FOR NAPA COUNTY, AND SPECIFICALLY OUR CURRENT -- THE CURRENT STATUS OF ACTIVE TRANSPORTATION IN A COUNTY. IT IS CHANGED SIGNIFICANTLY IN JUST THE LAST TWO OR THREE DAYS. AS SOME OF YOU MAY KNOW, WE HAVE A VERY SAFE DESIGNATED BAKE LANES STARTING IN NAPA AND GOING ALL THE WAY TO THE CITY OF CALISTOGA WHICH IS ABOUT 22 MILES. WE ALSO HAVE BIKE LANES ON THE SILVERADO TRAIL WHICH IS THE OTHER PRIMARY ACCESS TO NORTHERN NAPA, HIGHWAY 29 TO THE WEST, AND THE SILVERADO TRAIN FURTHER TO THE EAST ON THE OTHER SIDE OF THE NAPA VALLEY. THEY

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ARE VERY ACTIVE, AND I KNOW I DROVE UP TO, FROM NAPA TO CALISTOGA YESTERDAY LIKE YOU SAID, ABOUT 22 MILES, AND ON HIGHWAY 29 DROVE BACK ON THE SILVERADO TRAIL, AND WHAT WAS AMAZING TO ME, AS YOU MAY KNOW WE LOST ABOUT 25 WINERIES TO THE GLASS FIRE, WE STILL HAVE ABOUT 475 THAT ARE CAPABLE OF OPERATION, BUT MANY OF THEM ARE CLOSED BECAUSE THEY DON'T HAVE OUTDOOR FACILITIES, AND WE'RE CURRENTLY RESTRICTED FROM HAVING INDOOR TASTINGS. AT ANY RATE, THE -- THERE ARE A LOT OF PEOPLE UTILIZING THIS, AND THE, VIRTUALLY ALL OF THE EVACUATION ORDERS ARE OVER NOW. SO PEOPLE HAVE BEEN ABLE TO RETURN TO THEIR HOMES AND IN SOME OF THE MORE ISOLATED AREAS LIKE ENGLAND AND SO FORTH IT'S PRETTY FAR OFF THE BEATEN TRACK. IT'S PRETTY MUCH ABOUT TEN MILES UPHILL FROM THE VALLEY FLOOR. BUT OVERALL, TRAFFIC, WITH A FEW EXCEPTIONS ON BOTH OF THOSE MAIN THOROUGHFARES, THERE ARE PLACES WHERE THE ROAD IS SINGLE-FILE BASICALLY YOU TAKE TURNS IN EACH DIRECTION BECAUSE THEY'RE REMOVING TREES AND THIS FIRE TRAVERSED HIGHWAY 29 WENT FROM ONE SIDE TO THE OTHER AND THE SAME ON THE SILVERADO TRAIL NORTH OF RUFFORD AND CALISTOGA THERE IS A SIGNIFICANT AMOUNT OF DAMAGE AND A LOT OF THOSE BURNED TREES ARE NOW BEING CUT OFF BECAUSE THEY'RE IN DANGER OF FAILURE OR WHAT HAVE YOU. BUT THE BICYCLE TRAFFIC IS WORKING. THERE IS A LOT OF ACTIVE BICYCLING IN THE CITY OF NAPA OF COURSE IF YOU CAN YOU CAN UTILIZE YOUR ELECTRIC BIKES AND YOU CAN RENT THEM AS WELL IN DOWNTOWN NAPA. WE ALSO HAVE THE RESTAURANT CUBICLES ON THE

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STREET SIDES IN THE PARKING AREAS, AND THAT IS AN ISSUE, BUT FOR THE MOST PART THEY'RE NOT BLOCKING THE DEDICATED BICYCLE LANES. IN MANY CASES THEY'RE ON THE OTHER SIDE OF THE STREET OR TAKING GREAT CARE TO AVOID THAT. NAPA COUNTY IS PRETTY MUCH BACK IN BUSINESS. WE'RE ABOUT 95 PERCENT THERE. IS -- AND WE DID SUFFER A GREAT DEAL OF DAMAGE. WE LOST A COUPLE HUNDRED HOMES, THOSE 25 WINERIES, A LOT OF OTHER STRUCTURES, RURAL STRUCTURES IF YOU WILL. BUT THE CITIES ARE OPERATING IN PRETTY MUCH FULL FASHION. AND THE BICYCLISTS ARE REALLY ENJOYING IT BECAUSE OF THE, YOU KNOW, THE RURAL VINEYARD LANDS THAT PEOPLE LOVE TO RIDE THROUGH, AND SO FORTH, AND THAT'S STILL A -- IT'S VERY CONDUCE YOU TO DO THAT THERE, EVEN NOW. SO AT ANY RATE, I JUST WANTED TO BRING YOU UP TO SPEED ON THAT, AND WE LOOK FORWARD TO THE COMPLETE, YOU KNOW, REMOVAL OF DEBRIS AND OVERHANGING TREES ON THOSE FOR FAIRS BUT THEY'RE ALL PASSABLE AT THIS TIME.

RANDI KINMAN, CHAIR: THANK YOU TERRI. GOOD TO KNOW YOU GUYS ARE COMING ALONG. RAHMON AND THEN MICHAEL LOPEZ.

RAHMON MOMOH: THANK YOU VERY MUCH FOR THE PRESENTATION. I'M REALLY GLAD TO SEE THIS BECAUSE GOING TO COVID, ALMOST ALL OF MY KIDS NOW RIDE THEIR BIKE TO GO TO THE GROCERY STORE, AND EVEN -- INSTEAD OF USING PUBLIC TRANSIT, THEY USE IT A LOT. THEN ONE MEASURE IS SAFETY, AND I NOTICE YOU TALKED ABOUT A

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STANDARD CLAUSE ADDING ADDITIONAL SPACE. HERE IN BRENTWOOD IS THE ISSUES WITH THE CYCLING. MONDAY SOMEBODY WAS KILLED, THE WEEK BEFORE TWO PEOPLE WERE KILLED IN ANTIOCH, MY DAUGHTER ALMOST GOT RUN OVER BY SOMEONE WHO DELIBERATELY CAME INTO THE LANE AND SHOUTED RACIAL EPITHET WHILE SHE WAS RIDING THE BIKE. THAT WAS THE LAST TIME SHE WAS ON THE BIKE. SHE GOES TO SACRAMENTO STATE, AND IT SEEMS THAT SHE HAS STOPPED RIDING BIKE IN THIS AREA. SO I'M NOT SURE THIS WILL BE ADDRESSED GOING FORWARD AS OF SAFETY IS A HUGE CONCERN. AND WHEN MY DAUGHTER CAME BACK HOME, SHAKING, I WENT OUT ON THE STREET, PRACTICALLY LOOKING FOR THAT PERSON TO SEE IF I COULD FIND THE PERSON THAT ALMOST RAN HER OVER. BUT IT IS WHAT IT IS. IT'S A VERY COMBATIC TERM, I UNDERSTAND THE RELATION OF THE PERSON WE HAVE IN THE WHITE HOUSE. ONE QUESTION IS FOR BIKESHARE, YOU CAN TALK ABOUT THAT -- CONTRACTORS COMING INTO MY AREA, IS THAT MORE ABOUT MOBILITY ISSUE? AGAIN, THANK YOU VERY MUCH FOR THE PRESENTATION. I THANK YOU.

KARA OBERG: THANK YOU FOR SHARING. THAT REGARDING YOUR QUESTION. SO BIKESHARE FOR ALL IS THE LOW INCOME PATH RELATED TO THE BAY WHEELS PROGRAM. AND AT THIS TIME BAY WHEELS OPERATING IN FIVE CITIES, SAN FRANCISCO SAN JOSE EMERYVILLE AND BERKELEY. BIKESHARE IS NOT JUST A STRATEGY FOR URBAN AREAS IT'S EXPANDING ALONG THE SMART CORRIDOR AND MARIN. SO AT THIS TIME MTC DOESN'T HAVE -- THERE ISN'T ANY FUNDING -- YEAH. WE

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AREN'T FUNDING, MINUS RICHMOND, WE AREN'T FUNDING BIKESHARE IN CONTRA COSTA, BUT REGARDING BIKESHARE FOR ALL THAT'S THE NAME FOR BAY WHEELS BUT THERE WILL BE LOW INCOME PASS FOR $5 FOR LIMITED AND UNLIMITED TRIPS.

RAHMON MOMOH: I JUST WANT TO MAKE A RECOMMENDATION. BECAUSE THE EAST CONTRA COSTA IS ONE OF THE LOWEST -- I MEAN, FOR LOW INCOME, A LOT OF PEOPLE SO IF THERE ARE FUNDS IN THE FUTURE PLEASE CONSIDER CONTRA COSTA. THANK YOU VERY MUCH.

RANDI KINMAN, CHAIR: THANK YOU. MICHAEL LOPEZ AND CHRISTINA.

MICHAEL LOPEZ: I WANT TO FALL UP ON THE SAFETY ISSUE. I THINK THERE IS A LOT OF CASUAL BIKE RIDERS OUT THERE THAT ACTUALLY ARE CREATING UNSAFE SITUATIONS THEY GO WITH THE TRAFFIC AND GO AGAINST THE TRAFFIC AND THEY'RE DISCOURTEOUS WITH FIVE AND A HALF -- 5, 6 PEOPLE ACROSS HALF THE LANE ITSELF, THE TRAFFIC LANE, AND THE CAR DRIVERS GET ANNOYED AND SOMETIMES MAD ABOUT IT AND SOMETIMES DO SOME OF THE UNSAFE THINGS TO MAKE IT DANGEROUS FOR THE BIKE RIDERS. IF THERE WAS SOME PROGRAM EDUCATION FOR THE DRIVERS AND THE BIKE RIDERS AS WELL. IF THERE ARE SIGNS TO TELL PEOPLE SUCH AND SUCH IS GOING TO HAPPEN, MORE OF AN EDUCATIONAL EFFORT. I THINK THAT'S PART OF WHAT SHOULD BE INCLUDED IN THIS PLAN. AND THAT'S ABOUT ALL I WANTED TO ADD. THANK YOU.

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RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA.

CHRISTINA GOTUACO: MY COMMENT IS SIMILAR TO MICHAELS AND GOING OFF OF WHAT RAHMON SAID. IS THERE GOING TO BE MONEY BUDGETED AS PART OF THIS PROJECT THAT'S SPECIFICALLY FOR A MARKETING CAMPAIGN THAT THIS IS AN INITIATIVE HAPPENING THROUGHOUT THE REGION? AND FROM BOTH SIDES HOW DRIVERS CAN BE SAFE AROUND BICYCLISTS, IS HOW BICYCLISTS CAN BE SAFE AROUND DRIVERS JUST ACROSS DIFFERENT MODES LIKE TV, RADIO, INTERNET, AND STUFF.

KARA OBERG: THANK YOU FOR THE COMMENTS FROM MICHAEL AND CHRISTINA. A PUBLIC MARKETING CAMPAIGN IS NOT INCLUDED IN THE SCOPE AS MENTIONED WE'RE FOCUSING ON POLICY AND BUILDING A NETWORK AND IDENTIFICATION AND ANALYSIS. WITH PEOPLE WHO BIKE, WALK, AND SCOOT A LOT OF TIMES ROADS ARE NOT DESIGNED FOR PEOPLE WHO BIKE OR WALK SO WHEN WE CAN GET IT RIGHT ON THE STREET THAT'S ONE OF THE BEST FORMS OF EDUCATION TO SAY OH THE PERSON FOR BIKING HAS DEDICATED SPACE, WALKING HAS DEDICATED SPACE REGARDLESS OF PUSHING A CARRIAGE OR ON WHEELS, THERE IS EDUCATION AND BEST PRACTICES SHOWING BEST EDUCATION IS WHAT YOU HAVE ON THE STREET.

RANDI KINMAN, CHAIR: RICK COATES.

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RICK COATES: GETTING IN HERE YET AGAIN. I TOOK QUITE AN INTEREST IN THE DISCUSSION ABOUT NAPA VALLEY'S BIKE PATHS AND HOW MUCH THE TOURISTS SEEM TO BE USING THEM. THAT'S A VERY LARGE PERCENTAGE OF OUR TRAFFIC IN SONOMA COUNTY AS WELL. I'M WONDERING IF THERE IS SOMETHING IN THE PLAN THAT SPECIFICALLY ADDRESSES RURAL BIKE PATHS.

KARA OBERG: YES. WE WILL -- THE PLAN ENCOMPASSES ALL OF THE BAY AREA, ALL OF THE COUNTIES AND CITIES. WE WILL MAKE SURE WE'RE INCLUDING CRITERIA, FOR EXAMPLE, IN OUR NETWORK THAT INCLUDES SUBURBAN, RURAL AND URBAN. ABSOLUTELY.

RANDI KINMAN, CHAIR: RICH THEN WALTER THEN WE'RE GOING TO WRAP IT UP.

RICHARD HEDGES: HIGHER. GREAT. THANK YOU. IT'S BEEN GREAT LISTENING TO EVERYTHING GOING ON. JUST A SHORT REPORT SAN MATEO COUNTY HAS BEEN ACTIVE TRANSPORTATION HAS BEEN BAD HERE BECAUSE OF THE ECONOMY. BIKING IS DANGEROUS EVEN WITH GOOD BIKE LANES. AND THE TA GAVE GRANTS TO SAN MATEO AND BURLINGAME THAT GO FROM SAMTRANS TO MILLBRAE THOSE ARE NEAR COMPLETION DEPENDING WHERE YOU'RE AT. THE CITY ALSO HAS -- WE'RE DOING WHAT WE CAN. THE BIKE LANES ARE ON SAN MATEO DRIVE. EVEN WHEN I WAS BICYCLING TO WORK, THAT WAS THE SAFEST STREET TO BIKE ON. A GOOD PLACE FOR CROSS COUNTY BIKE LANES. BICYCLES UNDER

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THE RULES ARE CONSIDERED UNDER THE STATE CODE AS A VEHICLE THEY HAVE EVERY RIGHT TO BE IN THE LANE AS ANY OTHER VEHICLE. I THINK THE MAJOR PROBLEM IS, PEOPLE DON'T READ THEIR HAND BOOKS. I GOT A 100 PERCENT ON MY LAST DRIVER'S TEST AND THE GUY LOOKED AT ME LIKE SOMETHING WAS WRONG AFTER HE ENDED UPGRADING IT. I ASKED HIM WHAT'S WRONG AND HE SAID YOU HAVE A PERFECT STORY AND I SAID IS THAT BAD OR GOOD AND HE SAYS I HAVEN'T SEEN ANY LATELY. I THINK WE NEED TO TAKE A DEEP BREATH OCCASIONALLY.

