METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

BLUE RIBBON TRANSIT RECOVERY TASK FORCE
MONDAY, OCTOBER 26, 2020, 1:05 PM

JAMES P. SPERING, CHAIR: ALL RIGHT. YOU CAN ROLL THE GOVERNOR'S COVID MEETING NOTIFICATION? 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 SIDES 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 RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN

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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.

JAMES P. SPERING, CHAIR: THANK YOU. I WANT TO WELCOME EVERYONE. I APPRECIATE YOU'RE ALL IN ATTENDANCE, WITH THE CHALLENGES WE'RE FACING RIGHT NOW. TODAY IS AN IMPORTANT MEETING AND WE'LL ENGAGE IN THREE SIGNIFICANT ASPECTS OF WORK. BEFORE I GO OVER THE AGENDA QUICKLY, I WANT TO GIVE AN OVERVIEW THERESE W. MCMILLAN AND I WERE INVITED TO ATTEND THE BAY AREA CAUCUS MEETING AND IN THAT MEETING WE GAVE AN OVERVIEW OF THE BLUE RIBBON COMMITTEE ILLUSTRATED THE CRISIS THAT TRANSIT IS FACING AND MADE IT CLEAR THAT IF NOTHING CHANGES ON THE HORIZON THAT SERVICE CUTS AND LAYOFFS, HIGHLIGHTED OPERATOR HEALTH AND SAFETY PLAN AND TREMENDOUS WORK WE'VE DONE TOGETHER AND CONTINUING THAT WORK. AND HIGHLIGHTED NEXT STEPS AND ONE OF THE THINGS WE BRIEFLY TALKED ABOUT WAS NETWORK MANAGER. THERESE IS THERE ANYTHING YOU WOULD LIKE TO ADD TO THAT REAL QUICK REPORT?

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THERESE MCMILLAN: NO. EXCEPT THAT THE MEMBERS WERE VERY INTERESTED IN OUR WORK, APPRECIATIVE OF THE PROACTIVE THINGS THAT WE WERE DOING AND WANTING TO KEEP APPRISED OF HOW THIS GROUP PROGRESSES.

JAMES P. SPERING, CHAIR: THANK YOU THERESE. I WANT TO WELCOME SECRETARY KIM. GOOD TO SEE YOU SIR.

SPEAKER: HI CHAIR SPERING, GOOD TO SEE YOU AS WELL.

JAMES P. SPERING, CHAIR: BACK TO THE AGENDA. MOST IMPORTANT ITEM TODAY IS AGENDA ITEM FIVE WHICH IS REALLY GOING TO KIND OF CHART OUR COURSE FOR THE NEXT SEVERAL MONTHS, AND WE'LL BEGIN TO DISCUSS IN DETAIL WHAT A TRANSFORMATION ACTION PLAN MIGHT LOOK LIKE, AND HOPEFULLY EVERYBODY HAS HAD AN OPPORTUNITY TO REVIEW THAT DOCUMENT, AND SO WHEN WE GET INTO IT, WE CAN HAVE SOME DISCUSSION. BEFORE WE GET INTO THAT WE'RE GOING TO QUICKLY COVER TWO ITEMS ASKED FOR BY THE TASK FOR. 4A REGARDING RIDERSHIP ASKED FOR ANALYSIS FOR RIDER SURVEY AND OPERATIONS COMMUNICATION STRATEGY THAT WILL HELP BRING RIDERS BACK TO TRANSIT. SECOND ITEM 4B AND OVERVIEW OF THE TRANSIT OPERATOR'S FUNDING, WITH -- I'M CERTAINLY LOOKING FORWARD WITH WHAT THE CARES ACT FUNDING CLOSELY TO BEING DEPLETED WITH TRANSIT OPERATORS MTC EXECUTIVE DIRECTOR THERESE W. MCMILLAN

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WILL PRESENT ON WHAT FUNDING IS POSSIBLE WHEN GIVEN THE RESOURCES THAT ARE AVAILABLE TO US. THAT MTC MIGHT CONSIDER IN THE FUTURE. THAT'S JUST KIND OF A QUICK OVERVIEW OF WHAT'S ON THE AGENDA. WHAT I WOULD LIKE TO DO IS MOVE TO ITEM THREE WHICH IS THE CONSENT CALENDAR. THESE ARE THE MINUTES FROM OUR PREVIOUS MEETINGS. IF ANYONE HAS QUESTIONS OR COMMENTS ON THE MINUTES THIS WOULD BE THE TIME TO RAISE YOUR HAND.

THERESE MCMILLAN: MR. CHAIR, I BELIEVE WE STILL NEED TO DO THE ROLL CALL.

JAMES P. SPERING, CHAIR: OH GOSH. YES WE DO. PLEASE DO THE ROLL CALL.

WALLY CHARLES, CLERK: CHAIR SPERING?

JAMES P. SPERING, CHAIR: PRESENT.

WALLY CHARLES, CLERK: ASSEMBLYMEMBER DAVID CHIU? NICOLE R FOR CHIU? SECRETARY DAVID KIM?

DAVID KIM: HERE.

WALLY CHARLES, CLERK: SENATOR JIM BEALL? JONATHON PEREZ FOR BEALL? JASON BAKER?

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SPEAKER: HERE.

WALLY CHARLES, CLERK: CARRILLO?

SPEAKER: HERE.

WALLY CHARLES, CLERK: FERNANDEZ?

SPEAKER: PRESENT.

WALLY CHARLES, CLERK:

JOHN FORD: FORD HERE.

WALLY CHARLES, CLERK: GRIFFITH?

IAN GRIFFITHS: HERE.

WALLY CHARLES, CLERK: HAGGERTY?

SCOTT HAGGERTY: HERE.

WALLY CHARLES, CLERK: HALLS?

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DARYL HALLS: HERE.

WALLY CHARLES, CLERK: HARTNETT?

JIM HARTNETT: HERE.

WALLY CHARLES, CLERK: JOSEFOWITZ?

COM. NICK JOSEFOWITZ: HERE.

WALLY CHARLES, CLERK: KINMAN?

RANDI KINMAN: HERE.

WALLY CHARLES, CLERK: LINDSAY? MCMILLAN?

THERESE MCMILLAN: HERE.

WALLY CHARLES, CLERK: MULLIGAN?

DENNIS MULLIGAN: HERE.

WALLY CHARLES, CLERK: MURPHY?

STACY MURPHY: HERE.

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WALLY CHARLES, CLERK: PAPAN?

GINA PAPAN: HERE.

WALLY CHARLES, CLERK: PEDROZA?

ALFREDO PEDROZA: HERE.

WALLY CHARLES, CLERK: POWERS? RABBIT?

DAVID RABBIT: HERE.

WALLY CHARLES, CLERK: RAMACIER?

RICK RAMACIER: HERE.

WALLY CHARLES, CLERK: ROTCHY?

SUSAN ROTCHY: HERE.

WALLY CHARLES, CLERK: TREE?

MICHAEL TREE: HERE.

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WALLY CHARLES, CLERK: TUMLIN?

JEFFREY TUMLIN: HERE.

WALLY CHARLES, CLERK: WHELAN?

NANCY WHELAN: HERE.

WALLY CHARLES, CLERK: WORTH? WORTH? WU?

RAYMOND WOO: HERE.

WALLY CHARLES, CLERK: WUNDERMAN?

JIM WUNDERMAN: HERE.

WALLY CHARLES, CLERK: WE HAVE A QUORUM. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU WALLY. NICE TO HAVE STAFF KEEPING US ON SCHEDULE THERE. NOW WE'LL MOVE TO CONSENT CALENDAR. THESE ITEMS HAD LITTLE OR NO DISCUSSION. COMMENTS ON THE CONSENT CALENDAR? SEEING NONE IS THERE A MOTION TO APPROVE?

JEFFREY TUMLIN: SO MOVED TUMLIN.

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SPEAKER: SECOND BAKER.

GINA PAPAN: SECOND PAPAN.

JAMES P. SPERING, CHAIR: MOVED TUMLIN. SECOND PAPAN. WALLY, IS THERE ANY PUBLIC COMMENT ON CONSENT?

WALLY CHARLES, CLERK: NO.

JAMES P. SPERING, CHAIR: NO ONE ELSE HAS THEIR HAND RAISED. WITH THAT TAKE THE ROLL PLEASE?

WALLY CHARLES, CLERK: [ROLL CALL VOTE]. PASSED UNANIMOUSLY.

JAMES P. SPERING, CHAIR: THANK YOU WALLY.

WALLY CHARLES, CLERK: THANK YOU.

JAMES P. SPERING, CHAIR: SURVEY SUMMARY AND RETURN TO TRANSIT. I THINK RANDY RENTSCHLER IS GOING TO KICK THIS OFF, AND EMC RESEARCH IS GOING TO BE PART OF THIS PRESENTATION. RANDI, ARE YOU READY TO GO?

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RANDY RENTSCHLER: THANK YOU MR. CHAIR, MEMBERS OF THE TASK FORCE. RANDY RENTSCHLER WITH MTC. WE'RE GOING TO DO TWO THINGS WE'RE GOING TO LOOK BACK THEN LOOK FORWARD AT THE PRESENTATION. FIRST ITEM THAT WE'RE GOING TO DO BEFORE I HAND IT OFF TO MY COLLEAGUE IS 11 TRANSIT OPERATORS HAVE ALREADY BEEN IN THE FIELD OR SURVEYED THEIR CUSTOMERS AND THIS GROUP ASKED FOR THOSE TO BE CONSOLIDATED INTO A PRESENTATION. YOU'RE GOING TO GET THE SLIDE DECK RIGHT NOW BUT A DETAILED REPORT COMPLETED BY EMC IS ATTACHED TO YOUR AGENDA. SO YOU CAN FIND THAT THERE AND YOU CAN HAVE IT AS A REFERENCE PIECE. IT LOOKS LIKE OUR -- ARE WE GOING TO START THAT SLIDE SHOW? IS THAT WHAT'S GOING ON WITH OUR ZOOM GUY. THERE WE ARE. ALL RIGHT. SO NEXT SLIDE PLEASE. THANK YOU. AGAIN, AS I MENTIONED, 11 TRANSIT OPERATORS HAVE ALREADY DONE SOME THIS WORK AND I AM GOING TO TURN IT OVER TO SARA LABATT AND SHE CAN DESCRIBE RESEARCH HER FIRM HAS DONE ON POLLS AND SURVEYS OF CUSTOMERS.

SARA LABATT: THANK YOU RANDI. THANK YOU FOR HAVING ME TODAY. MY NAME IS SARA LABATT FROM EMC RESEARCH. I'LL RUN THROUGH THE PRESENTATION, BUT THE ATTACHED REPORT HAS MORE DETAILED REPORT. WE'RE SUMMARIZING EXISTING RESEARCH OPERATORS HAVE DONE AROUND THE IMPACT OF COVID-19 ON TRANSIT RIDERSHIP. FROM THIS WE'RE SUMMARIZING BARRIERS AND MOTIVATEORS DETERMINING WHERE THERE MIGHT BE GAPS IN INFORMATION GATHERED ABOUT FUTURE PRIMARY RESEARCH ON THIS TOPIC AS WELL AS INFORMED DESIGN OF

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THE PRIMARY RESEARCH. MOST OF THIS RESEARCH WAS DONE IN THE SUMMER PERIOD, A LITTLE BIT LEADING INTO AUGUST BUT MOST OF IT OVER FROM EARLY TO MID-SUMMER THAT FELT LIKE EIGHT YEARS AGO BUT IT WAS ONLY A FEW MONTHS AGO. RETURN TO WORK PLANS WERE JUST BEGINNING TO BE FORMULATED ON THE INDUSTRY SIDE. I WOULD LIKE TO SAY MUCH WAS STILL NOT UNDERSTOOD ABOUT COVID-19, STILL NOT MUCH IS UNDERSTOOD ABOUT COVID-19 BUT WE'RE IN A SLIGHTLY DIFFERENT PLACE. AS RANDY MENTIONED 11 DIFFERENT AGENCIES INCLUDED RESEARCH IN THIS INTERVIEW, MOST OF THE RESEARCH WAS DONE BY THE AGENCIES AND SORT OF A WIDE DISTRIBUTION OPT IN DESIGN FOR THE RESEARCH. LOTS AND LOTS OF PEOPLE RESPONDED TO THE RESEARCH BUT IT WAS NOT A RANDOM REPRESENTATIVE SAMPLE NECESSARY EASTERLY OF THEIR RIDERS SO AS WE LOOK AT THE DATA WE WANT TO REMEMBER THIS ISN'T NECESSARILY COMPLETELY PROJECTABLE ALTHOUGH THE FLAVOR IS SIMILAR AS WE LOOK THROUGHOUT RIDER RESEARCH. WE ALSO LOOKED THROUGH EMPLOYER RESEARCH AS WELL AS THE CALTRAIN PASS GO PROGRAM. WE'LL GO THROUGH THIS QUICKLY IF YOU WANT MORE INFORMATION THERE IS A FULL REPORT IN YOUR PACKET THAT HAS MORE DATA. NEXT SLIDE PLEASE. FIRST OF ALL ON CURRENTLY RIDER BEHAVIOR MOST OF YOU WILL BE FAMILIAR WITH THIS BUT SINCE WE'RE STARTING FROM THE SAME PLAN PLACE A MAJORITY OF TRANSIT RIDERS IN THE BAY AREA STOPPED RIDING IN MARCH OF 2020 MANY OTHERS REDUCED RIDE FREQUENCY THERE ARE THOSE WHO HAVE RETURNED TO TRANSIT AS OF THE DATE THIS RESEARCH WAS CONDUCTED BUT FOR THE MOST PART

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IT'S A SMALL COMPONENT, SMALL SUBSET OF THE RIDERS THAT WERE RIDING PRIOR TO COVID. THE REDUCTION IS LARGELY DRIVEN BY EMPLOYERS CUTTING DOWN WORKPLACES AND ALLOWING OR REQUIRING WORK TO BE DONE REMOTELY. THERE IS A SMALLER COMPONENT WHO REPLACED TRANSIT RIDING WITH DRIVER OR SOME OTHER TRAVEL MODE. FOR THE MOST PART IT WAS THAT PEOPLE DON'T HAVE TO GO TO THE WORKPLACE FOR THE MOST PART AND THAT IS WHAT STOPPED THEM FROM RIDING TRANSIT. MOST RIDERS WERE COMMUTING TO WORKPLACES AND IDENTIFIED THEMSELVES AS ESSENTIAL WORKERS. AND FOR THE DEMOGRAPHIC ANALYSIS WE HAD AVAILABLE WE SAW MOST OF THOSE CONTINUING TO RIDE OR RETURNING TO RIDING ONCE SURVEYS WERE DONE WERE LARGELY LOW INCOME HISPANIC OR BLACK AND LIKELY HAVE LOW ACCESS TO A VEHICLE. WHEN WILL THEY RETURN TO TRANSIT. I WANT TO NOTE THE CHARTS ON THESE SLIDES ARE REPRESENTATIVE OF THE DATA THAT'S IN THE FULL REPORT. THEY'RE NOT EXHAUSTIVE BECAUSE WE ONLY HAVE A SHORT TIME HERE. WE WANT TO SHOW REPRESENTATION OF DATA. MOST RIDERS SAID THEY WOULD RETURN WHEN THEY REOPEN WORKPLACE. ESSENTIALLY WHAT WILL DRIVE THEM BACK TO THE DECISION POINT ABOUT RIDING TRANSIT IS WHEN THEY ACTUALLY HAVE TO GO SOMEWHERE. THERE ARE SOME WHO ARE SAYING I'M NOT COMFORTABLE GETTING ON TRANSIT UNTIL THERE IS A VACCINE OR HAS SOME MEASURE OF PUBLIC HEALTH SPECIFICALLY MENTIONED BUT FOR THE MOST PART, THEIR RESPONSES WERE PRIMARILY WHEN I HAVE TO GO SOMEWHERE WHEN THE SHELTER-IN-PLACE IS LIFTED WHEN MY WORKPLACE IS OPENED THAT IS WHEN I'M

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GOING TO CONSIDER RETURNING TO TRANSIT. NEXT SLIDE PLEASE. WE ASKED THEM SORT OF THEIR ANTICIPATION OF THEIR FUTURE BEHAVIOR -- OR WE DIDN'T -- THEY WERE ASKED IN THESE PIECES OF RESEARCH. I WANT TO REINFORCE THAT PEOPLE ARE GENERALLY NOT GREAT PREDICTORS OF THEIR OWN FUTURE BEHAVIOR WHEN THERE ARE A LOT OF FACTORS THAT MIGHT CHANGE BETWEEN THE MOMENT THEY'RE ASKED AND THE MOMENT THEY'RE ASKED TO TAKE THAT BEHAVIOR. I'M REMINDED THAT WHAT THEY SAY THEY THINK THEY'LL DO LATER MANY SAID THEY PLAN TO PHASE BACK INTO WORK FELT THEIR EMPLOYERS WOULD BE SUPPORTING SOME FLEXIBLE WORK SCHEDULES OR SLOW RETURNS TO WORK TO EASE CROWDS TO KEEP EMPLOYEES LESS CROWDED. ESSENTIALLY THEY THOUGHT THEIR EMPLOYERS MIGHT BE CONSIDERING THAT. FOR MOST OF THE AGENCIES THERE WAS A SMALL SEGMENT OF PEOPLE THAT WAS SAYING I'M NOT GOING TO GO BACK TO TRANSIT. I'M GOING TO DRIVE BECAUSE OF MY SAFETY CONCERNS, BUT FOR THE MOST PART, IN MOST OF THE SURVEYS WE LOOKED AT, A MAJORITY OF THE RIDERS WERE SAYING THEY'RE POTENTIALLY GOING TO GET BACK ON TRANSIT BUT MIGHT RIDE IT LESS OFTEN IN LARGE PART BECAUSE THEY DIDN'T THINK THEY WOULD BE GOING TO THE WORKPLACE AS OFTEN. NEXT SLIDE PLEASE. THE BIGGEST CONCERN RIDERS HAVE, AND THIS IS WITH THE CURRENT RIDERS MEANING THOSE REPRESENTED THESE SURVEYS THAT WERE CURRENT RIDERS AS THOSE REPRESENTED IN THE SURVEY WHAT I'LL TERM FORMER RIDERS THAT TOOK THESE SURVEYS. SAFETY WAS A HUGE CONCERN, POTENTIAL EXPOSURE WHILE RIDING TRANSIT WAS SORT OF THEIR BIGGEST CONCERN. THEY WERE

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ASKING FOR THINGS LIKE ENFORCED MASK WEARING AND HANDS CLEAN AS WELL AS PROVIDING HAND SANITIZER. IMPORTANT WHAT THEY EXPECTED TRANSIT TO DO BEFORE THEY START GETTING BACK ON. CONSISTENT COMMUNICATION, HIGHER VISIBILITY OF THINGS LIKE CLEANING THE VEHICLES AS WELL AS ENFORCEMENT OF THINGS LIKE FACE COVERINGS, AND DISTANCING. NEXT SLIDE PLEASE. TURNING A LITTLE BIT TO SOME OF THE EMPLOYER RESEARCH. WE FOUND A LOT OF CONSISTENCY WITH THE PRIOR SLIDES YOU SAW PRESENTED SORT OF PUBLIC, COMMUNITY OR RIDER RESEARCH. FIRST OF ALL, MOST OF THE EMPLOYEES THAT WERE SURVEYED IN THIS WORK REPORTED THAT MUCH OR ALL OF THEIR WORKFORCE WAS WORKING REMOTELY. THIS WAS AT THE TIME THESE SURVEYS WERE CONDUCTED MOST FELT THEY WERE NOT GOING TO ASK STAFF TO COME BACK UNTIL THE STAY AT HOME WAS LIFTED OR THEY WEREN'T GOING TO ASK THEIR STAFF TO COME BACK UNTIL THE ORDER WAS LIFTED THIS WAS IN THE PRIOR VERSION OF THE STAY AT HOME AND COLORS AND EVERYTHING BUT THEY WERE VERY CONSISTENT, FOR THE MOST PART, THEY WERE NOT GOING TO BRING THEIR EMPLOYEES BACK UNTIL IT WAS DEEMED SAFE TO DO SO. YOU KNOW, AND MANY OF THEM WERE JUST STARTING OVER THE SUMMER TO WORK ON THEIR RETURN TO WORK STRATEGIES OR, YOU KNOW, SAID THAT THEY WERE JUST GETTING STARTED ON THOSE AND HADN'T FINALIZED THEM AT THAT TIME. NEXT SLIDE PLEASE. MANY OF THE EMPLOYERS DID SAY THEY WERE WILLING TO CONTINUE ALLOWING EMPLOYEES TO WORK REMOTELY EVEN ONCE THOSE RESTRICTIONS ARE LIFTED AND ALLOW FOR STAGGERED HOURS OR ROTATING OFFICE

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SHIFTS. CONSISTENT WITH WHAT THE PUBLIC WAS SAYING THAT THEY THOUGHT THEIR EMPLOYERS WOULD SAY WHEN STARTING THESE PROGRAMS EMPLOYERS ALSO LOOKING AT ARRANGEMENTS OF EXTENDED WORK-FROM-HOME FLEXIBILITY ARRANGEMENTS. MANY ARE STARTING TO PREPARE TO OFFER PPE HAND SANITIZER AND GLOVES AS WELL AS DISTANCING GUIDELINES AND MAKING OFFICE SPACE FOR DISTANCING FROM EACH OTHER. FINALLY AND THIS IS REALLY FROM THE CALTRAIN GO PASS PROGRAM WE THOUGHT IT WAS IMPORTANT TO CALL IT OUT THIS IS A MONTH CALTRAIN GO PASS EMPLOYERS. YOUR COMPANY CONTINUE TO ENCOURAGE EMPLOYEES TO USE SHARED TRANSIT OPTIONS? EMPLOYEES MIGHT BE HESITANT THIS WAS IN THE SUMMER THEY MIGHT BE ENCOURAGED TO USE SHARED TRANSIT, NOT THAT IT'S A REJECTION BUT A LOT OF EMPLOYER IN THIS MOMENT SURVEYS WERE DONE WERE IN AN I'M NOT SURE WHAT WE'RE GOING TO DO ENVIRONMENT WITH RESPECT TO SUPPORTING COMMUTE ALTERNATIVE PROGRAMS. NEXT SLIDE PLEASE. AND I'LL SEND IT BACK TO RANDI FOR A LITTLE BIT OF A WRAP ON THAT. GO AHEAD RANDI.

RANDY RENTSCHLER: THANK YOU SARA FOR THAT. THAT'S A LITTLE BIT A LOOK BACK AND WHAT WE WANT TO DO NOW IS LOOK FORWARD. IT'S HARD TO FIND A LOT OF HOPEFUL NEWS BUT I'M GOING TO TAKE SOME FROM DR. FAUCHI WHO ENSURED EVERYONE THIS WILL END TOO AND WE WANT TO BE PREPARED FOR WHEN IT DOES. NEXT SLIDE PLEASE. AS PART OF THAT THE COMMISSION ACTED ON THE 14th OF OCTOBER TO FUND MORE RESEARCH LOOKING INTO THE FUTURE SO WE CAN BE

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PREPARED BOTH FROM A COMMUNICATION'S POINT OF VIEW ALSO WORKING WITH EMPLOYERS TO GET A SENSE OF WHEN THEY MIGHT BE CALLING PEOPLE BACK SO PUBLIC TRANSIT CAN BE PREPARED FOR THAT, AND ALSO A VERY SIGNIFICANT OUTREACH TO RIDERS ON THE SYSTEM, OF THOSE WHO ARE CURRENTLY RIDING AND THOSE PRIOR -- [INDISCERNIBLE] AND I THINK I WANT TO MAKE CLEAR THAT WE UNDERSTAND THE SCALE OF THIS EFFORT, AND HOW IMPORTANT IT IS. PUBLIC TRANSIT IS CRITICAL TO THE ECONOMY OF THE BAY AREA BUT WE ALSO KNOW GETTING PEOPLE BACK ON TO YOUR SYSTEMS IS CRITICAL FOR YOUR FINANCIAL HEALTH, FOR THE EMPLOYMENT, AND THE WELL-BEING OF MANY OF YOUR EMPLOYEES. WE ARE WORKING CLOSELY WITH YOUR OWN PEOPLE ON A COMMUNICATIONS CALL EVERY MONDAY. THIS TRANSIT OPERATOR COMMUNICATIONS GROUP. SO WE'RE GOING TO PUT A PLAN TOGETHER THAT BOTH FIND OUT WHERE PEOPLE ARE, WHERE EMPLOYERS ARE TO GET THE MESSAGE OUT. WE'RE GOING TO BE WORKING WITH EMC RESEARCH AS PART OF THIS EFFORT AND I'M GOING TO TURN IT OVER TO SARA SHE'LL GO OVER THESE QUICK POINTS HERE. SARA.

SARA LABATT: THANKS RANDI. WE LOOKED AT AS PART OF THE WORK, LOOKED AT GAPS AND MAKE SURE WE'RE INCLUDING IN THE RESEARCH EFFORT ON THIS TOPIC. WE HAVE BROKE THIS UP INTO RIDERS AND THE PUBLIC. LOOKING TO INCLUDE 30,000 FOOT KIND OF THOUGHTS HERE, BETTER UNDERSTAND THE CHALLENGES AND PERCEPTION OF TRANSIT DEPENDENT COMMUNITIES OF COLOR LOW INCOME COMMUNITIES.

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A LOT OF THOSE HAVE STOPPED AND STARTED RIDING QUICKLY NOT ALL RETURNED, BECAUSE THEY DON'T HAVE OTHER OPTIONS TO BE INCLUDED IN THE WORK. TRACKING KEY BEHAVIORS, PERCEPTION, RIDER UPONSHIP REOPENING SAFETY, AND RESEARCH CONDUCTED BY OPERATORS MAKING SURE WE'RE MAKING THOSE CONSISTENT AND UNDERSTANDING FROM A BROADER PERSPECTIVE WHAT ARE PEOPLE LOOKING AT WHAT DO THEY THINK IS GOING HAPPEN WHAT ARE THEIR CONCERNS ABOUT RIDER AND SAFETY AND THE CHOICES THEY THINK THEY'LL BE MAKING. MONITORING POTENTIAL FOR A LONG-TERM CHANGE IN COMMUTING. SO LOOKING AT THAT EXTENDED WORK-FROM-HOME PERIOD. IS THERE GOING TO BE A LONG-TERM SHIFT IN HOW MUCH PEOPLE ARE GOING TO BE ASKED TO COME INTO SOME OF THESE WORKPLACES THAT DON'T NECESSARILY REQUIRE FULL TIME IN-PERSON WORK TO DO THE JOB OF THEIR BUSINESS. GAUGING REACTIONS TO THE EVOLVING PUBLIC HEALTH INFORMATION AND DEVELOPMENT ABOUT COVID INCLUDING IMPACT OF NATIONAL STATE AND LOCAL LEADERSHIP. EVEN AFTER NINE MONTHS WE DON'T KNOW WHAT'S GOING TO HAPPEN ON THE PUBLIC HEALTH SIDE AND LOOKING AT THE LEADERS, ARE THE OPINION LEADERS THAT ARE TALKING ABOUT IT AND WHAT'S THE IMPACT OF THAT ON THE INDIVIDUAL CONCERNS ABOUT TRANSIT RIDERSHIP OR RETURNING TO WORK. MEASURING AWARENESS OF THE SAFETY MEASURES TRANSIT OPERATORS ARE TAKING. AS WELL AS THEIR COMMUNICATIONS ABOUT COVID SAFETY. SO ARE THEY PAYING ATTENTION TO WHAT THE OPERATORS ARE STARTING TO SAY, TO THE MESSAGING THAT'S GOING TO BE CONTINUING COMING OUT ABOUT TRANSIT RIDERSHIP AND

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TESTING THE IMPACT AROUND THAT MESSAGE OF SAFETY AND RETURN TO TRANSIT. WHEN WE GET TO THE POINT OF A ROLL OUT OF COMMUNICATION OF A UNIFIED STRATEGY, HOW THAT MAKES A DIFFERENCE ARE WE REACHING PEOPLE ON THIS TOPIC. NEXT SLIDE PLEASE. ON THE EMPLOYER SIDE, ENSURING THAT OUR RESEARCH HERE IS FROM A RANGE OF EMPLOYEE TYPES, SIZES INDUSTRY, LOCATION, ABOUT BOTH NEAR AND LONG-TERM TRANSPORTATION NEEDS OF THEIR EMPLOYEES. ALSO UNDERSTANDING WHAT IS IN THEIR PLANNING PROCESS WHAT IS THEIR ANTICIPATED TIMELINE FOR ASKING EMPLOYEES TO RETURN TO WORK INCLUDING TRIGGERS THAT MIGHT SET A PLAN IN MOTION. ARE THEY LOOKING FOR A SIGNAL FROM PUBLIC HEALTH LEADERSHIP. MID-AND LONG-TERM CHANGES SUPPORTING INCREASE FOR REMOTE RETURN TO WORK, HOW EMPLOYERS INTERACT WITH PERCEPTION OF WORKPLACE SAFETY WE SAW IN THE AVERAGE RESEARCH IT'S NOT HOW THEY GET INTO THE OFFICE BUT HOW THEY ARE ABLE TO CONNECT THEIR TRIP TO THEIR WORKPLACE. SUPPORTING COLLABORATION BETWEEN OPERATORS AND THE RETURN TO WORK PLAN. WE SAW FOR THE MOST PART PEOPLE WILL CONSIDER COMING BACK TO TRANSIT WHEN THEY'RE TOLD TO COME BACK TO THE WORKPLACE HOW CAN WE USING THIS PROCESS SUPPORT THE COLLABORATION BETWEEN EMPLOYERS AND EMPLOYEES TO MAKE SURE IT'S AS SMOOTH A PROCESS AS POSSIBLE AND EXPLORE WHAT EMPLOYEES ARE LEARNING FROM WELL OWN ENGAGEMENT PROCESSES ON FUTURE PLANS AND CONCERNS. IN ADDITION TO THE RESEARCH FROM THE INDUSTRY SIDE MANY EMPLOYERS ARE DOING THEIR OWN RESEARCH WITH THEIR EMPLOYEES ABOUT COMING

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BACK TO WORK SO PART OF OUR RESEARCH IS REALLY ENGAGING WITH THOSE EMPLOYERS AND BUILDING A COLLABORATIVE RELATIONSHIP SO THAT THEY CAN SHARE SOME OF THOSE LEARNINGS WITH THIS GROUP, AGAIN, IN SUPPORTING THIS LONG-TERM COLLABORATION. NEXT SLIDE PLEASE. THAT'S THE LAST SLIDE. RANDI, BACK TO YOU.