RANDI KINMAN, CHAIR: THANK YOU. WALTER. GO AHEAD AND UNMUTE YOURSELF.

WALTER WILSON: I HEARD SOMEONE MENTION THE PLAN AROUND SCHOOL CHILDREN IN RESPONSE TO SCHOOL. WHAT WAS THE RESPONSE TO THAT?

KARA OBERG: SCHOOLS WILL BE INCLUDED AND WE WILL HAVE A REPRESENTATIVE FROM SAFER ROUTES TO SCHOOL ON OUR TECHNICAL ADVISORY COMMITTEE.

WALTER WILSON: DO YOU KNOW WHEN THAT WILL BE?

KARA OBERG: THE TECHNICAL ADVISORY COMMITTEE?

WALTER WILSON: THE INCLUSION OF SCHOOLS IN THE PLAN.

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KARA OBERG: WE'LL BE DOING NETWORK ANALYSIS STARTING THAT IN MID-2021, AND THE PLAN IS SET TO BE COMPLETED SPRING '22.

WALTER WILSON: HOPEFULLY BY THEN THIS COVID MESS WILL BE OVER AND THE KIDS WILL BE ABLE TO GO BACK TO SCHOOL. THANK YOU VERY MUCH.

RANDI KINMAN, CHAIR: DO WE HAVE ANY ATTENDEES IN THE AUDIENCE WHO WISH TO SPEAK? IF SO RAISE YOUR HAND OR DIAL STAR NINE. MARTHA?

CLERK OF THE BOARD: WE HAVE ONE, KEN BUKOWSKI. HOW MUCH TIME WOULD YOU LIKE TO GIVE THEM?

RANDI KINMAN, CHAIR: TWO MINUTES.

CLERK OF THE BOARD: TWO. KEN UNMUTE YOURSELF.

SPEAKER: EMPHASIS SHOULD BE MADE AT NIGHT FOR BICYCLISTS TO HAVE LIGHTING. THAT'S IMPORTANT. PEOPLE NEED TO BE SEEN AT NIGHT. AND JUST BECAUSE IT MAY BE LEGAL FOR A BIKE TO BE IN A VEHICLE LANE, IT'S -- MAY BE UNSAFE BECAUSE THE DRIVER MAY NOT BE AWARE OF THAT OR THEY MAY NOT BE COMPETENT SO I WOULDN'T BE

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TOO BRAVE ABOUT BEING IN THE MIDDLE OF A LANE IF THERE IS TRAFFIC.

RANDI KINMAN, CHAIR: THANK YOU KEN. WITH THAT I'M GOING WRAP UP THIS ITEM IT'S GONE ON TWICE AS LONG WHICH SHOWS THE GREAT INTEREST IN T THANK YOU KARA FOR THE PRESENTATION. WE'LL MOVE TO THE NEXT ITEM ON THE AGENDA WHICH IS SUBCOMMITTEE REPORTS. ITEM SEVEN, EQUITY AND ACCESS SUBCOMMITTEE. VEDA.

VEDA FLOREZ: HELLO I'M VEDA FLOREZ CHAIR OF THE EQUITY AND ACCESS SUBCOMMITTEE. WE DID HAVE TWO INFORMATIONAL ITEMS AT OUR LAST SUBCOMMITTEE MEETING ON SEPTEMBER 21ST. WE FIRST HEARD AN UPDATE ON THE CLIPPER START PILOT DELIVERY AND POLICY EXPANSION PROGRAM FROM LYSA HALE AND JUDIS SANTOS CONSIST CATEGORY OF GOALS, VIABILITY AND ADMINISTRATIVE FEASIBILITY WHILE MEASURING IMPACTS SUCH AS AFFORDABILITY AND ACCESS TO GOODS AND SERVICES. AND THE PROGRAM BEGAN ON JULY 16TH AND CURRENTLY THERE ARE FOUR OPERATORS PARTICIPATING, CALTRANS, SFMTA, GOLDEN GATE TRANSIT AND BART. ELIGIBILITY IS BASED ON FINANCIAL INCOME, AS USUAL. MICHAEL BRING -- PRESENTED A SHOW AND TELL ON THE DIFFERENT ASPECTS OF THE REPORT AND MR. BRING TON WILL CONTINUE THE DISCUSSION AT THE EQUITY AND ACCESS SUBCOMMITTEE MEETING ON DECEMBER 4TH. AND THAT CONCLUDES MY REPORT.

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RANDI KINMAN, CHAIR: THANKS VEDA. I NEXT HAVE THE POLICY ADVISORY COUNCIL FARE COORDINATION AND INTEGRATION SUBCOMMITTEE COORDINATION INTEGRATED SUBCOMMITTEE. ADINA?

ADINA LEVIN: YES. SO, WE HAD SEVERAL INTERRELATED PRESENTATIONS THAT, FROM STAFF ON THE PROGRESS OF THE FARE COORDINATION AND INTEGRATION STUDY, AND BUSINESS CASE PROJECTS. SO WE HAD AN UPDATE ON THE TIMELINE OF THE PROJECT AND OF NOTE, THERE WILL START TO BE SOME RECOMMENDATIONS COMING FORWARD, PERHAPS LATE THIS YEAR AND INTO EARLY NEXT YEAR. AND SO WE SHOULD STAY TUNED FOR THINGS THAT WILL START TO BE RECOMMENDED THAT WE WILL BE -- THAT WE WILL HAVE THE OPPORTUNITY TO COMMENT UPON IN THIS BODY. THERE WAS A VERY ROBUST DISCUSSION OF THE USER RESEARCH PLAN, AND WE GAVE A LOT OF FEEDBACK ON TO THE USER RESEARCH PLAN INCLUDING, YOU KNOW, WITH THE ABILITY TO INCLUDE DIFFERENT POPULATIONS OF TRANSIT USERS AND POTENTIAL TRANSIT USERS. THE STUDY IS DOING A SIGNIFICANT AMOUNT OF USER RESEARCH, INCLUDING HAVING A SURVEY THAT THEY ARE LOOKING TO GET PEOPLE FILLING OUT THE SURVEY. SO I THINK THAT WAS SHARED WITH THIS BODY. BUT IT WOULD BE HELPFUL TO DISTRIBUTE IT AGAIN SO THAT WE CAN SHARE IT WITH OUR COMMUNITIES, AS WELL AS WORKING ON DOING MORE UPCLOSE MORE FOCUS GROUP RESEARCH WITH PARTICULAR COMMUNITIES. SO WHERE YOU ARE WORKING WITH COMMUNITIES THAT, YOU KNOW, THAT WE WANT TO HAVE THE VOICES OF OUR COMMUNITIES HEARD IN THIS REGIONAL FARE

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COORDINATION AND INTEGRATION STUDY, WHICH IS SO IMPORTANT FOR EQUITY, AS WELL AS FOR SUSTAINABLE TRAVEL, PLEASE, THROUGH STAFF, CONNECT WITH THAT STUDY. AND LASTLY, WE HAD A DISCUSSION ABOUT INTERNATIONAL -- NATIONAL AND INTERNATIONAL BEST PRACTICES AND WHERE IN NORTH AMERICA AND IN THE WORLD TO LOOK AT FOR THOSE BEST PRACTICES. SO THAT WAS AN INFORMATIVE PRESENTATION AND GOOD FEEDBACK FROM THAT BODY FOR THOSE WHO WERE AT THAT BODY AND HAVE ANY -- DO YOU HAVE ANYTHING ELSE TO REPORT OTHER THAN THAT SHORT SUMMARY.

RANDI KINMAN, CHAIR: THANK YOU. SO THIS WILL MOVE US INTO -- NORMALLY, THERE IS ALSO LISTED UNDER SUBCOMMITTEES, THE BLUE RIBBON TASK FORCE UPDATE FROM MY POINT OF VIEW, AS THE APPOINTEE TO THE TASK FORCE. THIS IS WHERE THIS SEAMLESS BAY AREA PRESENTATION IS ON OUR AGENDA, BECAUSE I HAVE ASKED FOR IAN GRIFFITHS AND JONOTHON KASS TO MAKE A PRESENTATION TO US. THIS LEAD TO THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE UPDATE BY STAFF WHICH IS THE NEXT AGENDA ITEM. IF WE CAN BRING THEM ONLINE AND QUEUE UP THEIR PRESENTATION. THIS WAS ONE OF THE BIGGEST ISSUES AND THE BIGGEST THINGS THAT CAME OUT OF THE TASK FORCE LAST TIME, AND I WANT TO MAKE SURE THAT THE COUNCIL HAD FULL ACCESS TO THE MATERIAL FOR DISCUSSION NOT JUST AN ATTACHMENT. SO MY APOLOGIES IF THE AGENDA DOESN'T REPRESENT THAT AS WELL AS IT SHOULD. SO JONATHON, AND IAN, ARE YOU HERE? I SEE YOU.

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IAN GRIFFITHS: YES. HI.

RANDI KINMAN, CHAIR: HI. AND STAFF SHOULD HAVE YOUR DECK QUEUED UP NOW. IF YOU WOULD LIKE TO START OPENING.

JONOTHON KASS: GREAT. THANK YOU. I'LL KICK IT OFF AND HAND IT OVER TO IAN. WE'RE GLAD TO DISCUSS SOME EXAMPLES OF TRANSIT, INSTITUTIONAL REFORM THAT ARE RELEVANT AS OUR REGION PLANS A PATH TO RECOVERY. I THINK THE PRESENTATION IS STILL COMING UP, I BELIEVE. DAY-TO-DAY TRANSIT AGENCIES ARE CONTINUING TO WORK TO KEEP ESSENTIAL SERVICE ON THE STREET WHILE WORKING TO ENSURE A SAFE EXPERIENCE FOR CUSTOMERS. OUR PRESENTATION IS COMING FROM THE PERSPECTIVE THAT OUR RECOVERY REQUIRES THAT TRANSIT BOTH SURVIVE AND 35, AND THAT OUR ACTIONS NOW NEED TO REFLECT THAT GOAL. NEXT SLIDE. SO I WANT TO SAY A FEW QUICK WORDS ABOUT WHERE SEAMLESS BAY AREA AND SPUR ARE COMING FROM TO MAKE THIS PRESENTATION. SPUR, MANY OF YOU MAY KNOW IS A NON-PROFIT MEMBER SUPPORTED ORGANIZATION THAT PROMOTES GOOD PLANNING AND GOVERNMENT THROUGH RESEARCH, EDUCATION, AND ADVOCACY AND FOR YEARS SPUR HAS SPENT THE BENEFITS OF COORDINATING REGIONAL TRANSIT TO IMPROVE CUSTOMER EXPERIENCE, EQUITY EFFICIENCY AND THE ENVIRONMENT. PUBLISHED IN 202017 ADVOCATING STREAMLINED AND INTEGRATED FARE CAN HELP DEFINE THE REGION'S SEAMLESS PROMISE. I'LL LET IAN TALK ABOUT MORE.

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IAN GRIFFITHS: SEAMLESS BAY AREA IS A GRASS ROOTS NON-PROFIT FOUNDED IN 2017 OF TRANSIT RIDERS AND MANY TRANSIT PROFESSIONALS THAT HAVE BEEN WORKING IN THIS FIELD FOR SOMETIME THAT IS ADVOCATING FOR A WORLD CLASS INTEGRATED AND EQUITABLE TRANSIT SYSTEM FOR IMPROVE GOVERNANCE AND INSTITUTIONAL REFORMS. GUIDING PRINCIPLES SHOWN HERE WHICH HAVE BEEN ENDORSED BY SIX SEVERAL COUNTIES ACROSS THE BAY AREA 20 ORGANIZATIONS AND INDIVIDUALS. LEAD SPONSOR OF ASSEMBLY BILL A.B. 2057 WITH ASSEMBLYMEMBER CHIU, IT'S NOW BEEN PUT ON HOLD BUT WE'RE TRYING TO MAKE THE MOST OF OUR BLUE RIBBON TRANSIT RECOVERY TASK FORCE TO PIVOT INTO A HIGHER PERFORMING AND EQUITABLE SYSTEM.