RANDY RENTSCHLER: THANK YOU SARAH. YOU CAN END THE SLIDE SHOW. THANK YOU VERY MUCH. JUST A COUPLE OF THINGS. ONE, WE DO HAVE INFORMATION FROM MUNI AND FORGIVE US WE DIDN'T HAVE IT ON THIS DECK. BUT WE'RE LOOKING TO IT GOING FORWARD, LOOKING CLOSELY WITH TRANSIT OPERATORS AND STAFF AS NEEDED TO LOOK INTO THE FUTURE SO WE DO WANT TO GET PEOPLE BACK ON TRANSIT. WE HAVE A MULTI-PHASED PROGRAM OF RESEARCH, AND A COMMUNICATION'S PLAN THAT WE WANT TO PUT TOGETHER AND TEST TO MAKE SURE THOSE ARE THE MESSAGES THAT MAKE PEOPLE FEEL COMFORTABLE TO GET BACK ON PUBLIC TRANSIT. WE'LL BE REPORTING TO THIS GROUP INTO THE FUTURE, AND WE WILL BE TAKING OTHER CONTRACTS TO THE COMMISSION TO SUPPORT THIS EFFORT. SO WITH THAT, I WANT TO THANK YOU FOR YOUR TIME, AND WE CAN ANSWER ANY QUESTIONS THAT YOU MIGHT HAVE.

JAMES P. SPERING, CHAIR: RANDY JUST ONE QUESTION. WHEN YOU TALK ABOUT TRACKING BEHAVIOR, ARE YOU GOING TO HAVE SOME REALTIME DATA? ARE YOU GOING TO PUT PEOPLE ON A BUS, AND TO ASK THE RIDERS, AND, YOU KNOW, JUST FIND OUT, YOU KNOW, RIGHT

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AS PEOPLE ARE USING THE SYSTEM, HOW THEY FEEL ABOUT IT? AND THE REASON I'M ASKING THAT QUESTION IS I WAS INVITED TO AN EVENT AND EVERYBODY WAS WEARING MASKS AND I WAS WILLING TO GO BUT ONCE I GOT THERE, I WAS REALLY UNCOMFORTABLE. I DON'T THINK I WOULD GO BACK HAVING THAT EXPERIENCE. YOU BE GETTING THAT TYPE OF DATA AS WE MOVE FORWARD?

RANDY RENTSCHLER: WE PLAN TO DO QUANTITATIVE POLLING THAT IS STATISTICALLY VALID AND QUALITATIVE RESEARCH ON THIS. AND JIM -- EXCUSE ME -- MR. CHAIRMAN, BECAUSE WE HAVEN'T FULLY COMPLETED THIS, THE SUGGESTIONS ARE WHAT WE WANT TO HEAR RIGHT NOW BECAUSE WE WANT TO WORK THESE THINGS IN. IF PEOPLE HAVE THINGS THEY WISH TO V ALL YOU HAVE TO DO IS LET US KNOW. OUR COMMUNICATIONS STAFF, OR E-MAIL ME DIRECTLY, AND WE WILL WORK THESE REQUESTS IN.

JAMES P. SPERING, CHAIR: YEAH. IF THE RIDERSHIP STARTS TO RECOVER, I THINK THAT WOULD BE GOOD DATA TO V IF WE CAN PLAN ON DOING SOME SITE SURVEYS THAT WOULD BE HELPFUL. DENNIS MULLIGAN?

DENNIS MULLIGAN: I WANT TO THANK YOU FOR THE WORK AND COLLABORATION WITH ALL OF THE TRANSIT OPERATORS IT NEEDS TO BE A REGIONAL MESSAGE LIKE EVERYTHING ELSE THAT WE'RE DOING AS THE ECONOMY REOPENS AS WE WANT TO RETURN OUR CITIES OUR GREAT

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CITIES TO THEIR FORMER GLORY, WE NEED TO FEEL COMFORTABLE RIDING TRANSIT, THIS IS REALLY IMPORTANT AND I WANT TO ACKNOWLEDGE AND THEY THINK EVERYBODY WHO IS DOING THIS. HATS OFF TO ALL OF THEM.

JAMES P. SPERING, CHAIR: THANK YOU DENNIS. HALEY?

HAYLEY CURRIER: GOOD AFTERNOON. I WANT TO SEE RESEARCH THAT GETS TO THE NUANCED REASONS FOLKS AREN'T RETURNING TO TRANSIT. I WANT TO MAKE SURE QUESTIONS ARE DIRECTED TO UNDERSTAND THE NEEDS OF THE 50 PERCENT OF AC TRANSIT WHO ARE CURRENTLY RIDING, ESSENTIAL WORKERS WHO ARE NOT RIDING JUST FOR COMMUTE TRIPS OBVIOUSLY THAT'S A PIECE OF THE RESEARCH BUT IT SEEMED WEIGHTED TOWARD THAT SO I WOULD LOVE TO SEE THE QUESTIONS OR THE FOCUS A LITTLE MORE DISTRIBUTED AND I BROUGHT THIS UP IN A LETTER TO MTC, AND I BELIEVE IT WAS RESPONDED TO, BUT THAT WE NEED TO UNDERSTAND THE -- LIKE, WE NEED TO HAVE DEMOGRAPHIC DATA TO MAKE SURE WE'RE GETTING TO THE SPECIFIC NEEDS OF DISADVANTAGED COMMUNITIES. AND UNDERSTANDING WHAT WE NEED TO DO TO KEEP THE ESSENTIAL WORKERS THAT ARE CURRENTLY RIDING, CONTINUING TO RIDE, BECAUSE -- WE COULD LOSE THEM. IT'S NOT A GUARANTEE RIGHT NOW THAT THE FOLKS ARE RIDING NOW WILL CONTINUE TO RIDE.

JAMES P. SPERING, CHAIR: GREAT COMMENT. ELLEN WU?

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ELLEN WU: HELLO. I WANT TO STATE AN OBVIOUS, OR ASK A QUESTION, OBVIOUS, THAT THIS IS A STANDARDIZED SURVEY THAT WILL BE IMPLEMENTED ACROSS ALL THE OPERATORS? BECAUSE I KNOW THAT THE RESULTS THAT YOU GOT, YOU JUST PRESENTED ON WERE SURVEYS FOR INDIVIDUAL OPERATORS AND I WANT TO CHECK THAT ALL OPERATORS ARE ON BOARD. THERE BE OPPORTUNITY FOR SAKE -- STAKEHOLDERS TO SEE THE INTERVIEW QUESTIONS AND WHAT QUESTIONS ARE BEING ASKED, HOW THEY'RE BEING ASKED, RIGHT? BECAUSE THAT MATTERS. AND THEN JUST TO DEFINITELY SECOND HALEY'S COMMENT ANY FOCUSING ON CURRENT RIDERS, THE ESSENTIAL WORKER WHO IS ARE RELYING ON TRANSIT TO GET TO THEIR JOBS AND THE TRANSIT DEPENDENT. IS

JAMES P. SPERING, CHAIR: RANDY, DO YOU HAVE ANY RESPONSE TO THAT?

RANDY RENTSCHLER: YEAH. CERTAINLY. LOOK, WE APPRECIATE ALL THESE COMMENTS, BOTH HALEY'S COMMENTS AND ELLEN'S COMMENTS THE SUGGESTIONS WE GET FROM THE TASK FORCE AND WE'RE GOING TO BE WORKING ALL OF THESE IN. KEEP IN MIND AT SOME POINT WE'RE GOING TO PUT A SURVEY OUT THAT PEOPLE CAN ACTUALLY UNDERSTAND. MOST PEOPLE ARE NOT AS KNOWLEDGEABLE ABOUT OUR SUBJECT AS WE ARE. BUT ACTUALLY WE UNDERSTAND THE COMMENTS THAT YOU'RE

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MAKING AND WE WILL CREATE A PROCESS THAT'S INCLUSIVE AND ALLOWS EVERYONE TO SEE EXACTLY WHAT WE'RE DOING.

JAMES P. SPERING, CHAIR: OKAY. RICK RAMACIER?

RICK RAMACIER: THANK YOU MR. CHAIR. I WANT TO HOP ON WHAT DENNIS MULLIGAN SAID. AND FIRST OF ALL, THANK RANDY AND HIS TEAM AND THE OPERATOR STAFF WORKING ON THIS. I THINK IT'S GOING PROVE TO BE BENEFICIAL AND USEFUL. I'LL ADD THIS IS GOING TO BE EXTREMELY HELPFUL FOR THE SMALLER OPERATORS AS THEY USE THIS INFORMATION TO ASSESS WHERE THEY ARE AND WHERE THEY GO. MANY OF THE SMALLER OPERATORS DON'T HAVE THE RESOURCES THAT THE LARGER OPERATORS HAVE WHEN IT COMES TO MARKET RESEARCH, CUSTOMER INTERACTION, AS THIS LEVEL, AND SO FORTH. SO, AGAIN, THIS IS A GREAT REGIONAL EFFORT THAT I THINK IS GOING TO BE BENEFICIAL TO MANY FOLKS.

JAMES P. SPERING, CHAIR: THANK YOU. SECRETARY KIM?

DAVID KIM: THANK YOU. THE SECOND ROUND OF RESEARCH SOUNDS TERRIFIC, AND I THINK THE RESULTS WILL BE INSTRUCTIVE. QUICK QUESTION FOR RANDY OR SARA. WHEN WILL THE RESEARCH RESULTING BE AVAILABLE?

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RANDY RENTSCHLER: OH BOY, MR. SECRETARY, I'M AFRAID TO PUT A DATE OUT HERE FOR EVERYBODY. BUT, LOOK, ALLOW US TO GET BACK TO YOU ON THAT. WE KNOW THAT WE NEED TO MOVE VERY QUICKLY ON THIS. IT'S ALMOST LIKE THE HURRY UP AND WAIT. LET US GET BACK TO YOU WHEN WE GET IN THE FIELD.

DAVID KIM: SOUNDS GOOD.

JAMES P. SPERING, CHAIR: STACY MURPHY?

STACY MURPHY: I WOULD LIKE TO QUICKLY REMIND EVERYBODY ABOUT SCHOOL TRANSPORTATION. I KNOW IT FEELS LIKE IT TAKES A BACK SEAT TO PUBLIC TRANSPORTATION. BUT THIS IS A FORM OF PUBLIC TRANSPORTATION. AND THESE SCHOOLS PLAN ON POSSIBLY STARTING SOME IN-PERSON SCHOOLS IN JANUARY AFTER THE FIRST OF THE YEAR. AND I SAT ON A MEETING WITH ROB BONTA AND SOME OTHER PEOPLE FOR OPEN UNIFIED SCHOOL DISTRICTS AND THEY TALKED ABOUT PODS WHO ARE GOING TO START SHOWING UP IN NOVEMBER, AND WHO CAN'T BE AT HOME, AND THEY'RE GOING TO BE ON CAMPITOUS LEARN WHEN I ASKED IF THERE IS GOING TO BE TRANSPORTATION THEY SAID YES. AND I ASKED THEM WHO IS GOING TO BE DOING IT AND THEY REFERRED TO CARS AND VANS WHICH ALLUDES TO RIDE-SHARE. IT'S RIDICULOUS. UNION JOBS TO TAKE THESE KIDS TO SCHOOL THAT'S WHO NEEDS TO DO THE WORK. WE DON'T NEED OUTSOURCING OF OUR WORK.

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JAMES P. SPERING, CHAIR: AMY WORTH?

AMY R. WORTH: THANK YOU. SORRY I'M LATE. WE HAVE A POWER OUTAGE. I WANT TO ECHO THE COMMENTS OF HOW SUPPORTIVE I AM OF THIS EFFORT. AS YOU -- SOME OF YOU MAY KNOW, THIS CAME TO OUR COMMITTEE LAST WEEK, AND THERE WAS OVERWHELMING SUPPORT FOR, THIS INCLUDING EXPANDING THE SCOPE OF IT TO ADDRESS MORE OF THE VARIOUS POPULATIONS THAT WE WANT TO REACH. I WANT TO ASKED SARA AND RANDI JUST A QUICK QUESTION. AS YOU ARE DOING THE RESEARCH, RECOGNIZING THAT THE SITUATION IS GOING TO BE CHANGING, YOU KNOW, SORT OF WEEK TO WEEK, WE'RE AWARE OF THIS IN THE SCHOOL TRANSPORTATION ENVIRONMENT A LOT OF OUR TRANSIT AGENCIES PROVIDE TO SCHOOL TRANSIT AND SCHOOLS ARE STARTING TO OPEN. WE'RE FINE TUNING THE TRANSIT PROTOCOLS TO GET STUDENTS BACK ON THE BUSES TO GET THEM TO SCHOOL. DO YOU ANTICIPATE YOU'LL BE ABLE TO KIND OF ALLOCATE RESOURCES TO BE ABLE TO KIND OF LOOK AT THE CHANGING ENVIRONMENT AS WE WORK TO GET PEOPLE ON TO TRANSIT? UNDERSTAND WHAT THOSE PRIORITIES ARE?

RANDY RENTSCHLER: SARA, DO YOU WANT ME TO TAKE THIS?

SARA LABATT: I'M HAPPY TO START. I THINK THE SHORT ANSWER AND THIS RELATES TO THE TIMING QUESTION. WE'RE TRYING TO FIGURE OUT THE RIGHT MOMENT TO DO ALL OF THE PIECES OF RESEARCH. I THINK THAT OUR EMPLOYER RESEARCH INCLUDES WORK WITH THE

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EDUCATION COMMUNITIES TO REFLECT THAT UPON POINT AND THE EMPLOYER COMPONENT WORK THAT WE HAVE PROPOSED IS NOT JUST SORT OF ONE AND DONE RESEARCH, BUT IS BUILDING RELATIONSHIPS AND BUILDING A GROUP OF EMPLOYERS AND WHEN I SAY EMPLOYERS, I'M SPEAKING BROADLY ABOUT MANY TIMES INCLUDING SOME FROM THE EDUCATION COMMUNITY AND VARIOUS REPRESENTATIVES, OR REPRESENTATION FROM A WIDE RANGE. BUT THAT WORK IS SORT OF AN ONGOING CONVERSATION AS OPPOSED TO A SINGLE MOMENT IN TIME KIND OF RESEARCH. THE PUBLIC RESEARCH SIDE, YOU KNOW, BECAUSE WE CAN'T CARRY ON AN ONGOING CONVERSATION WITH THOUSANDS OF PEOPLE OVER A LONG PERIOD OF TIME OR AT LEAST WE COULD BUT NOT IN A RESOURCED CONSTRAINED ENVIRONMENT. WE'RE TRYING TO FIGURE OUT THE RIGHT TO FIGURE OUT WHEN WE SHOULD BE ASKING THESE QUESTIONS. AS I SAID IT'S VERY HARD FOR PEOPLE TO PREDICT THEIR OWN FUTURE BEHAVIOR AS FUTURE ACTORS, WHEN IS THE RIGHT MOMENT OR WHEN ARE THE RIGHT MOMENTS TO BE ASKING QUESTIONS ARE CERTAINLY WHAT WE HAVE BEEN WORKING ON RANDI AND HIS TEAM ON HOW TO PUT TOGETHER. I DON'T KNOW IF THAT COMPLETELY ANSWERS IT, BUT WE ARE AWARE OF THE CHANGEABLE ENVIRONMENT AND TRYING TO FIGURE OUT EXACTLY WHEN THE MOMENTS ARE THAT WE WANT TO CREATE, REACH OUT.

AMY R. WORTH: I THINK THAT'S VERY HELPFUL. AND AS YOU MENTIONED SOME THINGS YOU'LL DO IN A PARTICULAR IMPORTANT TIME

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AND OTHERS RECOGNIZING THERE IS GOING EVOLUTION IN INFORMATION AND SITUATIONS. THANK YOU. THAT'S HELPFUL.

JAMES P. SPERING, CHAIR: DIDN'T MTC ALLOCATE ADDITIONAL DOLLARS TO THIS EFFORT INCREASE THIS AMOUNT?

THERESE MCMILLAN: YES WE DID EXPAND THE BUDGET IN ORDER TO BROADEN THE SCOPE IN PARTICULAR MAKING SURE THAT THE BROAD RANGE OF DEMOGRAPHICS THAT NEED TO BE CAPTURED WILL BE INCORPORATED.