JONOTHON KASS: NEXT SLIDE PLEASE. A LOT OF YOU HAVE PROBABLY SEEN THIS TIMELINE AND I AM SURE MTC WILL DISCUSS FURTHER, AS YOU CAN SEE STAGE TWO, THE NEAR TERM RECOVERY WORK FOR TRANSIT WILL CONTINUE FOR MANY MONTHS, ULTIMATELY MANY YEARS. AND THAT INCLUDES REALLY UNPRECEDENTED COORDINATION AMONG TRANSIT AGENCIES AND ESSENTIALLY THAT'S THE WORK OF THE MOMENT. TASK FORCE IS ENTERING SIMULTANEOUS WORK ON STAGE THREE THAT YOU SEE AT THE TOP. THAT'S DEVELOPMENT AND THEN IMPLEMENTATION OF A PUBLIC TRANSIT TRANSFORMATION ACTION PLAN AS THEY CALL IT. AND THIS ACTION PLAN NEEDS TO DEFINE HOW TRANSIT SYSTEMS CAN DELIVER BETTER SERVICE WITH INCREASINGLY STRAINED RESOURCES,

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AND EVENTUALLY EMERGE FROM THIS CRISIS WITH A NETWORK THAT CAN MEET OUR EQUITABILITY AND SUSTAINABLE GOALS. NEXT SLIDE. WE'LL COVER FOUR THINGS A BRIEF REVIEW OF THE REGION'S CHALLENGES. I'LL ABBREVIATE THAT BECAUSE YOU ALL KNOW THEM WELL. VISION FOR AN INTEGRATE THE TRANSIT NETWORK, SUMMARY OF RESEARCH AND BEST PRACTICES FROM SOME OF THE MOST SUCCESSFUL REGION IN TRANSIT INTEGRATION AND PRIORITY CONSIDERATIONS AS WE ALL, AND THE TASK FORCE SET A COURSE FOR SUCCESSFUL TRANSFORMATION ACTION PLAN. NEXT SLIDE. YOU ALL KNOW THAT TRANSIT FACED CHALLENGES BEFORE THE PANDEMIC WHILE THE MAJORITY OF TRANSPORTATION AND INVESTMENT WAS GOING INTO TRANSIT AND THE ECONOMY HAD BEEN QUITE STRONG, PER CAPITA TRANSIT RIDERSHIP WAS DROPPING ON MOST SYSTEMS AND TRANSIT COMMUTE TIMES WERE INCREASING. AND SINCE THE PANDEMIC, THE TRANSIT SYSTEMS THAT HAD THE STRONGEST RIDERSHIP GROWTH, AND THE FASTEST TRAVEL TIMES ARE IN THE GREATEST FINANCIAL CRISIS AS WELL AS RIDERSHIP CRISIS. SO WE NEED TO GET BACK TO NORMAL, BUT NORMAL IS NOT ENOUGH FOR TRANSIT TO SURVIVE AND TO DELIVER WHAT WE REQUIRE AS A REGION. NEXT SLIDE PLEASE. YOU ALL ARE ALSO AWARE THAT TRANSIT CHALLENGES CREATE VERY REAL AND UNACCEPTABLE IMPACTS FOR THE LIVES OF BAY AREA RESIDENTS. THESE AREN'T CHALLENGES ASSOCIATED WITH INDIVIDUAL OPERATORS, THESE ARE CHALLENGES OF NETWORK CONNECTIONS THAT NO ONE IS ACTUALLY RESPONSIBLE FOR DELIVERING. PEOPLE RUN INTO THESE PROBLEMS OF POORLY CONNECTED SYSTEM EVEN WHEN INDIVIDUAL AGENCIES DO MOST

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THINGS RIGHT. PEOPLE TRAVEL BOTH LOCALLY AND REGIONALLY, AND BETTER CONNECTIONS CAN HELP AT BOTH OF THOSE SCALES. NEXT SLIDE. AS FAR AS BROADER IMPACTS, HELPING TRANSIT AGENCIES RECOVER IS, YOU KNOW, THE MOST URGENT THING FOR NOW. BUT UNLESS WE CAN EMERGE FROM THE CRISIS WITH A STRONGER REGIONAL NETWORK WE CAN'T MEET OUR CLIMATE AND EQUITY GOALS. AS WE'RE SEEING A SYSTEM THAT DOESN'T HAVE THE INSTITUTIONAL STRUCTURES FOR COORDINATION IS FAR LESS ABLE TO ADAPT TO AN UNCERTAIN FUTURE. AND AN UNCERTAIN FUTURE IS WHAT WE HAVE GOT. NEXT SLIDE PLEASE. THIS SHOWS THAT BASED ON POLLING, FOR LAST YEAR'S TRANSPORTATION FUNDING MEASURE, ONE OF THE PUBLIC'S FAVORITE ARGUMENTS FOR FUNDING WAS A COMMITMENT TO INSTITUTIONALIZING REGIONAL COORDINATION FOR PUBLIC TRANSIT. I'M GOING TO SKIP TO THE NEXT SLIDE WHICH HIGHLIGHTS A POLL THAT WAS PRESENTED JUST A FEW WEEKS AGO. MTC'S PLANNED BAY AREA POLL TESTED PUBLIC REACTIONS TO BUNCH OF STRATEGIES INCLUDING A BUNCH OF TRANSIT STRATEGIES. AND THE TRANSIT STRATEGY WITH THE MOST TOTAL SUPPORT AT 88 PERCENT OF RESIDENTS WAS WHAT YOU SEE HERE. REQUIREMENTS FOR BAY AREA PUBLIC BUS AND TRAIN AGENCIES TO COORDINATE SCHEDULES, FARE STRUCTURES, AND PAYMENT SYSTEMS THROUGHOUT BAY AREA. REQUIREMENTS TO DO THAT. THE STRATEGIES DIDN'T ONLY HAVE THE MOST SUPPORT OF ALL THESE TRANSIT STRATEGIES ONLY ONE OF THE TOTAL 27 PLANNED BAY AREA STRATEGIES HAD MORE SUPPORT THAN THE TRANSIT COORDINATION REQUIREMENT. SO THIS IS JUST TO SAY IT'S

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SOMETHING THAT THE PUBLIC RECOGNIZES AS A REALLY VITAL NECESSITY. NEXT SLIDE. WE CAN SEE THAT COVID HAS EXPOSED THE FRAGILITY OF OUR SYSTEM, AND TRANSIT AGENCIES ARE WORKING REALLY HARD TO COORDINATE IN THIS CRISIS. BUT WE LACK THE INSTITUTIONAL INFRASTRUCTURE IN PLACE TO MAKE THAT REALLY DOABLE. THERE IS NOT A GUIDING PLAN FOR A REGIONALLY CONNECTED TRANSIT NETWORK AND WITHOUT A REGIONAL PLAN FOR CONNECTIVITY OR PROCESSES FOR ENSURING ALIGNMENT, SERVICE CHANGES AND TRANSIT INVESTMENTS ARE MADE IN ISOLATION, AND LOCAL AND REGIONAL SYSTEMS DON'T WORK TOGETHER WELL, SO WE SEE DUPLICATION AND GAPS, BOTH. RECENT COORDINATION AND RESPONSE TO THE PANDEMIC HAS BEEN UNPRECEDENTED AND A GREAT STEP FORWARD BUT WE NEED TO INSTITUTIONALIZE AND STREAMLINE WAYS OF COORDINATED IN ORDER TO HAVE THE NECESSARY IMPACT. NEXT SLIDE. SO TO EMERGE FROM THIS CRISIS WITH A TRANSIT NETWORK THAT CAN THRIVE AND THAT WE CAN AFFORD, WE NEED NETWORK CONNECTIONS THAT ARE STRATEGICALLY PLANNED AT THE REGIONAL LEVEL TO WORK AS A SYSTEM. PARTICULARLY, IN A REGION THAT'S AS DECENTRALIZED AS THE BAY AREA, AND WE NEED TRANSIT AGENCIES AS A STRUCTURE FOR COORDINATING AS WE REACH DIFFERENT PARTS OF AN INTEGRATED NETWORK. AND AS THE PUBLIC CONTINUES TO NOTE, WE NEED SERVICE QUALITY, FARES, SCHEDULES AND WAY FINDING THAT IS STANDARDIZED TO BE RELIABLE AND EASY FOR USERS. HOWEVER HARD OUR AGENCIES AND MTC CAN TRY TO DELIVER THESE THINGS WE HAVE NOT PUT THE AUTHORITIES AND STRUCTURE IN PLACE TO MAKE IT REALLY DOABLE.

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NEXT SLIDE. SO A REGIONAL NETWORK MANAGER OR A TRANSIT COORDINATOR ENTITY IS AN INSTITUTIONAL MODEL THAT CAN MAKE IT EASIER TO COORDINATE BETWEEN INDIVIDUAL OPERATORS SO THAT THE SYSTEM REALLY DOES FUNCTION AS A NETWORK FOR CUSTOMERS. THERE ARE A LOT OF WAYS RESPONSIBILITIES CAN BE SHARED AND SPLIT BUT IN OUR VIEW A NETWORK MANAGER ENTITY WOULD DO SEVERAL KEY THINGS. SET STRATEGIC GOALS AT MINIMUM STANDARDS FOR THE NETWORK WITH A SPECIFIC FOCUS ON INTEGRATING URBAN AND SUBURBAN ROUTES. FOCUS ON CUSTOMER EXPERIENCE AND INTERFACES. FACILITATE COORDINATION BETWEEN THE OPERATORS AND ANY NUMBER OF ADDITIONAL POTENTIAL ROLES INCLUDING STRATEGIC PLANNING, FARE POLICY, COLLECTION AND DISTRIBUTION REGIONAL BRANDING AND MARKETING AND CAPITAL PROJECT DELIVERY AND OVERSIGHT. NEXT SLIDE PLEASE. YOU WILL SEE RELATIVE TO THE CASE STUDIES THAT IAN WILL NOW PRESENT THAT THE BAY AREA IS NOT REALLY UNIQUE IN NEEDING TO COORDINATE MANY DIFFERENT AGENCIES AND OPERATORS, BUT WE DO STAND APART IN NOT HAVING A SIGNIFICANT NETWORK MANAGER FUNCTION TO OVERCOME THESE INHERENT REGIONAL TRANSIT CHALLENGES. AND IN AN ENVIRONMENT WITH REDUCED RESOURCES AND THE NEED FOR GREATER ADAPTABILITY THIS COORDINATION IS MORE IMPORTANT THAN EVER. NEXT SLIDE, AND I THINK IAN WILL TAKE OVER HERE.

IAN GRIFFITHS: PICKING THE RIGHT MODEL TO ENABLE THIS IS A ROLE IN THE BLUE RIBBON TASK FORCE. IT'S ESSENTIAL, IN AND OF

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ITSELF NOT SUFFICIENT BUT WE NEED MORE FUNDING MOST URGENT IS NEW FUNDING THAT THE NEW TASK FORCE HAS COMMITTED TO ADVANCING IN PARALLEL WITH THE ADVOCACY SURROUNDING ADDITIONAL FUNDING THIS GOVERNANCE PIECE TO ESTABLISH THE APPROPRIATE STRUCTURE TO ENABLE THE THRIVING OF TRANSIT IN THE FUTURE WITH ADDITIONAL FUNDING IS KEY. RESEARCH FROM THE TRANSPORTATION INSTITUTE STUDIED A NUMBER OF TEN DIFFERENT WORLD CLASS TRANSIT SYSTEMS ACROSS THE WORLD AND IDENTIFIED THREE DOMINANT, MAIN MODELS FOR HOW A NETWORK MANAGER WOULD BE SETUP AND WE CAN THINK ABOUT HOW THESE MODELS APPLY TO THE BAY AREA. SO THE FIRST, IF YOU CAN CLICK FORWARD, IS THE FIRST MODEL IS THE NETWORK MANAGER, THAT'S COORDINATING ENTITY ONLY. CAN YOU CLICK? I THINK THIS IS AN ANIMATED SLIDE. JUST CLICK THREE TIMES SO THEY ALL SHOW UP. SO THE FIRST MODEL IS A NETWORK MANAGER THAT COORDINATES ONLY BUT DOESN'T DIRECTLY OPERATE TRANSIT BUT WORKS IN COORDINATION WITH MULTIPLE OPERATORS THIS IS THE MODEL IN MANY EUROPEAN REGIONS THAT ACHIEVE INTEGRATION. THERE IS ALSO A MODEL OF COORDINATING ENTITY THAT ALSO DIRECTLY RUNS AND OWNS THE REGIONAL SYSTEM INCLUDING REGIONAL RAIL AND REGIONAL BUSES BUT NOT THE LOCAL SYSTEMS. THAT'S THE MODEL IN PLACE IN TORONTO, SEATTLE AND MANCHESTER, THE SYSTEM CONSOLIDATED OPERATOR MODEL PRESENT IN MINNEAPOLIS, VANCOUVER, STOCKHOLM AND MANY OTHER REGIONS. ALL OF THESE THREE MODELS CAN WORK AND HAVE BEEN DEMONSTRATED TO ACHIEVE HIGH RATES OF TRANSIT USE AND GROWING RATES OF TRANSIT USE AT

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MUCH HIGHER LEVELS THAN THE BAY AREA. NEXT SLIDE. AND TO SHARE IN THE INTEREST OF TIME I'LL JUST SHARE ONE EXAMPLE OF THE FIRST MODEL WHICH IS HOW THE COORDINATING NETWORK MANAGER AS A COORDINATOR ONLY, WORKS IN GREATER FRANKFURT. THIS IS A COMPLEX REGION THAT HAS HUNDREDS OF MUNICIPALITIES, TRANSIT OPERATORS UP UNTIL THE EARLY 90S THERE WERE NO COORDINATE EFFORTS AMONG THESE ENTITIES BUT IN GERMANY THAT LEAD TO THE CREATION OF RMV THE NETWORK MANAGER FOR THAT REJECT THAT CREATED A COMMON FARE STRUCTURE, COMMON BRANDING COORDINATED SCHEDULES AND MORE COORDINATED CAPITAL PROJECT PLANNING THAT HAS BEEN EXTREMELY EFFECTIVE IN GROWING TRANSIT RIDERSHIP IN THAT REGION WHICH HAS GROWN BY 60 PERCENT BETWEEN 1996 AND 2017 COMPARED TO JUST 16 PERCENT GROWTH IN THE BAY AREA OVER THE SAME PERIOD OF TIME. THAT REGION NOW HAS ABOUT FOUR TIMES THE TRANSIT RIDERSHIP AS THE BAY AREA. THIS IS ONE MODEL OF HOW THIS WORKS BUT I MENTION THE OTHER TWO ALSO POSSIBILITIES AND WE BELIEVE IT'S A PRIMARY ROLE OF THE BLUE RIBBON TASK FORCE TO FIGURE OUT WHAT IS THE RIGHT MODEL OF HOW WE CAN ACHIEVE THIS COORDINATION IN THE BAY AREA AND HOW DO WE TRANSITION FROM WHAT WE ALREADY HAVE TO A MORE EFFECTIVE GOVERNANCE SYSTEM. NEXT SLIDE. THIS IS THE SUMMARY OF THE TEN CASE STUDIES THAT WERE LOOKED AT ON THE LEFT AND HERE YOU SEE ALL OF THESE REGIONS THAT WERE STUDIED IN THAT RESEARCH HAVE MUCH HIGHER RATES OF TRANSIT USE COMPARED TO THE BAY AREA. IN THE COLUMNS, DIFFERENT FUNCTIONS FOR TRANSIT COORDINATION THAT

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ARE DONE BY A REGIONAL NETWORK MANAGER, WHAT YOU SEE IS A REMARKABLE AMOUNT OF ALIGNMENT ACROSS THE ENTITIES THAT THEY'RE DOING NETWORK DESIGN AS A REGIONAL SCALE. FARE POLICY FOR THE MOST PART AT A REGIONAL SCALE SCHEDULED COORDINATION, CONTRACTING AND MERGING AT A REGIONAL SCALE WHEREAS IF YOU CLICK THE COMPARISON WITH SAN FRANCISCO BAY AREA, IF YOU CAN CLICK THE ANIMATION HERE, WHOEVER IS CONTROLLING THE SLIDES, YOU CAN SEE THAT ALMOST NONE OF THESE FUNCTIONS ARE OCCURRING IN THE BAY AREA AT A REGIONAL SCALE. THERE IS NOT -- THOSE HAVE NOT BEEN ASSIGNED TO AN INSTITUTION TO OCCUR IN THE BAY AREA. OKAY. NEXT SLIDE PLEASE. THERE YOU ARE. THERE'S THE COMPARISON WITH THE BAY AREA. SO NEXT SLIDE. IN SUMMARY O THE COMMON LESSONS FROM THIS AND OTHER RESEARCH THAT SPUR AND SEAMLESS BAY AREA HAVE COMPLETED IS THAT A NETWORK MANAGER ENTITY IS THE NORM IN HIGH PERFORMING REGIONS THAT HAVE GROWING TRANSIT USE THAT WHERE THEY EXIST THERE IS A CLEAR RELATIONSHIP BETWEEN STATE AND LOCAL GOVERNMENTS AND TRANSIT AGENCIES AND THE NETWORK MANAGER, SOMETHING THAT ISN'T ALWAYS ENTIRELY CLEAR HERE IN THE BAY AREA WITH OUR CURRENT STATE OF TRANSIT INSTITUTIONS. IN MANY, IF NOT ALL CASES, STATE OR NATIONAL LEGISLATION PROMPTED OR AT LEAST SUPPORTED THAT COORDINATION SO IT DIDN'T OCCUR JUST BY CONSENSUS THERE WAS A ROLE FOR LEGISLATION TO ADVANCE THAT. AND IN THE CASE STUDIES, THAT COORDINATION IS ASSOCIATED WITH HIGH RIDERSHIP BENEFITS EVEN WHEN THERE WAS NOT NECESSARILY NEW SPENDING. SO IT IS

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MADE MUCH MORE EFFECTIVE WHEN THERE IS NEW SPENDING, AND ALSO HIGH LEVELS OF RIDERSHIP IN BOTH URBAN AND SUBURBAN AREAS. YOU DIDN'T SEE THE RESULT OF COORDINATION IN ANY OF THESE CASES HAVING A NEGATIVE IMPACT ON ONE AREA, SUBURBAN VERSUS URBAN, YOU SEE RISING TIDES ALSO. BACK TO THE TASK FORCE AND CONCLUDING THIS PRESENTATION HERE, IF YOU CAN GO TO THE NEXT SLIDE. WE THINK IT'S IMPORTANT THAT THE PUBLIC TRANSFORMATION ACTION PLAN WITH THE LIMITED TIME THAT WE HAVE LEFT ON THE BLUE RIBBON TASK FORCE WHICH IS ABOUT NINE MONTHS, WE CAN'T TAKE ON EVERYTHING BUT WE THINK THE ISSUE OF HOW WE RESTRUCTURE OUR GOVERNANCE AND INSTITUTION IS A KEY PART OF WHAT WE DO NEED TO ACCOMPLISH. THAT NEEDS TO BE STRUCTURED AROUND ANSWERING KEY QUESTIONS CONFIRMING WHAT ARE THE OVERALL OUTCOMES THAT WE WANT AS A REGION FOR OUR TRANSIT SYSTEM, THEN WHAT ARE THE INSTITUTIONS AND FUNDING THAT REALLY CAN DELIVER THOSE OUTCOMES INCLUDING WHAT ARE THE APPROPRIATE AUTHORITIES TO PUT WITHIN A NETWORK MANAGER, AND VERSUS WHAT ARE THE APPROPRIATE AUTHORITIES TO HAVE TO BE DONE WITHIN LOCAL AGENCIES, WHAT ARE THE APPROPRIATE FUNDING AND TOOLS THAT ARE NEEDED TO SUPPORT THAT, AND HOW SHOULD THESE INSTITUTIONS ULTIMATELY BE GOVERNED, WHAT COMBINATION OF ELECTED OFFICIALS OR PERHAPS APPOINTED OFFICIALS CAN LEAD TO THE BEST POSSIBLE OUTCOMES AND THE PLAN SHOULD ALSO IDENTIFY EFFORTS AFTER IDENTIFYING THE INSTITUTIONAL STRUCTURE WE NEED, HOW WE TRANSITION FROM WHERE WE ARE RIGHT NOW. IS THERE AN ENTITY

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THAT ALREADY EXISTS THAT WE COULD TURN INTO THE NETWORK MANAGER AND HOW WOULD THAT BE ACHIEVED, CONSOLIDATIONS AND MERGERS ARE THE AGENCIES ARE THEY GOING TO BE PLAYING A ROLE ALL THESE IDENTIFY WHAT IS THE OUTCOME WE WANT AND WHAT ARE THE INSTITUTION IN FUNDING THAT SUPPORT THE ACHIEVEMENT OF OUR LONG-TERM GOALS. SO IN ORDER TO DO THAT, IF YOU CAN GO TO THE NEXT SLIDE, WE'RE GOING TO NEED SOME THOUGHTFUL ANALYSIS BY SUBJECT MATTER EXPERTS IN THIS AREA. SOME CONSULTANTS ARE GOING TO BE NEEDED TO REALLY PROVIDE THE TASK FORCE WITH THE RIGHT INFORMATION SO IT CAN MAKE THE RIGHT CHOICE. IT NEEDS TO BE THOUGHTFUL FACILITATION AND PUBLIC ENGAGEMENT IN TRANSPARENCY THESE ARE REALLY IMPORTANT DECISIONS. WE SUPPORT MAKING THEM AS A REGION, AND WE'RE ALSO GOING TO HAVE TO BE EFFICIENT WITH HOW WE CONDUCT OUR WORK WE HAVE LIMITED TIME AND THE TASKING FORCES ONLY EXPECTED TO LAST THROUGH JUNE SO THE TASK FORCE WON'T BE ABLE TO TACKLE EVERY ISSUE BUT WE FEEL THIS IS THE MOST IMPORTANT ONE THAT DOES NEED TO BE ADDRESSED. IN CONCLUSION WE'LL LEAVE YOU WITH A SET OF LAST FOUR SLIDES, THESE RECOMMENDATIONS THAT SPUR AND SEAMLESS HAVE IDENTIFIED FOR THE TRANSFORMATION ACTION PLAN AND THE TRANSIT RECOVERY TASK FORCE TO HELP IT SUCCEED. I'LL READ IT OUT. WE RECOMMEND THAT WHILE SUPPORTING THE STAGE TWO RECOVERY AND ALIGNMENT EFFORTS THAT HAVE BEEN INITIATED BY THE TRANSIT AGENCIES INCLUDING IDENTIFYING ADDITIONAL FUNDING, THAT THE BLUE RIBBON TASK FORCE SHOULD, A SUPPORT THE LONG-TERM GOAL OF CONNECTED

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EQUITABLE AND EFFICIENT RIDER FOCUSED TRANSIT SYSTEM ACROSS THE BAY AREA WITH INTEGRATED SERVICE SCHEDULES AND CUSTOMER. IDENTIFYING REFORMS INCLUDING LEGISLATION THAT CREATE AN EFFECTIVE NETWORK TRANSPORTATION IN THE BAY AREA TO INTEGRATE ALL FORMS OF BAY AREA TRANSIT. C ANALYZE OPTIONS FOR CONSOLIDATIONS AND POTENTIAL TO SUPPORT MORE INTEGRATED ACCESS BELIEVE AND RIDER FOCUSED SYSTEM. AND D, BRING ON RELEVANT SUBJECT MATTER EXPERTS WITH GLOBAL EXPERTISE IN EFFECTIVE TRANSPORTATION GOVERNANCE AND ORGANIZATION TO COMPLETE THE ANALYSIS OF GOVERNANCE AND FUNDING. SO THAT CONCLUDES OUR PRESENTATION AND WE WOULD BE HAPPY TO LISTEN TO ANY COMMENTS AND FEEDBACK OR CLARIFY ANYTHING.

RANDI KINMAN, CHAIR: THANK YOU. I SEE BLUE HANDS POPPING UP ALL OVER. CYNTHIA MURRAY YOU'RE UP FIRST THEN VEDA FLOREZ, AND I WOULD ASK IF PEOPLE CAN DEFINE THEIR SPECIFIC QUESTIONS ABOUT WHAT WAS JUST PRESENTED, NOT GO INTO HOW YOU WANT TO MAKE THE BAY AREA BETTER TRANSIT WISE, BECAUSE THAT'S A DISCUSSION WE'RE GOING TO HAVE DOWN THE ROAD. PLEASE JUST TRY TO FOCUS ON WHAT WE HAVE BEFORE US. GO AHEAD CYNTHIA.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU. WHAT I GOT OUT OF THIS IS THERE IS A THESE FOR A FEASIBILITY STUDY, AND YOU DIDN'T ACTUALLY CALL FOR THAT, SO I'M CURIOUS WHY NOT. BECAUSE YOU NEED TO LOOK AT WHAT COST SAVINGS THERE WOULD BE, WHAT

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KIND OF COST AVOIDANCE WE KNOW THERE IS GOING TO BE MAJOR COST IN THE FUTURE AS THEY NEED TO UPGRADE THEIR FLEETS TO ELECTRIC AND MOVE AWAY FROM WHAT THEY CURRENTLY HAVE. SO THAT'S ONE QUESTION. THE OTHER IS, IS THERE, IN YOUR PLAN UNDER YOU ALSO ENVISIONS ALSO WEAVING IN UBER AND LYFT AND PRIVATE COMMUTER BUSES OR WERE YOU JUST THINKING PUBLIC TRANSPORTATION?

RANDI KINMAN, CHAIR: EITHER OF YOU CAN ANSWER THAT.

IAN GRIFFITHS: SURE. THIS I THINK IT DOES INCLUDE THE INTENT OF A FEASIBILITY STUDY IS ABSOLUTELY PART OF WHAT WE WOULD LIKE TO SEE HAPPEN. AS PART OF THE EVALUATION OF GOVERNANCE AND FUNDING OPTIONS AND THE PROS AND CONS, THE COSTS AND THE BENEFITS THAT WE COULD ACHIEVE THROUGH THAT. SO WHILE WE DIDN'T USE THOSE WORDS, I DO BELIEVE THAT'S CONSISTENT WITH WHAT WE ARE PROPOSING THAT WE GET THE CONSULTANT SUPPORT TO HELP FACILITATE. AND, YES, I THINK PART OF THE REASON WE WANT THIS TASK FORCE TO CONFIRM ITS TRANSPORTATION OUTCOMES THAT IT WANTS IS SO THAT WE CAN IDENTIFY WHAT ARE THE APPROPRIATE POLICIES THAT RESPECT TO MANAGING RIDESHARING SERVICES, OTHER FORMS OF EMERGING MOBILITY TO SUPPORT THAT AND HOW THAT RELATES TO TRANSIT. SO IT'S NOT INTENDED TO BE LIMITED TO TRANSIT, BUT WE HAVEN'T SPECIFICALLY CALLED OUT THAT ISSUE, SHOULD THE TASK FORCE CONFIRM THIS DIRECTION AT THE UPCOMING MEETINGS THERE WOULD BE A MORE DETAILED SCOPE OF WORK THAT

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WOULD NEED TO BE PUT UP WITH TRANSIT AGENCY AND MTC THAT'S NOT THE INTEND BUT IT WOULD INCLUDE ANALYSIS OF THOSE EMERGING FORMS OF MOBILITY AS WELL.

CYNTHIA L. MURRAY, VICE CHAIR: HOW IS THE NETWORK MANAGER SELECTED? APPOINTED? IS IT A TRANSIT AGENCY WHAT IS THE GOVERNANCE STRUCTURE? DOES IT HAVE ITS OWN BOARD. IS THERE ACCOUNTABILITY?

IAN GRIFFITHS: THESE ARE ALL QUESTIONS WE WANT TO BE STUDIED, AND OPTIONS. WE HAVE NOT PUT FORWARD A SPECIFIC PROPOSAL TO HAVE BUY-IN IT NEEDS TO BE SOMETHING A TASK FORCE, AS A WHOLE DEVELOPED AND ASSESSED.