JIM SPERING, CHAIR: I WANT TO EXPAND ON AMY'S COMMENTS BECAUSE THE COMMISSION EMBRACES. MICHAEL HURSH?

MICHAEL HURSH: I WANT TO UNDERLINE AND THROW IN MY SUPPORT FOR WHAT'S GOING HAPPEN FOR THE SCHOOL TRANSPORTATION. YOU MAY REMEMBER THAT AC TRANSIT TRANSPORTED MORE THAN 33,000 PRIOR TO COVID. WE'RE TRYING TO FIGURE OUT, IF WE CONTINUE TO HAVE THE SOCIAL DISTANCING REQUIREMENT WE WILL NOT HAVE THE CAPACITY. THIS IS AN IMPORTANT TOPIC IT'S KEY TO FREEING UP PARENTS TO GET BACK TO WORK OR NOT GET BACK TO WORK IF WE COULD INCLUDE THAT INFORMATION IN THE RESEARCH. I WANT TO PILE ON TOP OF THAT SAME ISSUES WITH PARATRANSIT WE NEED TO MAKE SURE TO INCLUDE PARATRANSIT IN OUR RESEARCH WE DON'T KNOW WHAT THE LOADS ARE GOING TO BE.

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JAMES P. SPERING, CHAIR: SUSAN ROTCHY?

SUSAN ROTCHY: I WANT TO ASK. THANK YOU FOR THE PRESENTATION. GREAT. I KNOW THESE ARE TRANSIT USERS BUT HOW MANY OF THEM WERE PAIRA TRANSIT USERS? WE HAVE SOME CONSUMERS THAT ARE PARATRANSIT, AND OF COURSE YOU USE ALSO TRANSIT, YOU KNOW, FOR OTHER MEANS OF TRANSPORTATION, AS WELL, BUT I KNOW THAT SOME OF OUR CONSUMERS DO HAVE CONCERN ABOUT RIDING TRANSIT. WE HAVE NOW, WHEN WE CHECK IN WITH OUR CONSUMERS, WE ARE ACTUALLY NOW ASKING THEM IF THEY HAVE RIDDEN ANY TRANSPORTATION, PARATRANSIT, UBER OR LYFT AND WE'RE ASKING THEM WHAT THEY WOULD BE MORE COMFORTABLE WITH BE AND SOME ARE DEAD SET UNTIL THERE IS A VACCINE THEY'RE NOT GOING TO GET ON TRANSIT. BUT NOW THAT WE'RE ON OUR THIRD MONTH ASKING, SOME OF THEM ARE WILLING TO TALK ABOUT GOING BACK ON TRANSIT, AND WOULD LIKE TO KNOW IF ANYBODY HAS -- HOW YOU GUYS ARE GOING TO TELL THE MEDIA IF SOMEONE GOT COVID ON THE BUS RIDING TRANSIT.

JAMES P. SPERING, CHAIR: RANDY, DO YOU WANT TO COMMENT AT ALL?

RANDY RENTSCHLER: THIS IS A DAUNTING TASK. WE KNOW THAT. AND THERE IS MANY BASES WE NEED TO TOUCH. SUSAN HAS TALKED ABOUT THE IMPORTANT ONES, HALEY AS WELL, THE COMMISSION WANTS ACTION SO WE CAN GET TO THESE THINGS AS FAR AS SAFETY MATTERS GO,

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THERE IS A SAFETY AND HEALTH PLAN THAT THE OPERATORS HAVE AND WE'RE GOING TO BE KEYING ON THAT IN ORDER TO BRING THAT PUBLIC CONFIDENCE RIDING ON TRANSIT. THESE ARE COMMENTS WE'RE LOOK FORWARD TODAY TO BUILT THE CONFIDENCE IN THE SYSTEM AS MUCH AS WE CAN GIVEN THE BUDGET WE HAVE.

JAMES P. SPERING, CHAIR: WU?

ELLEN WU: SOUNDS LIKE THERE MIGHT BE OPPORTUNITY TO PROVIDE ON THE STAKEHOLDER QUESTIONS. IS THERE A TIMELINE AND PROCESS FOR THAT? I JUST DON'T WANT TO LOSE THAT OPPORTUNITY.

JAMES P. SPERING, CHAIR: THERE WILL BE THAT OPPORTUNITY. I THINK RANDI INCLUDED THAT. WE'RE GOING TO TRY TO MAKE IT AS INCLUSIVE AS POSSIBLE. BUT WE NEED INPUT FROM ALL THE STAKEHOLDERS IN ORDER TO MOVE FORWARD. RANDY IS THAT CORRECT?

RANDY RENTSCHLER: YES, MR. CHAIRMAN.

JAMES P. SPERING, CHAIR: THANK YOU. I DON'T SEE ANY OTHER HANDS. LET'S MOVE TO THE NEXT ITEM, THE TRANSIT RECOVERY ITEM. I HAVE ASKED THERESE, THE EXECUTIVE DIRECTOR OF MTC TO PRESENT AN OVERVIEW OF TRANSIT OPERATIONS FUNDING POSSIBILITIES. AND SHE'S GOING TO TELL US WHAT THOSE ARE, AND WHAT THOSE CHALLENGES ARE. SO, THERESE, IF YOU'RE READY.

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THERESE MCMILLAN: YES.

JAMES P. SPERING, CHAIR: ALL RIGHT.

THERESE MCMILLAN: YES. LET'S BRING UP THE PRESENTATION. AND AS CHAIR SPERING JUST OUTLINED, THIS IS RESPONDING TO REQUESTS THAT WE HAD GOTTEN AND TRACKS WORK WE WERE BEGINNING TO DO NOT ONLY LOOKING AT FINANCIAL CHALLENGES TRANSIT USERS ARE FACING BUT WHAT OPTIONS MAY BE AVAILABLE TO ADDRESS THOSE CHALLENGES OUTSIDE PARTICULARLY OF THE CARES ACT FUNDING THAT WE HAVE RECEIVED. NEXT SLIDE. THIS IS A QUICK REMINDER BUT IT'S ALWAYS GOOD TO REMIND. BACK IN MARCH AND PERSPECTIVE WE HAD HOPED THAT TRANSIT RIDERSHIP WOULD BE RETURNING BY THE END OF THE YEAR, IF NOT OPTIMISTICALLY BY THE END OF THE SUMMER, AND UNFORTUNATELY THAT HASN'T HAPPENED. SO WE'RE NEEDING TO TAKE A LOOK AGAIN, AT WHAT IS THE STATE, AFFAIRS OF OPERATING REVENUES? SO TO ANCHOR OURSELVES, THIS IS A REMINDER OF, FOR ALL OF THE TRANSIT OPERATORS, SO THIS IS A COMPENDIUM, WHAT DO THOSE OPERATOR -- WHAT ARE THE TRANSIT OPERATORS LOOK LIKE, BEFORE COVID-19? AND YOU KNOW, WHAT WE SEE IS THAT ABOUT $3.7 BILLION IN ANNUAL OPERATING REVENUES WERE COLLECTED, AND THE VAST MAJORITY OF THIS, ABOUT 2/3, IS A COMBINATION OF MAJOR SOURCES THAT YOU CAN SEE HERE. SALES TAXES, AND FARE REVENUE. AND AGAIN, THIS IS FOR ALL OF THE OPERATORS IN COMBINATION.

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NOW EACH OPERATOR IS RELIANT ON A DIFFERENT MIX OF FUNDING. AND IN PRACTICE, THAT MEANS THAT THERE WILL BE DIFFERENT DEGREES RELATED TO THE IMPACTS OF COVID, DEPENDING ON THAT MIX, AND PARTICULARLY HOW THE TIMING OF THOSE IMPACTS MAY BE FELT. AGENCIES THAT RELY ON FARES, PARKING REVENUES AND BRIDGE TOLLS, SEEM TO BE FACING A NEARER TERM CRISIS APPROACHING THE CLIFF, NOW THAT WE'RE SEEING THE CARES ACT FUNDING BEING STRETCHED. IT APPEARS THAT OPERATORS THAT HAVE BEEN MORE DEPENDENT ON SALES TAXES ARE DOING SOMEWHAT BETTER, BUT THAT'S JUST BASED ON ONE QUARTER'S WORTH OF INFORMATION, AND SOMETHING WE HAVE TO, YOU KNOW, KEEP OUR EYES ON. LET'S GO TO THE NEXT SLIDE. SO THIS IS A REAL VERY IMPORTANT, I THINK, GROUNDING SLIDE FOR THE CONVERSATION GOING FORWARD. IN FISCAL YEAR 1920, THE PASSAGE OF THE FEDERAL CARES ACT HAD PROVIDED THIS LIFELINE FOR OUR PUBLIC TRANSIT OPERATORS AROUND THE COUNTRY. WE WERE INCREDIBLY LUCKY TO GET 1.3 BILLION OUT OF A TERRORIST BILLION DOLLARS TOTAL, NATIONALLY. AGAIN, MANY THANKS TO THE LEADERSHIP OF SPEAKER PELOSI AND OUR CONGRESSIONAL DELEGATION. AND SINCE THE PASSAGE OF THE CARES ACT MTC HAS FORECAST THAT THE 1.3 BILLION IN FUNDING WAS LIKELY ENOUGH TO ADDRESS MOST OF THE TRANSIT OPERATOR LOSSES IN THE BAY AREA THROUGH THE END OF CALENDAR YEAR 2020, WHICH WAS IN JUNE. UNFORTUNATELY, GIVEN THE ONGOING SEVERITY OF THE PANDEMIC AND ITS IMPACT ON OUR WAY OF LIFE, AS WE KNOW, WE NOW EXPECT THAT THE BAY AREA'S TRANSIT OPERATORS WILL COLLECTIVELY

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FACE AN OPERATING SHORT FALL OF BETWEEN 400,000,600 MILLION BY THE END OF THIS CURRENT FISCAL YEAR, WHICH WILL BE JUNE IN 2021. AND THAT IS THE PIE -- THE STATS, BAR CHART, THAT YOU CAN SEE SECOND FROM THE RIGHT. IN OUR MOST OPTIMISTIC MOMENTS EARLY IN THIS SITUATION WERE REALLY HOPING WE WOULD BE TURNING THE CORNER BY NOW BUT IT LOOKS LIKE THE DRAG OF THE PANDEMIC IS GOING TO CONTINUE FOR SOMETIME SO OUR CURRENT THINKING IS THE END OF THE NEXT FISCAL YEAR -- THE CURRENT FISCAL YEAR, WE COULD SEE AS MUCH AS A 400, $6 MILLION SHORT FALL AS A SIGNIFICANT ADDITIONAL INTENTION. IF WE SEE SUBSEQUENT, WITH NO SIGNIFICANT CHANGES, THAT WOULD FACILITATE A MORE RAPID RETURN IN MOBILITY WITH A REBOUNDING ECONOMY, THE NEXT FISCAL YEAR COULD BE UPWARDS OF $1.7 BILLION. SO IN THE NEXT YEAR AND A HALF, AGAIN, ABSENT SOME SIGNIFICANT CHANGES, WE MIGHT BE LOOKING AT SOMETHING CLOSER TO A $2 BILLION SHORT FALL IN REVENUE COMPARED TO WHAT WE WERE EXPECTING BEFORE THE PANDEMIC HAPPENED. SO LET'S GO TO THE NEXT SLIDE. AGAIN THIS IS A QUICK REMINDER OF HOW IMPORTANT IT WAS TO HAVE OUR RUSH TO THE FISCAL CLIFF SLOWED SIGNIFICANTLY, AND CRITICALLY, BY THE CARES ACT. A QUICK REMINDER OF THE DISTRIBUTION THAT WE SAW WORKING WITH ALL OF YOU IS OUR TRANSIT OPERATORS NOW WE HAVE GOT THAT OUT OF DOOR NOW FINDING OURSELVES IN ALMOST NOVEMBER, AND OPERATING REVENUE OUTLOOKS WE'RE HAVING TO TAKE NOW A DIFFERENT VIEW. NOW LET'S GO TO THE NEXT SLIDE. SO IF THE CARES ACT IS -- THE CURRENT CARES ACT IS APPROACHING, YOU

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KNOW, AT DIFFERENT RATES, BUT WE'RE SEEING THE LIMITATIONS OF HOW FAR THAT CAN STRETCH. THERE IS REALLY ONLY TWO OTHER WAYS TO GO, ONE IS REDIRECTING OTHER FUNDS TO OPERATING NEEDS AND THE THIRD WILL BE NEW REVENUE. SO LET'S TALK FIRST ABOUT WHAT IT WOULD -- WHAT'S AVAILABLE, AND WHAT THE POTENTIAL IMPACTS ARE ABOUT REDIRECTING FUNDS. BECAUSE WE HAVE BEEN ASKED TO EXPLORE THOSE ALTERNATIVE OPTIONS. THERE IS A NUMBER OF REALLY IMPORTANT FRAMING QUESTIONS AS WE WALK INTO THIS SPACE. AND I WOULD LIKE TO GO THROUGH THEM A LITTLE BIT HERE, BECAUSE THEY'RE VERY IMPORTANT IN TERMS OF ASSESSING, REALLY, WHAT THE OPTIONS ARE BEFORE US. AND THE FIRST IS, WHAT LEVEL OF TRANSIT SERVICE ARE WE GOING TO BE ABLE TO OPERATE WITH REDIRECTED FUNDS? TRANSIT AGENCIES HAVE REDUCED THEIR OPERATING EXCESSES DURING THE PANDEMIC THROUGH A VARIETY OF MEASURES. SO THE QUESTION S WILL THE REDIRECTED FUNDING ALLOW MORE SERVICE TO BE OPERATED, AND WHERE? AND FOR HOW LONG? THAT'S GOING TO BE A VERY IMPORTANT LENS THAT WE LOOK THROUGH. A SECOND REALLY IMPORTANT QUESTION IS TIMING. WHEN WILL ANY REDIRECTED FUNDING ACTUALLY BE AVAILABLE? IS THE FUND SOURCE AVAILABLE IN FISCAL YEAR 2021, 2122, OR EVEN LATER THAN THAT? AND IT DEPENDS. IT DEPENDS ON THE SOURCES. A THIRD IS WHAT STEPS AND APPROVALS ARE NEEDED TO REDIRECT A FUND SOURCE. THIS ISN'T SOMETHING THAT WILL NECESSARILY BE IN THE CONTROL OF MTC OR THE TRANSIT OPERATORS IT MAY INVOLVE THE LEGISLATOR, IT MAY INVOLVE FEDERAL AGENCIES. IT'S IMPORTANT TO UNDERSTAND HOW DIFFICULT