JONOTHON KASS: AND MAYBE I'LL ADD, I'M NOT SURE THE WORD A FEASIBILITY STUDY, THAT COULD BE A LOT OF THINGS, ASSOCIATED THINGS; IT'S ALSO RELATED TO A CAPITAL EFFORT THE POINT IS GIVEN THAT WE HAVE A LOT OF AGENCY IN CRISIS AND CHALLENGES THAT PRE DATE THIS PANDEMIC IS SIMPLY TO TAKE THE STEP OF MAKING A CONSCIOUS EVALUATION OF WHAT THE RIGHT INSTITUTIONAL STRUCTURE TO COORDINATE SHOULD BE. SO THAT YOU COULD CALL THAT A FEASIBILITY STUDY BUT IT'S REALLY LOOKING AT OUR PREDICAMENT AND OUR PAST BASED ON MODELS THAT WE SEE AROUND THE CONTINENT AROUND THE GLOBE WHAT ARE SOME CONFIGURATIONS THAT OUGHT TO BE CONSIDERED AND WHAT WOULD THAT LOOK LIKE AND WHAT AUTHORITIES

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WOULD BE REQUIRED TO GO THROUGH THE PROCESS TO LOOK AT WHAT WE SET OUT TO DELIVER.

RANDI KINMAN, CHAIR: THANK YOU. ANYTHING ELSE CYNTHIA?

CYNTHIA L. MURRAY, VICE CHAIR: I STILL WANT A FEASIBILITY STUDY.

RANDI KINMAN, CHAIR: OKAY. WE'LL CALL IT ONE. VEDA THEN RICK COATES.

VEDA FLOREZ: THANK YOU FOR THE PRESENTATION. I ENJOYED IT VERY MUCH. THINKING OUTSIDE THE BOX IS ALWAYS A LOT OF FUN. AND MY QUESTIONS WERE ALONG THE SAME LINE AS MS. MURRAY FOR THAT NETWORK MANAGER. SO, I GUESS IT ALL DEPENDING ON WHAT SORT OF LEGISLATION IS PASSED, WHAT AGREEMENT WE CAN COME TO WITHIN THIS BODY, THE BLUE RIBBON COMMISSION, AND THEN WHAT THE COMMISSION DOES AGREE TO DO. SO IT'S ALL A LONG TIMELINE, AND I WONDER IF YOU CAN SHARE WHAT WE ARE TIMELINE IS, AND THEN I HAVE ONE ADDITIONAL QUESTION.

IAN GRIFFITHS: I CAN REFER TO THE TIMELINE THAT IS ON SLIDE TWO OR THREE. THE TASK FORCE IS SUPPOSED TO WRAP UP BY JUNE OF 2021. SO THAT'S -- WE WOULD LIKE, BY THAT POINT, TO HAVE A TRANSFORMATION ACTION PLAN WITH A CLEAR SET OF STEPS INCLUDING

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PERHAPS IDENTIFYING A KEY PIECE OF LEGISLATION THAT MIGHT MOVE FORWARD ACTIONS MTC COULD TAKE WITHOUT LEGISLATION. SO THE TIMELINE FOR DOING THE HARD WORK OF THE ANALYSIS, AND SELECTING A PREFERRED OPTION, THAT'S REALLY OVER THE NEXT MINE MONTHS BUT AS FAR AS THEN CARRYING OUT THOSE REFORMS, THAT LEGISLATION COULD BE INTRODUCED PERHAPS AS EARLY AS 2021, PROBABLY MORE LIKELY IN 2022, THAT COULD THEN ESTABLISHMENT NETWORK MANAGER, AND THEN THAT'S MORE A TIMELINE FOR LEGISLATION.

JONOTHON KASS: AND YOU ALL PROBABLY KNOW THIS BUT TO BE CLEAR THE TASK FORCE IS A CREATION OF MTC. SO THE TASK FORCE WOULD MAKE RECOMMENDATION. WOULD PRODUCE THIS PLAN BUT IT WOULD MAKE RECOMMENDATIONS TO MTC AS A COMMISSION. ASSEMBLYMEMBER CHIU AND SENATOR BEALL BOTH SIT ON THE TASK FORCE SO THERE IS A LOGICAL PATH IF LEGISLATION IS CALLED FOR, FOR THAT TO BEGIN.

VEDA FLOREZ: YES. THANK YOU. I NOTICED THAT THE EXAMPLES THAT YOU USED FOR THE NETWORK MANAGER WERE FROM OTHER COUNTRIES. DO YOU HAVE ANY EXAMPLES THAT YOU COULD CITE HERE IN THE UNITED STATES AND ARE THERE ANY OTHER METROPOLITAN TRANSPORTATION AGENCIES CONSIDERING MOVING IN THIS DIRECTION?

IAN GRIFFITHS: TWO EXAMPLES ARE SEATTLE, WHICH DOES HAVE AN INTEGRATED FARE STRUCTURE, IT ALIGNS WITH THE MODEL OF THE

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NETWORK MANAGER THAT'S ALSO THE RUNS THE REGIONAL SYSTEM BUT NOT THE LOCAL SYSTEMS. AND THAT CAME ABOUT IN COORDINATION WITH I MAJOR FUNDING MEASURE IN THAT REGION. ANOTHER RECENT EXAMPLE IS THE ATLANTA REGION, WHICH, TWO YEARS AGO, THERE WAS A HOUSE BILL, A STATE BILL THAT CONVENED A SIMILAR TASK FORCE TO WHAT WE HAVE RIGHT NOW IN THE GREATER ATLANTA AREA AND IT CAME UP WITH A SET OF RECOMMENDATIONS ULTIMATELY CHOSE TO CREATE A NETWORK MANAGER CALLED ATL THAT WAS CREATED IN 2019 ESTABLISHING A COMMON BRAND FOR ATLANTA REGIONAL TRANSIT, ALIGNING FARES, VERY SIMILAR SET OF RESPONSIBILITIES. WE'RE SEEING MORE AND MORE U.S. REGIONS COME ALONG BUT THERE IS DEFINITELY FAR MORE EXAMPLES IN OTHER PLACES, BUT THE U.S. IS DEFINITELY MOVING IN THIS DIRECTION WITH THOSE TWO CITIES PROBABLY TAKING THE LEAD.

RANDI KINMAN, CHAIR: THANK YOU. I HAVE RICK COATES UP NEXT. GO AHEAD AND UNMUTE.

RICK COATES: YES. THE MAP THAT YOU SHOWED OF ALL THE DIFFERENT AGENCIES IS VISUALLY ARRESTING. I KNEW THERE WERE A LOT OF AGENCIES, BUT I HAVE GOT TO SAY THAT IT REALLY -- I'M TAKEN BACK BY HOW FRAGMENTS EVERYTHING REALLY WAS. CLEARLY THERE'S A NEED TO UNIFY, BUT I AM CONCERNED THAT A NETWORK MANAGER MIGHT BE ADDING ANOTHER LAYER OF BUREAUCRACY OF WHAT EXISTS MAYBE WITH THE EXPENSE OF ADDITIONAL BOARD, ADDITIONAL STAFF, UNLESS

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OF COURSE MTC TAKES ON THAT ROLE IN SOME WAY. YOU GAVE THREE DIFFERENT OPTIONS THERE. THE THIRD OPTION WHERE BASICALLY THE NETWORK MANAGER JUST TAKES OVER EVERYTHING, AS I UNDERSTOOD IT, SEEMS TO BE POLITICALLY A NON-STARTER. I CANNOT SEE THE VARIOUS AGENCIES AND THEIR BOARDS GIVING UP THEIR INFLUENCE TO SOMEBODY ELSE. WE HAVE THE SAME PROBLEM WITH HOUSING. IT MAY BE A SOLUTION. MAYBE SOMETHING INTERMEDIATE BETWEEN THOSE TWO EXTREMES THAT MIGHT EVENTUALLY GROW INTO TRUE UNIFICATION.

RANDI KINMAN, CHAIR: THANK YOU RICK. I'M GOING TO POINT OUT THIS ISN'T -- THEIR PRESENTATION ISN'T TO ADOPT A PLAN, THE PRESENTATION IS LIKE A CONCRETE WE'RE GOING TO DO A, B, AND C IT'S MORE LIKE HOW WE'RE GOING TO GET TO THIS PLACE. THIS BODY AS I SIT ON IT FOR MORE THAN A DOZEN YEARS WE NEED TO DO SOMETHING ABOUT CONSOLIDATING AND COORDINATING THIS. THIS IS A ROADMAP ON HOW WE DISCOVER TO DO THAT. I WILL TELL YOU THAT AS A TASK FORCE MEMBER, WHAT WAS HEARTBREAKING FOR ME WAS HEARING WRITERS, HEARING TRANSIT ADVOCATES, HEARING THE UNIONS, HEARING ALL THOSE PEOPLE ON THE STREET SAYING PLEASE TAKE CHARGE. SOMEBODY PLEASE COORDINATE THIS SO I KNOW THAT IF I GET ON A MUNI BUS AND TAKE BART TO SOME PLACE AND TAKE MUNI TO BART TO SAN JOSE, THAT I'M GOING TO BE EXPERIENCING THE SAME STUFF. SO, YOU KNOW, THE SAME SAFETY MEASURES. SO THAT'S KIND OF WHERE THIS IS. I JUST WANTED TO JUMP IN AS A TASK FORCE MEMBER. I'M GOING TO GO BACK TO MY MEMBERS HERE. ANNE OLIVIA

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YOU'RE UP NEXT THEN MICHAEL BALDINI. >ANNE OLIVIA ELDRED: THANK YOU SO MUCH. I'M HOPING THAT YOU CAN PULL BACK UP SLIDE 20. THAT WAY WE CAN SEE THAT AGAIN.

RANDI KINMAN, CHAIR: IT'S THE RECOMMENDATION SLIDE. >ANNE OLIVIA ELDRED: AT THE END. TO THE POINT CHAIR KINMAN WAS JUST MAKING, WHAT I'M SEEING HERE IS RECOMMENDATIONS FOR THE TASK FORCE, AND THESE SEEM LIKE REALLY GOOD GUIDING PRINCIPLES, AND I WOULD LIKE TO MAKE A MOTION THAT WE ASK THE TASK FORCE AND THE -- AND MTC TO ADOPT THE RECOMMENDATIONS ON PAGE 20 SO THAT THERE IS SOME DIRECTION THAT THESE ARE SOLID, AND I WOULD LIKE TO SEE US ACTUALLY ADOPT THESE AS GUIDING PRINCIPLES.

WENDI KALLINS: I WOULD LIKE TO SECOND THAT MOTION.

RANDI KINMAN, CHAIR: WAS THAT WENDI?

WENDI KALLINS: YES.

RANDI KINMAN, CHAIR: I HAVE A MOTION BY ANNE OLIVIA. AND A SECOND BY WENDI. I AM GOING TO CALL SPEAKERS MICHAEL BALDINI AND RICH HEDGES.

MICHAEL BALDINI: IS THIS AN ACTION ITEM?

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RANDI KINMAN, CHAIR: YES IT IS.

MICHAEL BALDINI: TO THE PRESENTERS WAS THERE ANY EVIDENCE THE SAVINGS SUPPORTED SUCH POSITIONS? OR WAS IT INDEED AN ADDITIONAL ORGANIZATION OR INFRASTRUCTURE? IT SEEMS THAT WITH THE SAVINGS AND PROCUREMENT, AND SAVINGS IN ALL THESE AREAS THAT WERE PRESENTED, THAT THE POSITIONS WOULD BE SUPPORTED BY THE SAVINGS FROM THE POSITION OF NETWORK MANAGER. IT'S A GREAT IDEA. THANK YOU.

THERESE MCMILLAN: CHAIR KINMAN, THIS IS THERESE MCMILLAN, I WANT TO MAKE ONE PROCEDURAL OBSERVATION. THIS WAS LISTED AS AN INFORMATION ITEM ON YOUR AGENDA. SO I JUST WANT TO.

RANDI KINMAN, CHAIR: SUBCOMMITTEE REPORTS -- ACTION -- THAT'S WHAT THIS IS UNDER.

THERESE MCMILLAN: OKAY.

RANDI KINMAN, CHAIR: THANK YOU THOUGH.

THERESE MCMILLAN: OKAY.

RANDI KINMAN, CHAIR: WAS THERE ANYTHING ELSE YOU WANTED TO ADD? DIRECTOR?

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THERESE MCMILLAN: YEAH. I JUST AS PINT OF REFERENCE, IT SHOULD BE -- I DON'T KNOW IF IT WAS MADE ENTIRELY CLEAR, THIS ENTIRE PRESENTATION WAS MADE TO THE BLUE RIBBON TASK FORCE AT ITS SEPTEMBER MEETING. AND A LOT OF DISCUSSION BY THE MEMBERS. THE MEETING THAT CAN COMING UP THIS MONTH IS GOING TO BE LAYING OUT A GAME PLAN OF HOW TO MOVE FORWARD, IMPORTANTLY, WITH THE TWO STAGES -- AND I'M NOT GOING TO ASK FOR THIS TO BE BROUGHT BACK UP, BUT AS JONATHON HAD HIGHLIGHTED IN HIS OPENING REMARKS, IT WAS VERY IMPORTANT, TWO PARALLEL PATHS OF HOW THE SURVIVAL, STAGE TWO, IS GOING TO FOLLOWED THROUGH IN TERMS OF THE BLUE RIBBON COMMISSION, AND A PARALLEL EFFORT WITH RESPECT TO THE TRANSFORMATIONAL PLAN. THERE IS GOING TO BE A LOT MORE DISCUSSION AT THE BLUE RIBBON TASK FORCE ON WHAT THAT STRUCTURE LOOKS LIKE INCLUDING HOW THE TASK FORCE WOULD TAKE UP DIFFERENT ELEMENTS OF THE STAGE THREE. SO, FOR EXAMPLE, HOW DO YOU DEFINE, AT THE BEGINNING, WHAT A NETWORK IS. THERE IS NO CLEAR DEFINITION OF WHAT A NETWORK REALLY SHOULD BE IN TERMS OF GOING FORWARD AND ARE THAT WOULD BE FOLLOWED BY THE CUSTOMER SERVICE ELEMENTS AND THE INSTITUTIONAL ELEMENTS THAT WERE RAISED HERE. SO I JUST WANTED TO LET FOLKS KNOW THIS IS AN IMPORTANT MEETING THAT IS COMING UP THAT WILL HELP INFORM PERHAPS MORE COMPLETELY WHERE THIS BODY MAY WANT TO MAKE ITS SPECIFIC RECOMMENDATIONS.