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IT WOULD BE TO CHANGE THE DIRECTION OF FUNDS FROM THE ORIGINAL SOURCE. ORIGINAL PURPOSES. WHAT PROJECTS, PROGRAMS, AND/OR ATTACHED JOBS WOULD BE IMPACTED BY REDIRECTING THE FUNDS? THIS IS SOMEWHAT OF A ZERO-SUM GAME. THERE IS NOTHING FREE ON THE SHELF THAT WE HAVEN'T ALREADY TRIED. SO THE QUESTION IS BY REDIRECTING FUNDS, OTHER INVESTMENTS WOULD BE POST POSTPONED OR CANCELLED, AND WHAT IS THE IMPACT OF THOSE ACTIONS? AND THEN FINALLY, DOES THE AMOUNT OF FUNDING AVAILABLE FROM A POTENTIAL DIRECTED FUND SOURCE HELP ADDRESS THE OPERATING NEED IN A MEANINGFUL WAY? AND THIS IS ALL ABOUT SCALE. MANY FUND SOURCES MAY NOT HAVE ENOUGH CAPACITY TO REDIRECT, TO ACTUALLY HAVE A MEANINGFUL IMPACT ON THE OPERATING SHORT FALL, ESPECIALLY CONSIDERING THE BARRIERS THAT WE HAVE WOULD TO CLEAR IN ORDER TO MAKE THAT REDIRECT HAPPEN. SO ALL OF THESE QUESTIONS ARE SOMETHING WE WOULD HAVE TO USE TO EVALUATE THE OPTIONS. LET'S GO TO SLIDE NUMBER SIX. ON THIS SLIDE ARE THE MAIN REVENUE SOURCES WHICH THE MTC COMMISSION IN CONCERT WITH OUR FEDERAL AND STATE FUNDING PARTNERS AS WELL AS THE TRANSIT OPERATORS MIGHT HAVE A REALISTIC SHOT AT REDIRECTING THEY ARE PRIMARILY FROM STATE OF GOOD REPAIR PROJECTS, BUT COULD BE DIRECTED TO SUPPORT TRANSIT OPERATIONS. I'LL GO THROUGH THEM QUICKLY HERE. THE FIRST IS TRANSIT CAPITAL PRIORITIES PROGRAM. THIS IS A FEDERAL FORMULA FUNDS THAT HAVE, FOR DECADES IN THE BAY AREA, BEEN DEDICATED TO ENSURE GOOD STATE OF REPAIR FOR OUR COLLECTIVE ASSETS. THIS WOULD BE ROUGHLY $466 MILLION A

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YEAR, IF ALL OF THEM WERE REDIRECTED TO OPERATIONS. NOW, AGAIN, REMIND THAT THAT'S AGAINST THE POTENTIAL $2 BILLION HOLE IN THE NEXT YEAR AND A HALF. SO JUST KEEPING IN MIND SCALE. AND IMPORTANTLY, THE THINGS THAT WOULD HAVE TO BE CONSIDERED IN THE REDIRECT IS STATE OF GOOD REPAIR WOULD BE SUSPENDED IN TERMS OF THE INVESTMENTS THAT THESE OTHERWISE WOULD BE GOING TO. SO AT LEAST FOR A CERTAIN AMOUNT, YOU NEED TO KEEP THAT IN MIND. ON THE NEXT MAJOR FUNDING SOURCES ALSO FEDERAL. THERE ARE FLEXIBLE FUNDS, STP AND CMAQ BLENDED INTO OBAG PROGRAMS. THIS WOULD BE $7 MILLION A YEAR. AGAIN, THESE -- BOTH OF THE PRIOR DISCUSSION I TALKED ABOUT AS WELL AS THESE FUNDS BASICALLY WOULD GO TO PREVENTIVE MAINTENANCE. THOSE ARE -- THAT'S AN ELIGIBLE RESTRICTIONS, BUT THAT IS QUALIFIED AS AN OPERATING EXPENSE. BUT YOU CAN SEE HERE, THE THINGS THAT WOULD NOT GET FUNDED IF WE WERE TO REDIRECT THESE IN WHOLE OR IN PART. MTC REGIONAL PROGRAM. CTA PLANNING SUPPORT, BIKE AND PED, STREET REPAVING, CLT PROJECTS, A NUMBER OF THINGS THAT HAVE BEEN IMPORTANT TO THE COMMISSION IS MANY OF YOU. THE GREEN BOX IS AN INTERESTING ONE, THIS IS SOMETHING THE STATE LEGISLATURE AUTHORIZED IN RESPONDING TO COVID, ALLOWING STATE OF GOOD REPAIR TO BE USED FOR OPERATIONS, WHICH IS A VERY WELCOME FLEXIBILITY. AGAIN THIS WOULD BE REDIRECTING MONEY AWAY FROM STATE OF GOOD REPAIR, TO OPERATIONS. IT'S ABOUT 35 MILLION A YEAR IF ALL OF THAT WAS REDIRECTED FOR PURPOSE. FINALLY, THERE IS THE CARE ACT ALLOCATION MADE TO MTC AS PART

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OF THE 1.3 BILLION. $12 MILLION OF THAT, IT COULD BE REDIRECTED TO OPERATIONS. BUT WE WOULD NOTE, PARTICULARLY HERE, WE HAVE DIRECTED A SIGNIFICANT AMOUNT OF THAT TO OUR CLIPPER START PROGRAM THAT PROVIDES SUBSIDIES TO LOW INCOME RIDERS RECOGNITION THE IMPACT OF COVID-19 NOW. ONE MORE THING. UNDER THE FTA FORMULA FUNDS, THERE IS AN EXTENDED -- OR ADDITIONAL ELIGIBILITY UNDER FTAS FEDERAL EMERGENCY PROGRAM -- RECEIVE PROGRAM. THIS IS NOT NEW MONEY. IT IS ELIGIBILITY THAT CAN BE EXTENDED TO THE 5307 PORTION OF THESE, WHICH IS ABOUT 237 MILLION. OUT OF THE HOUR 76 IT ALLOWS FOR DISCRETE OPERATING COSTS, IT RECOGNIZES ELIGIBILITY BUT WITHIN A FIXED AMOUNT OF ELIGIBILITY.

JAMES P. SPERING, CHAIR: THERESE TRY TO GET THROUGH THE SLIDES QUICKLY.

THERESE MCMILLAN: YES IT WILL BE FASTER NOW, MR. CHAIR. THE NEXT SLIDE, IF WE COULD GET TO THAT. THE EXISTING OTHER EXISTING FUND SOURCES. THERE ARE SOURCES THAT, WITH SIGNIFICANT CHANGES INVOLVING STATE LEGISLATIVE APPROVAL IN THE MAIN, OR VOTER APPROVAL CHANGES POTENTIALLY COULD BE REDIRECTED TOWARD TRANSIT OPERATIONS. COUNTY SALES TAXES. REGIONAL MEASURE THREE. OTHER ELEMENTS OF SB1. CAP-AND-TRADE REVENUES. THIS IS BASICALLY TO SAY, NONE OF THESE -- OR VERY LITTLE OF THESE ARE DIRECTED TOWARD TRANSIT OPERATIONS. IN

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LARGE PART ALTHOUGH SOME SIGNIFICANT ELEMENTS OF COUNTY SALES TAXES DO UNDER SCORE A TRANSPORT. BUT IF WE ARE GOING TO REDIRECT THEM, THIS IS NOT SOMETHING THE COMMISSION CAN DO ON THEIR OWN. IS MOST OF THE -- OF THEM REQUIRE SOME LEVEL OF STATE LEGISLATIVE INTERVENTION. AND THAT'S A HEAVY LIFT. NEXT SLIDE. SO THAT LEAVES US BASICALLY WITH SOME SIGNIFICANT CONSIDERATIONS. AGAIN, I'LL START WITH SCALE. THE BAY AREA TRANSIT OPERATORS MAY NEED OVER $2 BILLION OVER THE NEXT TWO FISCAL YEARS TO MAKE UP FOR LOST REVENUE THAT'S RESULTING IN LARGE PART FROM THE DRAG ON THE ECONOMY, BASED ON COVID. WHAT THE REGION ITSELF COULD DO AND THAT'S NOT COUNTING THE TRADEOFFS THAT WOULD HAVE TO, PARTICULARLY IN STATE OF GOOD REPAIR THAT WE WOULD HAVE TO CONSIDER, 600 MILLION MAY BE STARTING IN FISCAL YEAR 2020. SO IF YOU LOOK AT SCALE, THERE IS NO WAY THAT WE CAN, ALONE, ON OUR OWN, COVER THIS GAP. WHICH LEADS US TO A WRAP-UP, WHICH IS WE HAVE TO CONTINUE ADVOCATING FOR SIGNIFICANT ADDITIONAL ASSISTANCE FROM THE FEDERAL GOVERNMENT, AS WELL AS FROM, HOPEFULLY, OUR STATE PARTNERS, THE HERO'S ACT, AND THE DISCUSSIONS THAT ARE HAPPENING ABOUT TRANSIT, PUBLIC TRANSIT, SUBSIDY COMING OUT OF SUBSEQUENT CARES FUNDING HAS BEEN POSITIVE. WE'RE TALKING LIKE A 3 BILLION PLUS LEVELS -- EXCUSE ME -- I THINK 33 BILLION NATIONAL, AND IN THAT BALLPARK, BUT THIS'S WORK THAT'S HAPPENING RIGHT NOW. IN THE MEANTIME WE'LL HAVE TO PIVOT TO THE CHANGING LANDSCAPE. WE WILL SEE. WE HAVE OPTIONS, THEY ALL

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INVOLVE TRADEOFFS BUT THAT'S SOMETHING I HOPE WILL HELP WITH DISCUSSIONS WITH THIS GROUP AND WITH THE COMMISSION. I THINK THAT IS THE END OF THE PRESENTATION, MR. CHAIR.

JAMES P. SPERING, CHAIR: THANK YOU THERESE. THAT'S A VERY SOBERING PRESENTATION. ONE QUICK QUESTION IS ON SLIDE THREE YOU HAVE THE 1.7 BILLION, IS THAT PRE PANDEMIC? THOSE NUMBERS?

THERESE MCMILLAN: ON SLIDE NUMBER THREE. HOLD ON.

JAMES P. SPERING, CHAIR: JUST THE 1.7 BILLION.

THERESE MCMILLAN: OH, THE 1.7 BILLION, BASICALLY WHAT THAT SAYS IS, UP TO 1.7 BILLION WOULD BE THE GAP THAT IF -- THAT COMPASSWORD TO PRE PANDEMIC --

JAMES P. SPERING, CHAIR: THAT WAS THE QUESTION.

THERESE MCMILLAN: THAT WOULD BE COMPARED TO PRE PANDEMIC LEVELS IF YOU WANT TO GET TO THE SAME LEVEL OF REVENUE ABSENT SOME TURN AROUND IN THE TRENDS THAT ARE CREATING THIS GAB, THAT'S WHAT WE'LL BE LOOKING AT.

JAMES P. SPERING, CHAIR: NEXT QUESTION REAL QUICKLY IS IF THE COMMISSION WAS TO CONSIDER SOME OF THESE FUNDING SOURCES WOULD

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YOU SEE US SETTING UP PRIORITIES SUCH AS TRANSIT DEPENDENT RIDERS AND SO FORTH WOULD YOU SEE THOSE PRIORITIES SET FIRST?

THERESE MCMILLAN: YES, AND I THINK THAT WOULD DRIVE, MR. CHAIR, TO HOW WE WOULD USE NEED AS A METRIC AGAINST WHAT -- HOW MUCH WE WOULD REDIRECT FROM ANOTHER SOURCE. AS I SAID BEFORE, THERE ARE OPTIONS, BUT WE NEED TO SCALE WHAT OUR PRIORITIES ARE COMPARED TO WHAT WE WOULD BE GIVING UP BY REDIRECTING FROM ONE PURPOSE TO ANOTHER.

JAMES P. SPERING, CHAIR: THANK YOU. KIM?

DAVID KIM: THANK YOU. THE FRAMING QUESTIONS YOU ASKED WERE THE RIGHT ONES TO ASK IN THE REGION THOSE ARE THE ONES WE WOULD ASK OURSELVES AT THE STATE LEVEL AS WELL. I WANT TO UNDERSCORE WHAT YOU SAID ABOUT STATE FUNDS BOTH CAP-AND-TRADE AND SB1. AS YOU CORRECTLY NOTED, REDIRECTING FUNDS FROM EITHER WOULD REQUIRE THE LEGISLATURE TO APPROVE IT OR IN THE CASE OF SB1, POTENTIALLY A CONSTITUTIONAL AMENDMENT. SO THOSE ARE LONG SHOTS. AND I THINK IT'S IMPORTANT FOR PEOPLE TO UNDERSTAND THAT. I DON'T THINK ANY LEGISLATORS ARE ON THIS -- TODAY'S MEETING TODAY, BUT I WOULD VENTURE TO GUESS THAT THERE WOULD BE SIGNIFICANT OPPOSITION IN THE LEGISLATURE TO REDIRECTING ANY SB1 FUNDS FROM ANY OF THE PROGRAMS, WHETHER IT'S TIRCP, OR LOCAL PARTNERSHIP PROGRAM, OR YOU NAME IT, THOSE ARE

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CONSIDERED TO BE FAIRLY -- I WANT TO MAKE POINT, WE'RE GOING TO HAVE TO STEP UP OUR LOBBYING EFFORTS. LET'S HOPE THE POLITICAL DYNAMICS ARE THAT WE CAN GET ANOTHER STIMULUS BILL IN THE COMING WEEKS OR MONTHS. THANKS.

JAMES P. SPERING, CHAIR: THANK YOU FOR THOSE COMMENTS. ANY OTHER COMMITTEE MEMBERS. I WOULD LIKE TO MOVE INTO OUR TRANSFORMATION ACTION PLAN, IF POSSIBLE. I DON'T WANT TO RUN OUT OF TIME. SO, GOOD PRESENTATION THERESE. WE CAN ALL SORT OF RESPOND TO THAT BETWEEN NOW AND OUR NEXT MEETING. HALEY, DID YOU HAVE A BRIEF COMMENT REAL QUICK?

HAYLEY CURRIER: YU. THANK YOU. I APPRECIATE THE ANALYSIS I JUST WANT TO MAKE SURE I UNDERSTAND WHAT'S POSSIBLE WITH THE STIP FUNDING, AND IF THAT CAN BE MOVED? I MY UNDERSTANDING IS THEY CAN BE MOVED TO FTA FUNDS, HAS THAT BE INVESTIGATED AND CONSIDERED IN WHAT'S POSSIBLE?

THERESE MCMILLAN: I'M NOT SURE WHEN YOU SAY -- [INDISCERNIBLE].

JAMES P. SPERING, CHAIR: THERESE, YOU'RE MUTED.

THERESE MCMILLAN: YES. I BLEW IT AGAIN.

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HAYLEY CURRIER: MAYBE I CAN CLARIFY. WHAT ARE NEXT STEPS?

THERESE MCMILLAN: NEXT STEPS ARE FOR THE FUNDING SOURCES THAT MTC HAS MORE DIRECT DECISION CONTROL OVER. WE WOULD BRING THOSE QUESTIONS MATCHED TO REVENUE SOURCES AND PRESENT OPTIONS TO THE COMMISSION FOR THEIR CONSIDERATION.

HAYLEY CURRIER: WHAT'S THE TIMELINE ON THAT?

THERESE MCMILLAN: WE MAY HAVE DISCUSSION AS SOON AS NEXT MONTH. SO IT WOULD NEED TO MOVE QUICKLY. SOME OF OUR OPERATORS, I KNOW GOLDEN GATE IN PARTICULAR IS HAVING TO CONSIDER SIGNIFICANT BUDGET DECISIONS WITH THEIR BOARD, AND SOME CLARITY AS TO WHAT'S POSSIBLE FOR TRANSIT OPERATORS THAT ARE IN THOSE BUDGET NEGOTIATIONS, I AM SURE WOULD BE APPRECIATED.

HAYLEY CURRIER: THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. I DON'T SEE ANY OTHER HANDS. THANK YOU. I APPRECIATE EVERYONE RESPECTING OUR TIME CONSTRAINTS. LET'S MOVE TO ITEM FIVE. THE TRANSFORMATION ACTION PLAN. AND AS I MENTIONED IN MY OPENING REMARKS OUR PRIMARY INTENTION TODAY IS CLEARLY DEFINE WHAT WE WANT TO ADDRESS IN THE TRANSFORMATION ACTION PLAN THAT WE'LL DELIVER

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TO MTC AND LEGISLATURE IN JUNE. WE HAVE LISTENED CLOSELY TO EACH OF THE TRANSIT OPERATORS AND NO DOUBT THAT WE REALLY UNDERSTAND THE FINANCIAL CRISIS THAT IS LOOMING IN THEIR FUTURE, AND THE CHALLENGES THAT THEY'RE DEALING WITH, AND REALLY APPRECIATE A LOT OF THEIR EFFORTS WITH THIS HEALTH AND SAFETY PLAN. WE NEED TO MAKE SURE THAT WE DO THE BEST WITH THE RESOURCES THAT WE HAVE, AND THAT WE TARGET OUR FOCUS ON TANGIBLE WAYS OUR WORK CAN DISMANTLE THE LONG RECOGNIZED BARRIERS WE HAVE THAT IMPEDE TRANSIT IMPROVEMENTS. AS PERSONALITY AS TODAY'S MEETING IS, WE'LL NOT BE VOTING ON THE SCOPE OF OUR PLAN UNTIL NEXT MONTH IN PREPARATION FOR ADOPTION OF THE CORRESPONDING ACTION PLANS IN NOVEMBER. I HAVE ASKED STEVE KINSEY TO SPEAK TO THE DECISION MAKING PROCESS AT THE START OF NEXT MONTH'S MEETING, AND THERE WILL BE INFORMATION SENT OUT AHEAD OF TIME. TODAY'S STAGE THREE DISCUSSION WAS DEVELOPED AND IS BEING PRESENTED BY OUR FACILITATOR BASED ON OUR TASK FORCE PREVIOUS COMMENTS ALONG WITH OUTREACH TO SEVERAL OF YOU IN PREPARATION FOR TODAY'S MEETING. AND AS I HAVE MENTIONED ON SEVERAL OCCASIONS, THE COMMISSION DESIGNED THIS TASK FORCE COMPOSITION TO ALLOW MTC STAFF TO PRESENT THEIR OWN PERSPECTIVE ALONGSIDE THE AT THIS TIME OPERATORS AND OTHER STAKEHOLDERS. AND BEFORE I HAND IT OVER TO STEVE, YOU KNOW, I HAD ASKED STEVE EARLIER ON THE ITEM THAT'S BEFORE US, WITH THE TRANSIT MANAGER, NETWORK MANAGER, THAT WE TRY AND MOVE THAT, THE INTRODUCTION OF THAT UP A MONTH. SO STEVE,

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MAYBE IN YOUR COMMENTS, YOU CAN TALK ABOUT WHAT WE -- HOW WE CAN ADDRESS THAT IN DECEMBER. WHAT TYPES OF ISSUES YOU WOULD BRING FORWARD. I THINK THAT'S ONE AREA WE NEED TO ACCELERATE AND NOT LOSE TIME IS IN THAT NETWORK MANAGER. WITH THAT, STEVE I'M GOING TO HAND IT OVER TO YOU.

STEVE KINSEY: GREAT. THANK YOU CHAIR SPERING. THANKS TO ALL OF YOU FOR HANGING IN THERE TODAY, AND HANGING IN ALL THE WAY. THIS IS PROBABLY THE LEAST FUN BUT MOST IMPORTANT ISSUES WE'RE GOING TO FACE A REGION. YOUR COLLECTIVE INVOLVEMENT AND WISDOM IS GOING TO BE ESPECIALLY IMPORTANT. THIS MEETING TODAY FOLLOWED UP WITH THE ACTIONS NEXT MONTH IS GOING TO SET THE STAGE FOR THE REMAINDER OF YOUR WORK FOR THE TASK FORCE. IT'S AN ESPECIALLY IMPORTANT MEETING. I WANT TO THANK MANY OF YOU HAVE BEEN ABLE TO SPEAK WITH IN THE TIME SINCE YOUR LAST MEETING IN SEPTEMBER. I LISTENED CLOSELY AT THAT TIME WHEN WE HAD PRESENTATIONS FROM BOTH MTC, THE OPERATORS, AND SEAMLESS BAY AREA, AND SPUR. SO A LOT OF YOU HAVE CONTRIBUTED TO WHAT WE'RE GOING TO TALK ABOUT TODAY, BUT EACH OF YOU HAS AN EQUAL SAY IN WHAT THE TASK FORCE DECIDES TO CONCENTRATE O I ESPECIALLY WOULD LIKE TO -- WELL, ACTUALLY I'LL CALL UP THE SLIDE SHOW AS WELL. AND WHILE THAT'S COMING UP ON TO THE SCREEN, I WOULD LIKE TO THANK THE MTC STAFF ALSO FOR HELPING ME TO ORGANIZE TODAY'S PRESENTATION. AS YOU KNOW, THE CHAIR HAS MADE CLEAR THAT HE WANTS TO GIVE THE STAFF THE OPPORTUNITY

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TO MOVE BEYOND A MODERATING ROLE, SO THEIR WILLINGNESS TO ASSIST ME IN THIS PRESENTATION HAS BEEN ESPECIALLY APPRECIATED. WITH THAT I'LL GO TO THE NEXT SLIDE. TODAY'S MEETING BUILDS ON WHAT YOU HAVE HEARD AND WHAT YOU HAVE COMMENTED ON BOTH IN JULY AND IN SEPTEMBER. WE WILL BE REVIEWING FOUR DRAFT GOALS, FOR THE ASSOCIATED OBJECTIVES. HOWEVER IT'S ENTIRELY UP TO YOU AS A TASK FORCE TO DECIDE WHETHER THOSE GOALS ARE THE RIGHT GOALS, WHETHER THEY ACCURATE REFLECT THE INTERESTS THAT YOU HAVE, AND SO, PLEASE, BE ENGAGED AND SHARE YOUR THOUGHTS. THE GOALS SHOULD BE FOCUSED ON THE ACTION PLANS CONTENT. THEY'RE NOT INTENDED TO DEFINE WHAT A TRANSFORMATION WILL ACTUALLY LOOK LIKE. IT'S REALLY WHAT THIS PLAN SHOULD ADDRESS TO ACHIEVE THOSE GOALS. I'LL BE LOOKING CLOSELY TO THE COMMENTS THAT YOU HAVE MADE TODAY COMING BACK TO YOU WITH REVISIONS NEXT MONTH WITH A FINAL ACTION. AS CHAIR MENTIONED, WE MAY REVISIT VOTING PROCEDURES, BUT THE MORE YOU SPEAK, THE BROAD ARE CONSENSUS. IF YOU THINK SOMETHING LIKE THE TRAIT BOARD SHOULD BE INVOLVED IN NETWORK EVALUATION MANAGEMENT. SAY SO. IF YOU THINK TRANSFORMATION ISN'T SPECIFIC ENOUGH SUGGESTS THE WORDS THAT WOULD BETTER REFLECT WHAT THAT MEANS. IF SOMEONE OFFERS AN IDEA THAT YOU AGREE OR DISAGREE WITH, PLEASE LET US KNOW. YOU KNOW, THE TRUTH IS, IN THIS ZOOM SETTING COMPLICATED BY THE FACT THAT THE BROWN ACT HAS SPECIFIC REQUIREMENTS AROUND VOTING IT'S NOT AS EASY TO GET AN INFORMAL STRAW VOTE FROM ALL OF YOU. SO THE

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MORE YOU CAN HELP ME UNDERSTAND HOW BROADLY ONE SPEAKER COMMENTS RELATE TO YOUR OWN FEELINGS, THE BETTER IT WILL BE. NEXT SLIDE. OKAY. SO THE TRANSFORMATION'S FOUNDATION. WHAT THIS REALLY IS TALKING ABOUT IS THAT MANY ASPECTS AND ELEMENTS OF A SEAMLESS RELIABLE COST EFFECTIVE AND CUSTOMER FRIENDLY TRANSIT NETWORK HAVE BEEN WELL ARTICULATED FOR A LONG TIME. IN VARIOUS PAST PLANNING STUDIES AND EVALUATIONS. SO WHAT'S KEY FOR YOUR TASK FORCE IS TO FOCUS ON WHAT HAS IMPEDED THE TIMELY IMPLEMENTATION OF THOSE CHANGES THAT WE HAVE ALL AGREED WOULD IMPROVE RIDERSHIP AND THE RIDER EXPERIENCE. ONE KEY INGREDIENT THAT YOUR TASK FORCE CAN PROVIDE IS MULTI-FACETED LEADERSHIP. THE CHAIR AND THE MTC COMMISSION SPECIFICALLY CREATED A MULTI-DIMENSIONAL MULTI-PERSPECTIVE TASK FORCE, AND THE MORE BROADLY YOU CAN DEVELOP CONSENSUS, THE MORE EFFECTIVELY WE CAN DISMANTLE THOSE HISTORIC BARRIERS AND ACCELERATE THE PROGRESS THAT EVERYONE IS LOOKING FOR. NEXT SLIDE. THIS IS JUST AN EARLY REMINDER THAT THERE HAS BEEN LEGISLATION GOING BACK ALL WAIT TO 1989 THAT HAS BEEN ENACTED BY THE STATE TO PROVIDE SUBSTANTIAL AUTHORITY FOR MTC. AUTHORITY THAT IT HASN'T FULLY USED TO DATE. BUT AVAILABLE TO ACHIEVE A MORE EFFECTIVE TRANSIT NETWORK. AS WE DIG MORE DEEPLY INTO NETWORK MANAGEMENT AND GOVERNANCE ISSUES IN THE MONTHS AHEAD. WE'LL BEGIN BY BETTER UNDERSTANDING WHAT EXISTING POWERS MTC HAS AND CAN USE AND YOU CAN CONSIDER WHETHER ADDITIONAL LEGISLATION WOULD BE USEFUL AND WHEN IF NECESSARY. NEXT SLIDE. THERE IS ALREADY A

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NUMBER OF PROJECTS THAT ARE RELATED TO WHAT WE GENERALLY DESCRIBE AS THE TRAN FORMATION OF TRANSIT. THEY'RE ALREADY UNDERWAY. THEY HAVE BEEN STARTED OR JUST GETTING STARTED IN MTC. THEY INVOLVE MANY OF YOU. AND THEY -- THEY INVOLVE MANY OF YOU DIRECTLY. THEY ARE MOVING AHEAD ON THEIR OWN SCHEDULES WITH THEIR OWN SCOPE, THEIR OWN DECISION MAKING PROCESS, AND IT SEEMS THAT THE GOAL, LIKE GOAL FOUR REALLY CAPTURES YOU AS A TASK FORCE TO BETTER UNDERSTAND THESE AND ACTUALLY DETERMINE WHAT THEIR RELATIONSHIP IS TO THE WORK YOU'RE DOING. NEXT SLIDE. THIS IS MY SUGGESTION, THAT YOU REALLY CONCENTRATE ON DOING A FEW THINGS WELL. AS WE KNOW, THERE ARE SO MANY ASPECTS OF THE TRANSFORMATION OF TRANSIT, AS WELL AS THE CURRENT DIRE SITUATION FACING MANY OF THE OPERATORS WHO EASILY DISTRACTED. I THINK IT'S IMPORTANT FOR YOU TO ADDRESS TOPICS THAT YOU FEEL ARE IMPORTANT WHERE YOU CAN MAKE A DIFFERENCE BY DEFINING VERY IMMEDIATE NEXT STEPS THAT CAN BE TAKEN. AND TO ALSO DO THAT IN THE CONTEXT OF THE SIGNIFICANT UNCERTAINTIES THAT EXIST TODAY. CONSISTENT WITH MTC'S COMMITMENT TO EQUITY, AS OUTLINED IN ITS EQUITY PLATFORM PRESENTATIONS FROM 2019. YOU KNOW, MAKING TARGETED OUTREACH TO UNDERSERVED VULNERABLE TRANSIT USERS TO INCLUDE IN DECISIONS THAT GET MADE. WHEN I USE THE TERM NEAR-TERM HERE IT WILL BENEFIT FROM DISCUSSION AT YOUR TASK FORCE, I WAS REALLY INTENDING FOR THAT TO BE PRIORITIZING KEY NEXT STEPS NOT LIMITING LONG-TERM THINKING BUT THAT WOULD BE HELPFUL TO HEAR MORE FROM YOU ABOUT THAT. NEXT SLIDE. FROM THE

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FORMATION OF THIS TASK FORCE, THE TERM TRANSIT TRANSFORMATION HAS BEEN USED. IT'S IN THE TITLE OF THE ACTION PLAN THAT YOU WILL BE SUBMITTING NEXT JUNE TO MTC. THE DRAFT GOALS ALSO USE THAT TERM. I HAVE PROVIDED A DEFINITION OF WHAT TRANSIT TRANSFORMATION ENCOMPASSES BUT YOU ARE MORE THAN WELCOME TO ACCEPT IT, AMEND IT OR REPLACE IT ALTOGETHER. I THINK IT'S IMPORTANT THAT WE ALL HAVE A COMMON UNDERSTANDING WHEN WE USE THAT TERM BROADLY OR INCLUSIVELY. SO THIS WILL BE AN IMPORTANT PART OF OUR CONVERSATION TODAY. NEXT SLIDE. IT'S YOUR TASK FORCE RESPONSIBILITY TO DEFINE THE GOALS FOR THE ACTION PLAN. THIS IS REALLY THE SUBSTANTIAL WORK THAT WE'RE GOING TO TAKE ON TODAY. AFTER LISTEN ARING TO YOU, AND OTHERS, AND THE PUBLIC, OVER THE PAST FEW MONTHS, AS WELL AS SPEAKING DIRECTLY WITH MANY OF YOU IN BETWEEN, YOU ARE BEING OFFERED FOUR GOALS TO CONSIDER. WHAT I WOULD LIKE FOR YOU ALL TO DO TODAY WITH THE TIME THAT YOU HAVE, IS TO CONSIDER WHETHER THEORIZE THE THESE ARE THE RIGHT GOALS ALONG WITH THE SPECIFIC OBJECTIVES THAT GET ATTACHED TO THEM, AND TAKING TOGETHER, THE GOALS SHOULD GIVE THE DIRECTION TO THE CONTENTS OF THE ACTION PLAN. THEY SHOULD ESTABLISH WHAT THAT ACTION PLAN WILL FOCUS ON, AND DELIVER TO THE MTC COMMISSION NEXT JUNE. NEXT SLIDE. GOAL ONE IS INCLUDED AS A RECOGNITION OF THE FACT THAT THE DEPTH OF LOST RIDERSHIP AND REVENUE IN A CONTINUING UNCERTAINTY FACING OUR OPERATORS WERE INCLUDED IN YOUR PLAN FOCUS ESPECIALLY BECAUSE IT'S TAKING SO MUCH ATTENTION OF THE OPERATORS AT THIS

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TIME, THAT IT REPLACES THEIR CAPACITY TO ENVISION THE KINDS OF CHANGES NEEDED TO FOLLOW RECOVERY AFTER THE SEAMLESS CONVENIENT AND RELIABLE NETWORK SO MANY OF YOU HAVE TALK B I THINK THAT IT ALSO, UNDER THE OBJECTIVE, IT ALSO MAINTAINS A CONNECTION FOR YOUR TASK FORCE FOR THE STAGE TWO RECOVERY PHASE THAT OPERATORS ARE GOING THROUGH BY PROVIDING QUARTERLY UPDATES TO YOU SO THAT YOU'RE WORK RELATED TO STAGE THREE ACTIONS PLAN CAN WORK IN CONTEXT WITH THE CHALLENGES THEY'RE FACING. AND REMEMBER NUMBER TWO, THAT THE MTC ADMISSION HAS ASKED FOR AN UPDATE ON STAGE TWO RECOVERY ON EACH OF ITS MEETINGS. NEXT SLIDE. AS WE HAVE SAID BEFORE, IT'S IMPORTANT TO BRING THE ADVANCEMENT OF EQUITY FOR OUR REGION, IN ALL ASPECTS, BUT ESPECIALLY IN WHAT YOU'RE FOCUSING ON, THIS IS THE TRANSIT AND THE USE OF TRANSIT, THE ACCESS TO TRANSIT, BUT ALSO THE INVOLVEMENT OF THOSE WHO ARE MOST RELIANT ON TRANSIT, TO BE ABLE TO PARTICIPATE IN THE PLAN THAT YOU'RE PUTTING TOGETHER. THERE WAS A PRESENTATION, AND AN EFFORT IS UNDERWAY AT MTC TO DEVELOP AN EQUITY PLATFORM, THIS REINFORCES THAT. AS KNOW OBJECTIVE IT ANTICIPATES USING OUTREACH THROUGH FOCUS GROUPS TO SPECIFIC TARGETED POPULATIONS THAT CAN BE HELPFUL BUT MAY NOT NORMALLY PARTICIPATE IN THE KINDS EVER PROCESSES AND IN FACT THE KIND OF MEETINGS THAT WE'RE HAVING RIGHT NOW. SPECIFIC EQUITY PRINCIPLES THAT COULD BE DEVELOPED BY YOUR OWN TASK FORCE COULD BE USED TO GUIDE THE TRANSFORMATION PLANNING IN THE FUTURE. NEXT SLIDE. THE NEXT ONE IS THE IMPORTANCE OF