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RANDI KINMAN, CHAIR: THANK YOU. WE CAN ALWAYS AFTER THAT MEETING AND ATTENDING OUR NEXT MEETING, ADD TO ANYTHING THAT WE DO. THANK YOU THOUGH. MICHAEL, YOU JUST SPOKE, CORRECT? RICH HEDGES?

RICHARD HEDGES: THANK YOU FOR ALLOWING ME TO SPEAK. I WOULD LIKE TO -- FIRST OF ALL JUST TO COMMENT IN GENERAL, I THINK CYNTHIA SHOULD BE INVOLVED IN ANY TASK FORCE THAT'S SETUP BECAUSE SHE BOILED DOWN TO THE POINTS. AS FAR AS THE CURRENT MOTION, I WOULD LIKE TO ASK THE MAKER AND THE SECONDER IF THEY WOULD ENTERTAIN, INCLUDING IN THAT, THAT THERE IS A SERIOUS EFFORT TO DEVELOP A REGIONAL FARE, AND LET ME TELL YOU WHY. AND I THINK ACTUALLY IT MIGHT END UP ACTUALLY IN THE LONG RUN BRINGING MORE MONEY INTO THE SYSTEM. WHEN I'M TRAVELING, WHETHER THERE ARE SYSTEMS THAT HAVE REGIONAL FARES, I ALWAYS OPT FOR THE DAY FARE. EVEN WHEN I THINK IT'S PROBABLY CHEAPER, BECAUSE I KNOW I'M CLEARLY, TO GO THE OTHER WAY, I'M CLEARLY GOING TO FIX MY -- FOR THE DAY. I ENCOURAGE MANY RIDERS TO DO THAT AND IT WOULD ENCOURAGE MORE TO GET ON TRANSIT AND TRAVEL REGIONALLY RATHER THAN GETTING IN THEIR CARS. IF THE MAKER OF THE MOTION WOULD CONSIDER THAT.

RANDI KINMAN, CHAIR: RICH I MIGHT POINT OUT THERE IS ALREADY A FARE INTEGRATION TASK FORCE THAT IS FEEDING INTO THE BLUE RIBBON TASK FORCE.

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RICHARD HEDGES: IF WE'RE GOING TO DO A RECOMMENDATION THIS WOULD BE A FURTHER RECOMMENDATION IN THIS DIRECTION. IT'S GOING TO BE DIFFICULT TO GET THE TRANSIT AGENCIES TO AGREE TO IT. I TELL YOU, I WATCH THE -- [INDISCERNIBLE].

RANDI KINMAN, CHAIR: BUT MY POINT IS, IT'S A DIFFERENT PROCESS THAN THIS PROCESS. I MEAN, I UNDERSTAND WHAT YOU'RE SAYING, BUT I'LL GO TO THE MAKER OF THE MOTION. >ANNE OLIVIA ELDRED: MY INTENTION HERE, LOOKING AT THE REPORT FROM STAFF AND LISTENING TO THE PRESENTATION, IT LOOKS LIKE THAT THEY ARE RECOMMENDING THAT THE BLUE RIBBON TASK FORCE, IT'S HARD TO DO WITHOUT ACTUALLY SEEING THAT SLIDE UP THERE, BUT IS SUPPORT A LONG-TERM GOAL THAT INCLUDES THINGS LIKE BEING CONNECTED, EQUITABLE, EFFICIENT, AND BRIGHTER FOCUSED, THAT HAS INTEGRATED SERVICES, FARES, SCHEDULES, AND CUSTOMER INFORMATION IN A COMMON IDENTITY. I FEEL LIKE THAT IS INCORPORATED INTO THE SPIRIT OF THAT. BUT I AM ON THE FARE INTEGRATION COURSE, AND SO, YES, I WILL BRING THAT INTO THERE. MY INTENTION IN MAKING THIS MOTION IS TO SAY, THESE ARE GOOD GUIDING PRINCIPLES AS OPPOSED TO THESE ARE SPECIFIC THINGS THAT REQUIRE ANY STRATEGY TO BE ADOPTED AT THIS POINT. AND IS SAYS IDENTIFY GOVERNANCE AND FUNDING REFORMS. IT'S NOT SAYING DO THIS ONE THING. SO I THINK IT'S IMPORTANT TO HAVE GUIDING PRINCIPLES, AND THAT THE CONCEPT HERE IS ONE THEY WOULD LIKE

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TO SUPPORT AND HAVE US ADOPT WITHOUT SAYING THIS IS THE SOLUTION THAT YOU HAVE TO HAVE, I AM COMPLETELY WITH YOU ON HAVING A REGIONAL FARE. I DON'T THINK THAT IT'S PART OF THIS MOTION ANY MORE THAN IT IS ACTUALLY WRITTEN INTO POINT A. CYNTHIA, I WOULD LIKE YOUR OPINION ON THAT.

RANDI KINMAN, CHAIR: WENDI IS THE SECOND. >ANNE OLIVIA ELDRED: WENDI, I WOULD LIKE YOUR OPINION ON THAT.

WENDI KALLINS: YEAH. I TEND TO AGREE WITH THAT AND MY HAND IS UP. DO YOU WANT TO WAIT UNTIL IT'S MY TURN OR DO YOU WANT ME TO RESPOND NOW?

RANDI KINMAN, CHAIR: NO AS THE MAKER OF THE MOTION I NEED A YES OR NO FROM YOU.

WENDI KALLINS: I AGREE WITH ANNE. THE FIRST POINT IT'S IMPORTANT INTEGRATION WE'RE TRYING TO RECOMMEND A FOCUS FOR THE BLUE RIBBON COMMITTEE SO THAT BY THE END OF THEIR WORK THERE IS ACTUALLY AN ACTION THAT CAN COME OUT OF IT. AND I THINK THAT THAT'S THE MAIN POINT HERE AND I'LL RESERVE THE REST OF MY REMARKS FOR WHEN MY TIME --

RICHARD HEDGES: IT SOUNDS LIKE THERE IS NO ENERGY IN DOING THIS. SO I WILL WITHDRAW MY REQUEST.

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RANDI KINMAN, CHAIR: THANK YOU RICH. CHRISTINA AND THEN WENDI.

CHRISTINA GOTUACO: I'M SPEAKING TO RECOMMENDATION A WHICH I HAD A QUESTION ABOUT WHETHER IT'S GOING TO BE INTEGRATED SOME OF THE WORK THAT MTC ALREADY DONE AROUND TWIT CONNECTIVITY PLANNING IN 2005 AND 2006 AND THE CUSTOMER FACING, AND KIND OF COMMON IDENTITY WORK THAT WAS DONE THROUGH THE HUB SIGNAGE PROGRAM AT THAT TIME. AND THEN JUST WANTED TO THROW IN ANOTHER PLUG TO CONSIDER AN EXAMPLE, JURISDICTION FROM ASIA, SINCE I FEEL LIKE A LOT OF THEIR TRANSIT SYSTEMS ARE VERY FORWARD THINKING, AND ONE EXAMPLE MIGHT THE SOLE REFORM OF THE TRANSIT SYSTEM THEY DID AROUND THE SAME TIME. THANKS.

RANDI KINMAN, CHAIR: THANK YOU CHRISTINA, WENDI THEN ADRIENNE.

WENDI KALLINS: I WANT TO SPEAK TO WHY THIS IS IMPORTANT. I HAVE BEEN ATTENDING THE BLUE RIBBON COMMITTEE MEETINGS, AND IT'S -- IT'S REALLY OBVIOUS, THERE IS, AS RICK HAS POINTED OUT, THERE IS PUSH BACK FROM THE OPERATORS. AND I THINK THAT WE NEED TO SEIZE THE MOMENT. BECAUSE A GOOD EXAMPLE IS, IN EXISTING STAGE, WHERE THEY CAME UP WITH A SET OF GUIDELINES OF HOW TRANSIT SHOULD BE OPERATING DURING COVID, I THOUGHT THEY WERE GOOD GUIDELINES, AND I DID SUPPORT THEM. AND YET EACH INDIVIDUAL TRANSIT AGENCY HAD THE OPTION OF WHETHER IT WANTED

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TO FOLLOW THEM OR NOT. WITH A -- WITH ONE AGENCY THAT IS REALLY OVERSEEING ALL OF THE OTHER AGENCIES, THEY CAN CREATE A REQUIREMENT THAT, YOU KNOW, THESE ARE THE GUIDELINES THAT YOU MUST FOLLOW, AND I KNOW THAT THE INDIVIDUAL AGENCIES LIKE TO OPERATE INDEPENDENTLY, AND CERTAINLY, YOU KNOW, COMING FROM A SMALL SUBURBAN AREA LIKE MARIN, I UNDERSTAND WHY WE NEED A CERTAIN AMOUNT OF AUTONOMY, TO TRY TO DETERMINE WHAT IS BEST FOR OUR COMMUNITY, BUT AT THE SAME TIME, WITHOUT THAT CENTRAL ORGANIZING ENTITY, WE'RE STILL GOING TO HAVE A VERY DISJOINTED TRANSIT SYSTEM. AND IF WE'RE GOING TO GET ANYTHING OUT OF THIS BLUE RIBBON COMMITTEE, I THINK THE MOST IMPORTANT THING TO GET OUT OF IT IS TO FINALLY SAY YES -- THEY'RE -- AND IF IT'S MTC OR SOMEBODY ELSE, SOMEBODY HAS TO HAVE THE AUTHORITY TO SAY THESE ARE THE GUIDELINES THAT WE'RE ALL GOING FOLLOW TO REALLY HAVE AN INTEGRATED TRANSIT SYSTEM IN OUR COMMUNITY.

RANDI KINMAN, CHAIR: THANK YOU. I HAVE ADRIENNE THEN WALTER. ADRIENNE, GO AHEAD.

ADRIAN MENDOZA: YEAH. I WAS JUST WONDERING IF THERE IS, ABOUT ADHERENCE, DO THE TRANSIT OPERATORS HAVE THE OPTION OF REFUSAL? OR CAN THEY BE MANDATED? BECAUSE ONE OF THE OPERATORS DECIDES OR TWO OF THEM DECIDE THEY DON'T WANT TO BE PART OF THE NETWORK MANAGEMENT, THEN THE WHOLE CONCEPT FALLS APART. THAT'S ABOUT ALL I HAVE TO SAY ABOUT THAT.

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RANDI KINMAN, CHAIR: THANK YOU. WALTER? THEN VEDA. AND MY SCREEN IS FROZEN. SO I'M HOPING YOU GUYS CAN HEAR ME.

CLERK OF THE BOARD: WE CAN. BUT HE HAS TO UNMUTE HIMSELF.

RANDI KINMAN, CHAIR: OKAY. WALTER, GO AHEAD AND UNMUTE.

WALTER WILSON: HELLO YOU GUYS IT'S BECOME INTERESTING. GREAT DISCUSSION AND PRESENTATION. UNTIL I HEARD THE MOTION, I WAS GOING TO ASK A DIFFERENT QUESTION BUT NOW YOU GUYS HAVE CHANGED MY DIRECTION. SO MY QUESTION IS THIS: LET'S SAY WE ADOPT THIS MOTION, WHAT DIFFERENCE IT WILL MAKE? HOW IS IT GOING TO MAKE A DIFFERENCE IN TRANSPORTATION AND THE LIVES OF PEOPLE IN ANYTHING WE'RE TRYING TO ACCOMPLISH IN THE WE'LL WORLD OR IS IT JUST SOMETHING TO BE DONE FOR THE SAKE OF SAYING WE'RE DOING IT. IS IT GOING TO HAVE A FORCE OF LAW OR IMPACTFUL? HOW IS IT GOING TO CHANGE ANYTHING NOW IN TERMS OF WHAT WE'RE TRYING TO ACCOMPLISH.

RANDI KINMAN, CHAIR: WALTER AS YOUR REPRESENTATIVE ON THE TASK FORCE AND AS THE PERSON WHO RESPOND AND REPORTS TO MTC, A YES VOTE ON THIS WOULD ALLOW ME TO GO FORWARD SAYING THE POLICY ADVISORY COUNCIL FEELS THAT THIS IS OUR RECOMMENDATION. WE MAKE RECOMMENDATIONS. WE DON'T -- WE DON'T HAVE ANY AUTHORITY

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OR LAW. WE DON'T HAVE -- WE'RE NOT THE BOSS OF ANYBODY EXCEPT OURSELVES. IT DOES CARRY WEIGHT WHEN WE MAKE A STATEMENT LIKE THAT. JUST AS IF THIS MOTION DOES NOT PASS, IT WOULD -- I WOULD BE ABLE TO GO TO THEM AND SAY THIS WAS THE VOTE THAT WE HAD, THIS WAS THE DISCUSSION THAT WE HAD, TAKE THIS INFORMATION OR LEAVE IT. SO THAT'S THE BEST THAT I CAN DO TO ANSWER THAT QUESTION. I HOPE THAT HELPS.

WALTER WILSON: AND DOES THE MOTION -- THE -- SHE SAYS PAGE 21. I HAVE BEEN DRIVING I DIDN'T SEE IT I'M SORRY. DOES THAT REQUIRE MORE STUDY ON OUR BEHALF?