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DEVELOPING A NETWORK MANAGEMENT UNDERSTANDING. AND WHAT IS A STATEMENT OF THE PROBLEMS THAT HAVE EXISTED THAT HAVE CREATED THE DISJOINTED OR UNCOORDINATED OR POSSIBLY LIMITING ASPECTS OF A SEAMLESS NETWORK THAT'S ENVISIONED AS PART OF A TRANSIT FUTURE. MANY OF YOU HAVE SPOKEN TO THIS. THIS WAS A CENTRAL THEME IN SOME OF THE PRESENTATIONS THAT WERE MADE BY SPUR AND SEAMLESS BAY AREA. IT'S A CONVERSATION THAT I HAVE HAD THE OPPORTUNITY TO HAVE WITH THE GENERAL MANAGERS OVER MANY OF THE AGENCIES LARGE AND SMALL. AND I THINK THE IMPORTANT THING ABOUT THIS, BOTH AT THE MANAGEMENT LEVEL AND AT THE CONSOLIDATION OF AGENCIES, AND GOVERNANCE REFORMS, IS THAT WE NEED TO HAVE A SOUND UNDERSTANDING OF WHAT THE PROBLEMS ARE WE'RE TRYING TO ADDRESS, AND THEN BENEFIT FROM PROFESSIONAL ANALYSIS DONE THAT ALLOWS FOR MTC AND THE OPERATORS TO HAVE THEIR OWN POINTS OF VIEW, BUT PROVIDES A THIRD PERSPECTIVE AS TO WHAT OPTIONS MAY EXIST FOR THE REGION. AND WHEN I DESCRIBE HERE RECOMMENDING NEAR-TERM REFORM ACTIONS, AGAIN, THAT NEAR-TERM IS INTENDED PRIMARILY TO FOCUS ON WHAT ARE THE NEAR-TERM STEPS TO ACCOMPLISH THESE OBJECTIVES. BECAUSE THESE IDEAS HAVE BEEN PRESENTED IN PAST STUDIES AROUND GOVERNANCE, BUT IT'S BEEN VERY DIFFICULT TO REALIZE THOSE CHANGES, AND SO I THINK IT WILL BE AN OPPORTUNITY FOR YOUR TASK FORCE TO REALLY IDENTIFY SPECIFIC NEAR-TERM STEPS THAT CAN MAKE A DIFFERENCE. IN ADDITION, AS OTHERS HAVE POINTED OUT, THERE MAY BE A NEED FOR INSTITUTIONAL LEGISLATIVE ACTIONS THAT WOULD SUPPORT THE

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TRANSFORMING A. NEXT. SO A MENTIONED EARLIER, THERE ARE A NUMBER OF INITIATIVES GOING ON RIGHT NOW FROM FARE INTEGRATION TO THE NEWLY AWARDED RAIL GRANT AROUND RAIL GOVERNANCE, TO SOME OF THE WORK THAT THE PARTNERSHIP BOARD IS DOING ON IMPROVING MOBILITY. BAY FORWARD, WHICH WOULD IMPROVE OPTIONS OF INFRASTRUCTURE, QUICK BUILD, THAT GIVES ADVANTAGE TO TRANSIT. IT'S IMPORTANT FOR YOUR TASK FORCE TO HAVE AN UNDERSTANDING OF WHAT IS HAPPENING, AND MOST IMPORTANTLY TO ESTABLISH WHAT LINKAGE THESE EFFORTS HAVE, WHAT TIMING THEY HAVE, AND HOW THEIR WORK IS GOING TO RELATE TO THE IMPLEMENTATION OF THE PLAN THAT YOU SUBMIT TO MTC. I THINK THAT IS WHY THESE EXISTING INITIATIVES ARE IMPORTANT TO YOU, NOT SO MUCH TO DIVE INTO ALL THE DETAILS, BECAUSE THAT CAN BE DONE THROUGH THE PROCESSES THAT ARE AT WORK, BUT MOSTLY TO BE ABLE TO SEE IN A BROADER SENSE OF HOW THEY WILL RELATE TO WHAT YOU END UP DECIDING ARE IMPORTANT STEPS FOR MTC, THE REGION, AND THE STATE TO TAKE IN THE FUTURE. NEXT. SO, YOU KNOW, THE QUESTION S ARE THESE THE RIGHT GOALS? ARE THESE THE RIGHT OBJECTIVES? ARE THERE THINGS THIS COULD BE ADDED THAT WOULD MAKE THEM STRONGER? IS LANGUAGE AN OBSTACLE TO CLEARLY IDENTIFYING WHAT YOU HOPE TO GET OUT OF THESE GOALS AND MOST IMPORTANTLY WHAT YOU HOPE TO INSTILL INTO THE ACTION PLAN THAT YOU ARE PUTTING TOGETHER. AND I'M GOING TO ASK THAT WE GO TO THE NEXT SLIDE, AS WELL SO THEY CAN JUST POINT YOU TO A DRAFT, KIND OF CALENDAR, LAY OUT OF HOW THIS MIGHT PLAY OUT. AND

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AGAIN YOU HAVE FULL CONTROL OF NOT ONLY THE GOALS BUT THE ORDER AND DURATION OF YOUR CONSIDERATION OF THESE DIFFERENT TOPIC AREAS. BUT WHAT THIS SLIDE SHOWS IS THAT THIS MONTH AND INTO NEXT MONTH, WE'LL BE REFINING, AND FINALIZING THE SCOPING OF YOUR WORK. THEN WE'LL REALLY SPEND THE MAJORITY OF YOUR TIME REMAINING, LOOKING AT DIFFERENT OPTIONS AVAILABLE TO PRODUCE THE PLAN DELIVERED IN JUNE. THE ONE INVOLVING QUARTER UPDATES TO THE OPERATOR, GOAL TWO WE WOULD BE STARTED AS EARLY AS NEXT MONTH BEGINNING TO UNDERSTAND WHAT EQUITY PRINCIPLES MEAN. AS SOME OF YOU HAVE SAID EQUITY IS SUCH AN EXPANSIVE CONCEPT THAT YOU NEED TO THINK VERY CLEARLY ABOUT HOW TO RELATES TO THE WORK THAT YOU'RE DOING AND BE VERY SPECIFIC IN YOUR CONVERSATION, KEEP IT NARROW AND FOCUSED. AND I THINK THAT'S WHAT GOAL TWO GIVES THE OPPORTUNITY TO DO. THE LARGER EFFORT AROUND NETWORK MANAGEMENT, AS YOU HEARD THE CHAIR SAY, HE THINKS THIS IS A CHALLENGING ENOUGH ASSIGNMENT, A SUBSTANTIAL ENOUGH ASSIGNMENT, AND A DEEP ENOUGH ONE, THAT THE SOONER YOU CAN START THE CONVERSATION, THE BETTER, AND HAS SUGGESTED THAT GETTING STARTED AS EARLY AS DECEMBER WOULD BE IMPORTANT, TO THE EXTENT THAT YOU'RE GOING HAVE I TEAM OF PROFESSIONALS TO WORK WITH YOU, THROUGH THE ISSUES OF RELATED TO NETWORK MANAGEMENT CONSOLIDATION AND GOVERNANCE. IT WILL TAKE SOME TIME POWER THAT PROCUREMENT TO OCCUR AT MTC BUT THAT SHOULDN'T IMPEDE THE ABILITY FOR THE TASK FORCE TO DIG IN TO WORK TOGETHER TO DEFINE A PROBLEM STATEMENT THAT CAN BE HANDED

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TO THE CONSULTANT TEAM THAT YOU BRING ON, AND KEEP THE MOMENTUM GOING, EVEN BEFORE THEY'RE UNDER CONTRACT. AND THEN, FINALLY, YOU SEE THAT UNDERSTANDING THE CURRENT INITIATIVES DOESN'T TAKE A TREMENDOUS AMOUNT OF TIME. THERE WON'T BE SPECIFIC ACTIONS NECESSARILY GENERATED OUT OF IT, BUT HOPEFULLY YOU'LL ALL HAVE AN ENDING OF THE NECESSARY INTENTIONS CREATED FOR THE MILESTONE. AS YOU SEE AT THE BOTTOM WHERE ACTION VOTES WILL BE TAKEN. WE'LL WORK TOWARDS CONSENSUS BUT IN A DIVERSE GROUP AS, THIS WE'LL NEED TO LEAVE ROOM AS DID YOU IN YOUR CARES TWO FUNDING, FOR THERE TO BE DIFFERENCES, WITH THE COMMISSION AS MINORITY VIEWS A SIGNIFICANT DIFFERENCE BETWEEN THE MAJORITY IS MINORITY. WE'LL TALK MORE ABOUT THAT NEXT MONTH. WITH THAT, I TURN IT BACK TO CHAIR SPERING, AND ENCOURAGE YOU TO BEGIN BY OPENING IT UP TO SEE WHAT COMMENTS ANY OF YOU HAVE. I'M CERTAINLY AVAILABLE TO ANSWER QUESTIONS IF YOU HAVE THEM AROUND LANGUAGE OR INTENT. AND THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU STEVE. I'LL HOLD MY COMMENTS UNTIL WE HEAR FROM SOME OF OUR COMMITTEE MEMBERS. GINA WE'LL LET YOU KICK IT OFF.

GINA PAPAN: HOW COME I'M ALWAYS FIRST. DID NOBODY RAISE THEIR HAND? THANK YOU MR. CHAIR, AND THANK YOU STEVE. A LOT OF GREAT IDEAS PROPOSED TODAY. SIGNIFICANT TRANSFORMATIONAL GOALS, I

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THINK NOW IS THE TIME. I THINK WE HAVE FOCUSED ON A LOT OF SHORT-TERM GOALS, IS YOU KNOW, LIKE, WAYFINDING AND THINGS LIKE THAT. THAT'S SIMPLY COMMON SENSE. I DON'T KNOW WHY IT HASN'T HAPPENED ALREADY. I WOULD REALLY LIKE TO SEE US HAVE STRONG LANGUAGE, IN THIS PLAN, THAT FOREVER SETS THE REGION ON THE PATH TO ACHIEVING THE INTEGRATED, EQUITABLE PUBLIC TRANSPORTATION SYSTEM THAT WE SO NEED HERE. I'M VERY SURPRISED TO HEAR WE HAVE LEGISLATION BECAUSE IT ALWAYS SEEMS TO BE THAT THERE'S ALWAYS LEGISLATION BUT MTC CAN'T DO ANYTHING TO HOLD THESE AGENCIES ACCOUNTABLE FOR. SO I THINK WE NEED TO TAKE THE LEGISLATION TO THE NEXT STEP. I WOULD RECOMMEND THAT WE DO SEEK LEGISLATION FOR SOME SORT OF A TRANSPORTATION MANAGEMENT PERSON. BECAUSE I JUST DON'T SEE US REACHING THE FULL INTEGRATION OF SCHEDULES, FARES, CUSTOMER INTEGRATION, ALL OF THE THINGS WE NEED TO GET TO, AND I THINK WE WANT TO GET TO. I WILL GIVE YOU SOME SPECIFICS RIGHT OFF THE BAT HERE, PLEASE. IF WE'RE GOING TO IMPLEMENT HISTORIC CHANGES HERE WE HAVE -- MTC, OUR 2050 PLAN SAYS 60 PERCENT OF EMPLOYEES MUST TELECOMMUTE. WE NEED TO GET PEOPLE BACK ON PUBLIC TRANSPORTATION. SO THERE HAS TO BE SOME SORT OF REALIZATION THERE THAT WE'RE MAKING PUBLIC TRANSPORTATION SAFE. SECONDLY SOME AGENCIES AND BART SPECIFIC, PUBLIC SAFETY HERE. WE NEED TO SEE THESE AGENCIES CHANGE THEIR POLICIES TO NO PAN-HANDLING. PEOPLE ARE STILL CONCERNED ABOUT THAT, AND THEY MUST ENFORCE FARES TO KEEP PEOPLE SAFE ON TRANSPORTATION. AND I

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KNOW THAT'S A DIFFICULT THING TO DO. BUT THOSE ARE SIGNIFICANT CHANGES IF WE'RE GOING TO TRY TO MAINTAIN PUBLIC SAFETY. I DO BELIEVE THESE ARE THE THINGS THAT WE NEED TO DO NOW. SO THANK YOU VERY MUCH, MR. CHAIR.

JAMES P. SPERING, CHAIR: THANK YOU GINA. ELLEN WU?

ELLEN WU: HI. THANK YOU. SO I APPRECIATE THE CLEAR OUTLINE AND DECISION POINTS, AND I LOOK FORWARD TO WORKING ON THE EQUITY PRINCIPLES IN THE NEXT FEW MONTHS TO REALLY GROUND AND SET THE FOUNDATION FOR THE REST OF THE WORK. I AM HAVING -- AND I THINK I HAVE THIS ISSUE THIS WHOLE TIME, IS THE DISCONNECT BETWEEN WHAT'S HAPPENING NOW, AND THE CRISIS THAT TRANSIT IS IN, AND THE RECOVERY THAT NEEDS TO HAPPEN, AND THE TRANSFORMATION WORK. AND IT FEELS LIKE JUST AS IN YOUR LAST BULLET THERE IS ANALYSIS THAT COULD BE DONE WITH REGARDS TO MTC'S CURRENT PROGRAMS AND WORK AND ITS INTERSECTION WITH TRANSFORMATION THAT, THAT ANALYSIS ALSO NEEDS TO HAPPEN WITH THAT'S HAPPENING CURRENTLY WITH TRANSIT OPERATOR AND THE RECOVERY, OR LACK THEREOF, OR WHATEVER'S GOING TO HAPPEN, AND THE TRANSFORMATION PLAN. IT FEELS A LITTLE -- IT JUST FEELS DISCONNECTED AND THERE ARE BOTH THINGS THAT ARE GOING HAPPEN NOW THAT SHOULD INFORM THE TRANSFORMATION PLAN, BUT ALSO THINGS THAT MIGHT WANT TO HAPPEN AS PART OF THE RECOVERY THAT WILL SETUP THE TRANSFORMATION PLAN. RIGHT? AND SO, JUST HAVING

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THIS KIND OF REPORT BACK ON WHAT'S HAPPENING WITH THE RECOVERY AND NOT AN ACTIVE, MORE ACTIVE ROLE IN CONNECTING THE WORK, FEELS VERY DISJOINTED TO ME.

STEVE KINSEY: THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU ELLEN. RANDI KINMAN?