RANDI KINMAN, CHAIR: IT PROBABLY WILL REQUIRE -- SO THIS IS THE -- WHAT IS BEFORE YOU RIGHT NOW IS A RECOMMENDATION FOR OUTLINING A PLAN TO STUDY HOW THIS WOULD WORK. IT WILL -- EVERYTHING THAT HAPPENS AT MTC OR AT THE BLUE RIBBON TASK FORCE DOES COME BACK TO US FOR MORE WORK. SO, I CAN SEE PIECES OF THIS GOING TO THE EQUITY COMMITTEE. I CAN SEE PIECES OF THIS -- NO MATTER WHAT, PIECES DO COME BACK TO US FOR REVIEW AND FOR COMMENT. AND THAT'S WHAT WE'RE HERE FOR IS TO MAKE COMMENTS AND RECOMMENDATIONS.

WALTER WILSON: GREAT. OKAY. THANK YOU.

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RANDI KINMAN, CHAIR: ALL RIGHT. THANK YOU. I HAVE VEDA THEN MICHAEL LOPEZ, THEN RAHMON.

VEDA FLOREZ: YES. IF THESE GUIDING PRINCIPLES, HAVE THEY BEEN -- WHEN WILL THEY GO TO THE COMMISSION? LET ME JUST START THERE. IS IT THE WHOLE PACKAGE THAT WILL GO TO THE COMMISSION? OR WILL IT BE STEP-BY-STEP LIKE IT'S COMING TO US?

RANDI KINMAN, CHAIR: IT WILL BE THIS. THESE GUIDING PRINCIPLES THAT ARE LIST ON THAT SLIDE DECK. SORRY, I'M LIKE HOLDING IT UP LIKE YOU CAN ACTUALLY SEE IT. HERE.

VEDA FLOREZ: AND WHEN WILL THAT HAPPEN?

RANDI KINMAN, CHAIR: THE COMMISSION MEETS BEFORE THE TASK FORCE, I BELIEVE. BUT I'M NOT SURE.

VEDA FLOREZ: AND IF WE VOTE ON THIS TODAY WITH OUR RECOMMEND TO MOVE THIS FORWARD WILL IT HELP THE TASK FORCE AT ALL UNDERSTAND WHERE WE'RE COMING FROM AND BE A LITTLE BIT MORE COHESIVE IN ITS WORK AND ITS STRUCTURE?

RANDI KINMAN, CHAIR: I HOPE SO.

VEDA FLOREZ: BEING.

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RANDI KINMAN, CHAIR: I HOPE SO. [LAUGHTER]

VEDA FLOREZ: THEN I WILL RECOMMEND MOVING THIS FORWARD. THANK YOU.

RANDI KINMAN, CHAIR: MICHAEL LOPEZ, THEN RAHMON.

MICHAEL LOPEZ: OKAY. I SUPPORT THE MOTION. AND LIKE RICK POINTED OUT, ON THAT MAP THAT THERE WERE PROBABLY TWO DOZEN DIFFERENT TRANSIT AGENCIES, I YOU THINK THE CONSOLIDATION OR IN SOME WAY LESSENING THE NUMBER OF PARTICIPATING WILL BE HELPING IN THE ORGANIZATION. I WANT TO ADD THAT, THE LESS PEOPLE YOU HAVE AS PLAYERS, THE EASIER IT IS TO COME TO A CONSENSUS.

RANDI KINMAN, CHAIR: THANK YOU. RAHMON?

RAHMON MOMOH: HI. THANK YOU SO MUCH. I SUPPORT THE MOTION. I'M JUST CURIOUS, WHAT ARE THE CHALLENGES? I THINK SOMEONE MENTIONED EVERYBODY DEPENDING THEIR TERRITORY. SO WHAT ARE THE CHALLENGES IN TERMS OF CONSOLIDATION? BECAUSE IT SEEMS COMMON SENSE, ESPECIALLY WITH THE LOW RIDERSHIP, SAVINGS THAT EVERYBODY TALK ABOUT ON THE ECONOMIC SCALE, AND THE FACT THAT YOU HAVE, FOR EXAMPLE, IN CONTRA COSTA, YOU HAVE LIKE FIVE

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DIFFERENT PUBLIC TRANSIT AGENCIES, JUST SO INEFFICIENT. SO I'M JUST WONDERING WHAT ARE THE CHALLENGES? DO WE NEED LEGISLATION TO OVERCOME ALL THESE RESIST FROM THE OTHER TRANSIT AGENCIES FROM CONSOLIDATING AND MAKING IT MORE EFFICIENT? THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. JUST SO YOU KNOW WE'RE GOING TO HAVE I BUNDLE OF ANSWERS TO YOUR QUESTIONS IN A MINUTE HERE. WITH THAT I'M GOING TO GO TO THE PUBLIC. MARTHA CAN YOU TELL ME IF THERE IS ANY WRITTEN COMMUNICATION FROM THE PUBLIC? OR IF THERE IS ANYBODY FROM THE PUBLIC WHO WISHING TO SPEAK?

CLERK OF THE BOARD: NO WRITTEN PUBLIC COMMENT RECEIVED ON THIS ITEM. AND KEN BUKOWSKI HAS HIS HAND RAISED. HOW MUCH TIME WOULD YOU ALLOW?

RANDI KINMAN, CHAIR: TWO MINUTES THANK YOU.

CLERK OF THE BOARD: KEN BUKOWSKI GO AHEAD AND UNMUTE YOURSELF. KEN? YOU HAVE TO UNMUTE YOURSELF. YOU HAVE 5, 4, 3, 2, AND 1. OKAY. THERE ARE NO MORE MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

RANDI KINMAN, CHAIR: OKAY. WITH THAT, IAN, IF YOU COULD JUST QUICKLY RUN THROUGH SOME OF THE BIG QUESTIONS WITHOUT GOING

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INTO, LIKE, GROUND FLOOR DETAIL, BUT, IF YOU COULD JUST THE ONES THAT YOU HAVE TRACKED? WHERE IS IAN?

IAN GRIFFITHS: THERE WAS A QUESTION FROM CHRISTINA ABOUT EXISTING WORK. WE ARE VERY AWARE OF THE UPSIGNAGE WORK, FARE INTEGRATION WORK. SO THE INTENT HERE IS NOT TO REINVENT THE WHEEL BUT WORK ON EXISTING INTEGRATION EFFORTS. RAHMON ASKED WHAT ARE DISADVANTAGED OF CONSOLIDATION. I THINK THERE IS -- I THINK, YOU KNOW, IT -- THERE -- THE MAIN THING IS THEY'RE JUST OFTENTIMES DIFFICULT AND THEY OFTEN TIMES REQUIRE LEGISLATION AND THAT CAN BE DIFFICULT TO ACHIEVE THE SUPPORT FOR THAT. SO, BUT IN TERMS OF OPERATIONALLY, I THINK WE DON'T HAVE ENOUGH INFORMATION, HONESTLY, SO THIS IS WHY WE WANT TO STUDY IT. THIS IS AN IMPORTANT THING SO WE ALL HAVE INFORMATION AND OBJECTIVE INFORMATION ABOUT THE PROS AND CONS I THINK WE CAN IMAGINE WHAT THE PROS WOULD BE WE NEED ASSESSMENT TO HAVE THE INFORMATION TO MAKE THE CHOICE THERE. I THINK THERE WERE A COUPLE OF OTHERS BUT I DIDN'T QUITE CATCH WHAT THEY WERE.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. WITH THAT, WE HAVE HAD OUR COMMENTS FROM THE COUNCIL. WE HAVE HAD COMMENTS FROM THE PUBLIC. I'M GOING ASK FOR A ROLL CALL VOTE, PLEASE.

CLERK OF THE BOARD: IS IT POSSIBLE TO RESTATE THE FINAL MOTION?

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RANDI KINMAN, CHAIR: THE MOTION IS THE SAME AS IT WAS, IS TO ADOPT THE RECOMMENDATIONS FOR THE BLUEPRINT -- BLUE RIBBON TRANSIT RECOVERY TASK FORCE AND TRANSFORMATION ACTION PLAN AS PRESENTED ON SLIDE 20 THAT INCLUDES A, B, C, AND D. DO YOU WANT ME TO READ ALL OF THOSE?

CLERK OF THE BOARD: NO. BUT I APPRECIATE YOU SAYING THAT.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. [LAUGHTER]

CLERK OF THE BOARD: WE'RE GOING BY LAST NAME. [ROLL CALL VOTE]. THANK YOU. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

RANDI KINMAN, CHAIR: THANK YOU. I KNOW THAT WAS A BIG LONG HARD SLOG. I'M GOING TO QUICKLY MOVE US INTO BECAUSE WE'RE RUNNING WAY LATE HERE, THE AGENDA STAFF REPORT ON THE BLUE RIBBON RECOVERY TASK FORCE UPDATE. THERESA ROMMEL AND MELANIE CHOY.

THERESA ROMMELL: HI EVERYONE. THERESA ROMMEL. MELANIE IS NOT GOING TO BE JOINING ME TODAY. WE HAVE A POWERPOINT PRESENTATION. IN THE INTEREST OF TIME I'M GOING TO MOVE THROUGH IT RATHER QUICKLY IT'S A SUMMARY OF THE LAST BLUE RIBBON TASK FORCE MEETING. AND I THINK WITH THE PRESENTATION

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YOU HAVE ALREADY COVERED A LOT OF GROUND. I'LL GIVE YOU A RECAP OF THE LAST BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEETING AND PROVIDE A PREVIEW OF THE AGENDA FOR THE NEXT MEETING WHICH WILL BE ON OCTOBER 26TH BEFORE THE COMMISSION MEETING ON THE 28th. NEXT SLIDE PLEASE. NEXT SLIDE. SO, IN SEPTEMBER, THE TASK FORCE RECEIVED A PRESENTATION THAT WAS REALLY A JOINT EFFORT BETWEEN MTC AND THE TRANSIT OPERATOR STAFF, AND THE PRESENTATION ATTEMPTED TO SUMMARIZE WHAT WE HAVE HEARD SO FAR AS THE CONCERNS AND PRIORITIES EXPRESSED BY THE TASK FORCE OVER THE LAST SEVERAL MEETINGS. IN RELATION TO THE TASK FORCE PURPOSE WHICH IS TO IDENTIFY ACTIONS NEEDED TO RESHAPE THE REGION'S TRANSIT SYSTEM INTO A MORE EFFECTIVE CONNECTED MORE FOCUSED MOBILITY NETWORK ACROSS THE BAY AREA AND BEYOND THROUGHOUT DEVELOPMENT OF THE TRANSFORMATION ACTION PLAN BY JULY OF 2021, REALLY. AND THAT WORD CLOUD THERE IS A REPRESENTATION OF THE PRIORITIES EXPRESSED BY THE TASK FORCE MEMBERS OVER THE LAST SEVERAL MONTHS. NEXT SLIDE PLEASE. THE TOPIC OF EQUITY WAS ALSO ADDRESSED IN REALLY HOW IT'S NOT A SIDE TOPIC BUT A FOUNDATIONAL ELEMENT TO ADDRESS TRANSIT NETWORK AND THE TASK FORCE EFFORT IN THIS AREA SHOULD BE GUIDED BY RIDERS AND COMMUNITY-BASED ORGANIZATIONS. NEXT SLIDE. THE SEPTEMBER PRESENTATION TOUCHED ON EXISTING INITIATIVES WHICH WE'RE TALKING ABOUT TODAY, THAT ARE HAPPENING IN PARALLEL TO THE TASK FORCE WORK, AND THAT THE TASK FORCE SHOULD FOCUS ON AMPLIFYING THOSE EFFORTS, NOT ON

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DUPLICATING THEM. THESE INCLUDE INITIATIVES INVOLVING CLIPPER, FARE INTEGRATION, REGIONAL MAPPING AND WAYFINDING EFFORTS, THE PARTNERSHIP BOARD, CONNECTED MOBILITY EFFORTS AND THE BATA MOBILITY NETWORK AS WELL AS PLANNING EFFORTS THAT ARE WELL UNDERWAY. NEXT SLIDE. THE TRANSIT OPERATORS PRESENTED ON TWO MAIN THINGS. ONE, HOW, DESPITE BEING IN SURVIVAL MODE WHICH YOU CAN SEE FROM THIS SLIDE HERE, WHAT THE DECLINE IN REVENUES HAS BEEN, WHAT'S BEEN PLUGGED UP BY THE CARES ACT FUNDING THAT'S BEEN RECEIVED AND THE UNCERTAINTY AS TO WHAT'S GOING TO HAPPEN AT THE END OF THE YEAR AND MOVING INTO FISCAL YEAR 2022 THERE IS A LOT OF UNCERTAINTY ON WHAT'S GOING HAPPEN ON THE ECONOMIC ENVIRONMENT. DESPITE BEING IN THE SURVIVAL MODE GIVEN THAT THERE IS NOT ANY FORESEEABLE EMERGENCY FUNDING FORTH COMING OPERATORS ARE COLLABORATING TOGETHER IN SEVERAL AREAS INCLUDING HEALTH AND SAFETY AND NETWORK CONNECTIVITY AND OPERATORS ADDRESS THE TRANSFORMATIONAL ACTION PLAN AND LAID OUT SEVERAL CHALLENGES FOR PUBLIC TRANSIT AS WELL AS NEAR TERM AND LONG-TERM ACTION PLANS THAT CAN BE TAKEN TO ADDRESS THEM. AND I'LL ASK THAT WE MAYBE SKIP OVER THE NEXT FEW SLIDES. KEEP GOING. ONE MORE. AND THEN OF COURSE, YOU DID JUST HEAR FROM SEAMLESS BAY AREA AND SPUR ON THAT PRESENTATION. SO I WON'T GO INTO THAT HERE. NEXT SLIDE PLEASE. AND THEN LASTLY, STEVE KINZIE THE TASK FORCE FACILITATOR LAID OUT A ROADMAP ATTEMPTING TO SHOW BREAK OUT AREAS INCLUDING SCOPING STRATEGY RECOMMENDATIONS DEVELOPMENT IN SERVICE CUSTOMER EXPERIENCE AND

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IMPLEMENTATION. REALLY THE DISCUSSION THAT ENSUED, IF I COULD SUMMARIZE IT FOCUSED ON THE NEED TO START DISCUSSING REAL ACTIONS. I THINK THERE WERE A LOT OF TASK FORCE MEMBERS WHO WANTED TO JUMP INTO THE TOPIC OF GOVERNANCE INCLUDING CONSOLIDATION WHEREAS OTHERS HIGHLIGHTED THE IMPORTANCE OF DEFINING WHAT IT IS WE WANT, OR A VISION FOR PUBLIC TRANSIT BEFORE JUMP INTO WHAT IMPLEMENTATION STEPS NEED TO HAPPEN TO ACHIEVE IT, INCLUDING FUNDING, LEGISLATION, AND GOVERNANCE. NEXT SLIDE. ONE MORE PLEASE. SO MOVING FORWARD TO THE OCTOBER MEETING, THE FOCUS WILL BE ON DEVELOPING A SCOPE FOR THE TRANSFORMATIONAL ACTION PLAN. I THINK FEEDBACK FROM THE LAST MEETING REALLY EMPHASIZED THE NEED FOR CLEAR GOALS AND OBJECTIVES AND BASED ON THOSE CLEAR TOPIC AREAS AND ACTIONS THAT CAN BE SLOTTED INTO A ROADMAP OR WORK PLAN FOR THE REST OF THE MEETINGS. SO THAT'S THE GOING TO BE THE FOCUS OF DISCUSSION AT THE OCTOBER MEETING. IN ADDITION YOU CAN SEE STAGE TWO NEAR TERM RECOVERY TWO ITEMS PRECEDING UPON SCOPING DISCUSSION TO RESPOND TO TASK FORCE MEMBERS DISCUSSION, TRANSIT OPERATIONS FUNDING AND WHAT RESOURCES ARE AT MTC'S DISCRETION THAT CAN BE CAPITAL TO OPERATIONS AND SECONDLY WE'LL BE PRESENTING A SURVEY OF THE RIDERS THAT HAVE BEEN SURVEYED OVER THE LAST FEW MONTHS TO SYNTHESIZE THOSE AND SEE WHAT KEY ELEMENTS AND LEARNINGS WE CAN GET FROM THOSE. THAT'S THE PRESENTATION AND I'M HAPPY TO ANSWER ANY QUESTIONS.

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RANDI KINMAN, CHAIR: ARE THERE QUESTIONS FOR THERESE ON ANY OF THIS? I THINK EVERYBODY IS DONE ASKING QUESTIONS. SO, I SEE VEDA.

VEDA FLOREZ: I HAVE A COMMENT TO MAKE. I THINK THIS IS A WONDERFUL PRESENTATION. IT WOULD HAVE BEEN GREAT IF WE HAD FLIP FLOPPED THIS TO HELP US ALONG WITH OUR DECISION MAKING PROCESS. SO, PERHAPS IN THE FUTURE, WE CAN MAKE CONSIDERATIONS. TO MOVE THE CONVERSATION IN UNDERSTANDABLE FASHION ON THE AGENDA.

RANDI KINMAN, CHAIR: THANK YOU VEDA. I WANT TO POINT OUT THAT WE DID HAVE A REPORT FROM THE SEPTEMBER TASK FORCE MEETING ALREADY, WHICH INCLUDED EVERYTHING THAT HAPPENED IN SEPTEMBER, AND THAT STUFF WAS SENT OUT, BUT WE'RE STILL STRUGGLING WITH THE -- AS YOU KNOW, WITH HOW TO COORDINATE OUR SCHEDULES, AND HOPEFULLY WE'LL GET A BETTER HANDLE ON THAT. HOPEFULLY. MARTHA WERE THERE ANY COMMENTS SUBMITTED? AND IS THERE ANY PUBLIC WITH THEIR HANDS RAISED?

CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED AND NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

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RANDI KINMAN, CHAIR: OKAY. SEEING NO ONE ELSE'S HAND RAISED. WE'LL MOVE INTO ITEM NUMBER TEN -- NINE, THE STAFF LIAISON REPORT WITH MARTI.

MARTI PASCHAL: MARTI PASCHAL LEGISLATION AFFAIRS I DON'T HAVE ANYTHING TO ADD TO MY REPORT GIVEN THE AMOUNT OF TIME THAT HAS ELAPSED, I'LL PASS.

RANDI KINMAN, CHAIR: ITEM NUMBER TWO COUNCILMEMBER REPORTS MEMBERS ON THE COUNSEL MAY REPORT ON LOCAL ISSUES OR RELEVANT EVENTS. ANYBODY HAVE ANYTHING TO REPORT? ADINA?

RICHARD HEDGES: THIS IS RICH. I DO.

RANDI KINMAN, CHAIR: OH RICH. HOW DID YOU GET IN? GO AHEAD AND THEN ADINA.

RICHARD HEDGES: SKILL.

RANDI KINMAN, CHAIR: [LAUGHTER]

RICHARD HEDGES: THE QUESTION I HAD ASKED ORIGINALLY WAS THE LIFELINE MONEY, HOW WE CUT THAT UP. IN THE PAST WE HAVE HAD MUCH MORE MONEY, IT WAS 21 MILLION, AND THE LAST CYCLE IT WAS 7 MILLION, AND I'M NOT OBJECTING TO THE WAY IT WAS

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APPORTIONED. IN THE PAST, THE CMAS ACTUALLY SELECTED COMMITTEES, AT LEAST IN MY COUNTY, TO MAKE THAT DECISION, OR TO MAKE THE RECOMMENDATION AND THEN MAY MADE THE DECISION WITH THE BOARD OF SUPERVISORS. I WAS WONDERING HOW WE DID IT THIS TIME? I THOUGHT IT WAS FAIRLY EQUITABLE.

RANDI KINMAN, CHAIR: OKAY. I WILL MAKE A NOTE, OR STAFF IF YOU COULD MAKE A NOTE PLEASE TO ROUTE THAT QUESTION THROUGH THE EQUITY AND ACCESS SUBCOMMITTEE. AND THEN YOU WILL GET YOUR ANSWER, RICH.

RICHARD HEDGES: THANK YOU.

RANDI KINMAN, CHAIR: ADINA THEN MICHAEL BALDINI. UNMUTE YOURSELF ADINA.

ADINA LEVIN: TWO THINGS. FIRST OF ALL I HAD SENT THROUGH STAFF A NOTICE OF AN ACTIVITY THAT IS HAPPENING TOMORROW EVENING AT 6:00. THIS IS A TRANSIT RIDER FORUM THAT IS BEING ORGANIZED WITH A SET OF TRANSIT RIDER GROUPS INCLUDING SAN FRANCISCO TRANSIT RIDERS, EAST BAY TRANSIT RIDERS, UNION, SILICON VALLEY YOUTH CLIMATE ACTION, FRIENDS OF CALTRAIN YOUTH LEADERSHIP INSTITUTE, OAKLAND AND ALAMEDA COUNTY AND OTHER TRANSIT RIDER GROUPS AND THE GOAL HERE IS TO HEAR THE VOICES OF TRANSIT RIDERS AND THEIR EXPERIENCES WITH SERVICE CHANGES DURING

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1 COVID, AND THE CHALLENGES OF POTENTIAL COST, AND TO MAKE THOSE
2 VOICES OF TRANSIT RIDERS HEARD TO THE MTC AND TO THE TASK
3 FORCE. BECAUSE THESE DECISIONS ARE HAPPENING IN A KIND OF --
4 LEVEL AND WE NEED TO HEAR THE VOICES OF TRANSIT RIDERS. SO IF
5 THERE IS COMMUNITIES WHERE I PARTICIPATE IN WHERE YOU THINK
6 THERE ARE GROUPS AND PEOPLE THAT WANT TO BE PARTICIPATING AND
7 JOINING, PEOPLE ARE MORE THAN WELCOME TO JOIN. PLEASE CHECK
8 YOUR E-MAILS. IF ANYBODY WANTING ME TO RESEND IT I CAN
9 CERTAINLY DO THAT AND ALSO WE'LL HAVE INCEPTION FOR SPANISH
10 LANGUAGE WE DON'T HAVE INTERPRETATION FOR OTHER LANGUAGES IN
11 THAT EVENT BUT WE DO HAVE ENGLISH AND SPANISH IF YOUR
12 COMMUNITIES INCLUDES THAT ARE PRIMARILY SPANISH SPEAKING.
13 THAT'S NUMBER ONE. AND THEN NUMBER TWO IS SPEAKING OF HEARING
14 THE VOICES OF COMMUNITIES IN THE VOTE THAT TOOK PLACE EARLIER
15 IN THIS MEETING. IF PEOPLE FEEL STRONGLY ABOUT THIS, THEN
16 COMING AND SUPPORTING RANDI IN PUBLIC COMMENTS AT THAT TASK
17 FORCE WILL BE HELPFUL. WHEN CHRISTINA SAID HEY, HAVE YOU
18 CONSIDERED THE STUDY THAT WAS DONE BACK IN 2005 THAT HASN'T
19 BEEN IMPLEMENTED YET, I THINK THAT WAS A REALLY TELLING
20 COMMENT IN THAT MANY OF US, INCLUDING RANDI WHO IS WORKING ON
21 FARE INTEGRATION AND EQUITY FOR WELL OVER A DECADE THAT THINGS
22 HAVE BEEN PLANNED AND PLANNED AND PLANNED AND PLANNED AND
23 THINGS THAT HAVE NOT HAPPENED AND THE FACT THAT WE HAVE
24 MULTIPLE STAKEHOLDERS AT A REGIONAL LEVEL THAT'S TRYING TO
25 MAKE THINGS HAPPEN IS AN OPPORTUNITY. SO IF YOU WANT TO

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COMMENT AND SUPPORT WHAT THIS BODY AGREED ON AND SUPPORT RANDI THEN COMING TO THE TASK FORCE WOULD BE HELPFUL.

RANDI KINMAN, CHAIR: THANK YOU ADINA I DO WANT TO POINT OUT TO EVERYBODY ON THE COUNCIL THAT IF YOU HAVE EVENTS THAT YOU WANT BROADCAST TO THE ENTIRE COUNCIL, SEND THEM TO THE STAFF, AND THEY WILL SEND THEM OUT FOR YOU. AND THEN THEY'RE NOT SENDING OUT, BECAUSE THEY'RE A BROWN ACTED BODY THEN YOU'RE NOT RUNNING A RISK THAT STARTS SOME SIDE CONVERSATION THAT VIOLATES THE BROWN ACT. MICHAEL BALDINI AND THEN CHRISTINA.

CLERK OF THE BOARD: YOU HAVE TO UNMUTE YOURSELF. I MUTED YOU.

MICHAEL BALDINI: MY QUESTION, CHAIR KINMAN, IS AMTRAK LONG DISTANCE TRAINS HAVE GONE TO THREE DAY A WEEK SERVICE HIGHLIGHTING LOS ANGELES SAN FRANCISCO SACRAMENTO AND ON TO SEATTLE AS WELL AS CALIFORNIA, CHICAGO TO EMERYVILLE. I SEE SOME DISRUPTION IN THE CONNECTIVITY, IF YOU WILL, CERTAINLY TO THE BAY AREA, AND COMMUNITIES SUCH AS SALINAS, OR PASO ROBLES OR RENO. IS AMTRAK OR THE REGIONAL AGENCIES MAKING ANY EFFORT TO MAKE UP THE GAP NOW THAT SERVICE IS ONLY THREE DAYS A WEEK BY RAIL, SERVING COMMUNITIES THAT HAVE NO OTHER -- FEW OPTIONS? THANK YOU.

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RANDI KINMAN, CHAIR: THANK YOU. WE WILL FORWARD THAT QUESTION TO THE APPROPRIATE STAFF MEMBER WHO CAN ANSWER THAT. CHRISTINA?

CHRISTINA GOTUACO: I WANT TO MAKE A SHOUT-OUT FOR THE RECENTLY RELEASED WHITE PAPER REPORT RELEASED IN THE LAST TWO WEEKS FROM THE NON-PROFIT HOUSING ASSOCIATION OF NORTHERN CALIFORNIA WHICH WAS DIRECTED TOWARDS MTC AND ABAG. IT'S CALLED THE ROAD AHEAD, A 21st CENTURY HOUSING STRATEGY FOR THE SAN FRANCISCO BAY AREA, AND IT'S JUST AVAILABLE NOW.

RANDI KINMAN, CHAIR: CAN YOU PLEASE LINK THAT TO STAFF? THANK YOU. COUNCIL MEMBERS REPORT ON ANY LOCAL OR RELEVANT ISSUES OR EVENTS. WITH THAT WE'LL MOVE TO NEW BUSINESS. ANYBODY WHO HAS SOMETHING THAT WE HAVE NEVER PUT ON THE AGENDA OR WOULD LIKE TO SEE ON THE UPCOMING WORK PLAN THAT YOU WANT TO ADD? SEEING NO HANDS RAISED. WE'LL GO TO ADJOURNMENT. AND I WANT TO THANK YOU ALL AND STAFF BECAUSE THIS WAS A REALLY LONG MEETING AND A LOT GOT DONE. THE NEXT MEETING OF THE POLICY ADVISORY COUNCIL WILL BE HELD TUESDAY NOVEMBER 17TH, 2020 AT 3:05 P.M. REMOTELY AND BY WEBCAST, AS APPROPRIATE DEPENDING ON THE STATUS OF ANY SHELTER-IN-PLACE ORDERS. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. BUT MAKE SURE THAT YOUR CALENDARS NOTE THAT 3:05 BECAUSE MINE DID NOT. I WOULD HAVE BEEN TRYING

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TO DIAL INTO A MEETING THAT DIDN'T EXIST. WITH THAT, I WANT TO THANK YOU ALL AGAIN. HAVE A GREAT WEEKEND. BYE. [ADJOURNED]

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