RANDI KINMAN: THANK YOU. RANDI KINMAN POLICY ADVISORY COUNCIL. FIRST I WANT TO STATE THAT THE POLICY ADVISORY COUNCIL VOTED UNANIMOUSLY TO SUPPORT THE RECOMMENDATIONS FROM THE -- FOR THE TRANSIT RECOVERY TASK FORCE PLAN TRANSFORMATIONAL ACTION PLAN THAT WAS PRESENTED BY SPUR AND SEAMLESS AS GUIDING PRINCIPLES, BECAUSE WE FELT THAT THAT INCLUDED ALL OF THE ISSUES THAT WE HAD. SO THAT WAS OUR DIRECT REQUEST TO THE TASK FORCE AND TO THE COMMISSION. I HAVE SOME QUESTIONS ON THE GOALS AND OBJECTIVES, AND IN GOAL NUMBER ONE, IT SEEMS IF I COULD HAVE SOME CLARIFICATION ON DEFERRING POST RECOVERY SERVICE PLANNING IS HOW THAT CONNECTS TO -- AND I THINK THIS FOLLOWS UP ON SOME OF WHAT ELLEN WAS SAYING, HOW THIS CONNECTS TO THE NEW NORMAL? OR THE NEW DIFFERENT? AS WE HAVE CALL IT? BECAUSE I DON'T UNDERSTAND HOW DEFERRING POST RECOVERY SERVICE PLANNING, HOW THAT CONNECTS TO ACTUALLY LOOKING AHEAD. TRANSIT IS GOING TO BE DIFFERENT. RIDERSHIP IS GOING TO BE DIFFERENT. I THINK WE ALL HAVE THAT. SO TO ME IT'S A HAND IN HAND THING.

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CLARIFICATION, IF MTC HAS ALL OF THIS EXISTING LEGISLATION THAT COULD HAVE BEEN ENACTED ALL ALONG TO -- FOR INSTANCE, REQUIRE COMPLIANCE WITH MTC'S TRANSIT COORDINATION PLAN OF RECEIVING STA FUNDS, IF THAT WASN'T BEING DONE, WHAT WERE THE ROADBLOCKS? HOW DID WE OVERLOOK THESE ROADBLOCKS AND IF WE ALREADY HAVE THIS POWER WHY WAS IT NOT BEING UTILIZED ALREADY, AND WHAT ARE THE BARRIERS TO KEEP US FROM USING IT MOVING FORWARD? BECAUSE I DON'T WANT THE SAME STUMBLING BLOCKS TO BE THERE. SO THOSE WERE SOME CLARIFICATION QUESTIONS. THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU RANDI. IAN GRIFFITHS?

IAN GRIFFITHS: YES. THANK YOU FOR THIS PRESENTATION. AND FOR THE COLLABORATION ON DEVELOPING THIS PAST MONTH. SEAMLESS BAY AREA AND SPUR AND BAY AREA COUNCIL SUBMITTED A COMMENT LETTER WITH -- SO THAT WE WENT HAVE TO VERBALLY TALK TO ALL OF OUR COMMENTS. SO YOU SEE THE ATTACHMENT FOR FIVE SPECIFIC RECOMMENDATIONS ARE MODIFYING THE LANGUAGE BUT OVERALL, I THINK WE THINK THIS IS A STRONG START. AND WE THINK THIS COULD MAKE SOME ADJUSTMENTS TO THE LANGUAGE, THIS WOULD BE A GOOD ROADMAP MOVING FORWARD. HIGH LEVEL, WE WANT THE LANGUAGE TO BE STRONGER AND MORE AMBITIOUS TO SET US ON THE RIGHT COURSE HERE EMPHASIZING THE LONG-TERM VIEW OF, I THINK, YOU CLARIFIED THAT THE USE OF THE TERM NEAR-TERM WASN'T INTENDED TO SUGGEST THAT WE'RE ONLY THINKING NEAR-TERM BUT IDENTIFY THAT WE'RE MAKE

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NEAR-TERM ACTIONS TO LEAD TO A GOAL. AS TO WHAT ELLEN WAS GETTING AT, I MEAN, THE FUNDING SHORT FALL IS HUGE, AND THIS IS NOT AN ISSUE FOR THE NEXT COUPLE OF YEARS. WE DO NOT HAVE A SUSTAINABLE SYSTEM HERE, AND COVID ON HAS CREATED A HUGE CRISIS. BUT WE NEED TO BE THINKING ABOUT HOW WE RESTRUCTURE OUR TRANSIT SYSTEM TO BE SUSTAINABLE OVER THE LONG-TERM ANTICIPATING THAT -- AND THERE ARE STRUCTURES THAT LEAD TO MORE TRANSIT RIDERSHIP, MORE COST EFFECTIVE RIDERSHIP ACCESS, AND EXPANDING RIDERSHIP IN GREATER EFFICIENCY OVER TIME AND HAD IS THE OPPORTUNITY TO BE LOOKING AT THAT. THAT'S HOW ONE WAY IN WHICH I SEE THIS EFFORT IS CLOSELY CONNECTED TO OUR CURRENT FINANCIAL CRISIS. WE HAVE GOT TO BE DOING BOTH AT THE SAME TIME. WE HAVE TO BE LOOKING FOR THE ADDITIONAL FUNDING, ACKNOWLEDGING THAT THE IMMEDIATE CONSTRAINTS THAT WE IN FRONT OF US THAT WE COULDN'T DO THINGS OVERNIGHT IN TERMS OF RESTRUCTURING SERVICE BUT KEEPING OUR EYE ON THE LONG-TERM FINANCIAL SUSTAINABILITY. THANKS. THIS WAS A GREAT START. LOOK FORWARD TO WORKING ON THIS OVER THE COMING MONTHS.

JAMES P. SPERING, CHAIR: THANK YOU IAN. JEFFREY TUMLIN, SFMTA?

JEFFREY TUMLIN: THANK YOU. I WOULD LIKE TO MAKE FOUR QUICK POINTS. ONE, THANK YOU FOR STEVE, FOR THE GOOD WORK YOU HAVE DONE TRYING TO FIND CONSENSUS AMONGST THIS VERY DIVERSE BODY. I THINK THE LANGUAGE THAT YOU HAVE WHILE IT'S NOT WHAT I WOULD

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HAVE WRITTEN, I THINK IT REFLECTS THE WILL OF THE GROUP AS A WHOLE. SECONDLY, I WANT TO OFFER SOME GRATITUDE THAT YOU RECOGNIZE THE SEVERITY OF THE CATASTROPHE WE'RE ALL FACING NOW. THE FACT THAT WE'LL LIKELY BE CONTINUING TO CUT SERVICES AND THAT RECOVERY IS YEARS AWAY IN THE BEST CASE SCENARIO. THAT'S OUR REALITY. AND THIRDLY I WANT TO POINT OUT AGAIN THAT AS WE LOOK IN DETAIL IN PLACES AROUND THE WORLD THAT HAVE CREATED A TRANSFORMATIVE SYSTEM FOR THE REGION, THERE IS PROPRIMARY -- PRIMARY ELEMENTS ONE IS QUARTERLY AND IT'S STATE OR FEDERAL FUNDING IN ORDER TO GET THES IS WE ALL NEED WE CAN'T REARRANGE THE EXISTING RESOURCES WE NEED MORE FUNDING. FINALLY AS OPERATOR OF THE HIGHEST RIDE ERRSHIP AS DOT DIRECTOR OF THE CITY THAT IS SERVED BY MOST OF YOU ALL, BY FAR THE MOST NUMBER OF OPERATOR IN THE REGION, WE HEAR IN SAN FRANCISCO ARE COMMITTED TO PLAYING OUR PART TO ENSURE MORE SEAMLESS OPERATION AMONG OUR SERVICES. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. I JUST WANT TO RECOGNIZE ASSEMBLYMEMBER CHIU IS WITH US. DAVID, GOOD TO SEE YOU.

DAVID CHIU: THANK YOU EVERYONE. I WAS GOING TO RAISE MIND AFTER A COUPLE MORE.

JAMES P. SPERING, CHAIR: JUST WANT TO RECOGNIZE THAT YOU'RE HERE. THANK YOU DAVID. MICHAEL HURSH?

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MICHAEL HURSH: THANK YOU MR. CHAIR FOR THE OPPORTUNITY TO COMMENT. I WANT TO CHIME IN ON THE GOVERNOR'S CONVERSATION I'M THRILLED WE'RE HAVING IT HOWEVER IT MAKES ME NERVE US BEING ONE OF THE LARGEST TRANSIT CENTERS IN THE BAY AREA. I THINK WE NEED TO INCLUDE BOARD MEMBERS, THERE ARE A FEW IN THE TASK FORCE, BUT I WOULD REMIND EVERYBODY, ONE OF THE THINGS I'M UNCOMFORTABLE WITH THE REGIONAL NETWORK CONCEPT IS THAT OUR BOARD MEMBERS REPRESENT DIVERSE NUMBER OF CONSTITUENTS. THEY HAVE VERY DIFFICULT JOBS, AND WE NEED TO KEEP THEIR CONSTITUENTS IN MIND AS WE HAVE THIS DISCUSSION. SO I WOULD HOPE SOME WAY THERE'S A WAY TO BRING IN THE VARIOUS TRANSIT AGENCY BOARD MEMBERS OR A CROSS SECTION OF THEM SO THAT WE UNDERSTAND THE ENTIRE COMPLEXITY OF LOOKING AT GOVERNANCE IN THE BAY AREA. AND SECONDLY, I KNOW JIM LINDSAY IS HERE. I APPRECIATE IT BUT I THINK THERE NEEDS TO BE MORE OF A LOOK AT COLLECTIVE BARGAINING AGREEMENTS AND LABOR AND WHAT THIS DISCUSSION DOES. I'M SURE THAT THERE ARE 13C COMPLIANCE ISSUES. THERE'S A HUGE NUMBER OF COLLECTIVE BARGAINING ISSUES WHEN YOU LOOK AT THE TRANSIT AGENCIES AND DIFFERENT UNIONS INVOLVED, I WOULD HOPE THIS CONVERSATION WOULD INCLUDE A DIVERSE ROLE OF LABOR IN THIS CONVERSATION, BECAUSE IT'S VERY COMPLICATED. BUT I'M THRILLED THAT WE'RE FINALLY GETTING TO THE DISCUSSION. I WOULD ASK THAT WE PUT MORE FOCUS ON WHAT IS

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IT WE'RE TRYING TO SOLVE PARTICULARLY WITH THE GOVERNANCE ISSUE. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. RICK RAMACIER?

RICK RAMACIER: THANK YOU MR. CHAIR. FIRST I WANT TO THANK STEVE KINSEY AS WELL FOR WORKING REALLY HARD TO TRY TO PUT SOMETHING TOGETHER THAT CAPTURES THE FULL BREADTH AND INTEREST OF THIS GROUP. IT'S NOT EASY. I AM PRETTY CERTAIN OF THAT. I WANT TO FIRST ECHO WHAT JEFFREY TUMLIN SAID. AND THAT IS WHATEVER WE END UP WANT BEING TO DO AS A GROUP, THERE IS ONE COMMON THEME, AND I THINK WE HEARD A LOT ABOUT IT TODAY, DIRECTLY IS INDIRECTLY, AND THAT'S MONEY. WHAT I MEAN TO SAY IS JEFF IS RIGHT. WHEN YOU LOOK AT OTHER REGIONS, PARTICULARLY OUTSIDE OF THIS COUNTRY THAT HAVE TACKLED THESE ISSUES QUITE SUCCESSFULLY AS IAN HAS REFERENCED, THE COMMON THING WE HAVE THAT WE MUST REMEMBER WE NEED HERE IN ADDITION WHATEVER WE WANT TO DO WITH GOVERNANCE AND ET CETERA, IS THE FUNDING. I THINK IF WE DO A LITTLE BIT MORE RESEARCH, WE WOULD FIND AND WE'RE OBJECTIVE THAT THE PER CAPITA SPENDING ON PUBLIC TRANSIT IN THIS REGION IS QUITE A BIT LOWER THAN SAY, IN MANY EUROPEAN CITIES. AND THAT'S SOMETHING WE'RE -- I THINK, IF WE GOING TO REALLY WORK TO GET TO WHERE WE WANT TO GET WE'RE GOING TO HAVE TO FACE THAT QUESTION AT SOME POINT OR ANOTHER. AND AS WE BEGIN TO PIVOT TOWARDS THOSE ISSUES, VERSUS RECOVERY VERSUS

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CARES ACT FUNDING, I THINK THAT HAS TO BE FRONT AND CENTER. THE SECOND THING I'LL ADD TOO IS WHAT MIKE HURSH JUST REFERRED TO. I THINK IT'S CRITICAL AS SOMEONE WHO HAS WORKED WITH THIS REGION FOR A NUMBER OF YEARS AND LIVED IN OTHER PARTS OF THE COUNTRY, THE BAY AREA REMAINS AN AREA WELL LOCAL CONTROL IS A BIG DEAL. IT WAS BIGGER THAN WHERE I LIVED IN SYRACUSE NEW YORK, OTHERS. WHEN WE RELY ON TRANSIT AND LOCAL CONCERNS ABOUT THIS PROCESS AND WHAT WE'RE CONSIDERING AND TRADEOFFS, AS WE TRY TO GET A MORE SEAMLESS SYSTEM WE MIGHT REACH OUT TO FOLKS TO GET REACTIONS OR INPUT OR WE MAY FIND OURSELVES IN A PROCESS WITH AN END WHERE OFFICIALS SEE THINGS SLIGHTLY DIFFERENT. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. DARYL HALLS.

DARYL HALLS: THANK YOU MR. CHAIR. FIRST I WANT TO THANK THERESE AND STAFF. I AGREE WITH SEVERAL OF THE COMMENTS WE'RE GOING TO HAVE TO HAVE FUNDING OTHERWISE WE'RE GOING TO RESTRUCTURE AND REDUCE OUR SYSTEM. I DON'T THINK WE WANT TO END UP THERE. I CONCUR WITH RICK. WE HAVE GOT SOME URBAN OPERATORS, BUT WE ALSO HAVE SUBURBAN OPERATORS, AND THE DEMANDS ARE DIFFERENCE THERE. IS SIMILARITY BUT GOVERNANCE DIFFERENCES SO THE MORE WE CAN GET LOCAL OFFICIALS INVOLVED AT SOME POINT IN THE PROCESS WOULD BE IMPORTANT. TURNING TO STEVE KINSEY'S PRESENTATION. STEVE THANK YOU FOR THE PRESENTATION. I

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THINK THE FOUR GOALS ARE A GOOD STARTING POINT MUCH DON'T HAVE A PROBLEM WITH THE FOUR GOALS. I THINK IT'S GOOD FRAMEWORK. WE HAVE A LOT OF WORK TO DO BUT I THINK IT'S A GOOD STARTING POINT.

JAMES P. SPERING, CHAIR: DENNIS MULLIGAN.

DENNIS MULLIGAN: I WANT TO ECHO COMMENTS. I WANT TO THANK MY FELLOW TASK FORCE MEMBERS. WE SHIRT A COMMON GOAL WHICH IS THE SURVIVAL, RECOVERY, I THINK WE MISNAMED THE TRAFFIC FORCE IT SHOULD BE SURVIVAL AND RECOVERY AS WELL AS TRANSFORMATION WHICH IS A COMMON GOAL WE ALL SHARE. WITH RESPECT TO SURVIVAL CARES ACT MONEY RUNS OUT END OF NEXT MONTH. WE'RE FACING RATHER DIFFICULT CHALLENGES. I CAN'T EMPHASIZE ENOUGH THE SURVIVAL IN RECOVERY IS VITAL. WITH RESPECT TO THE GOALS. I THINK GOAL NUMBER THREE IS SOMETHING WE SHOULD DISCUSS MORE IN MORE DETAIL. PARTICULARLY, ARE WE JUST GOING TO HIRE PROFESSIONALS TO DO AN EVALUATION, EXPERIENCED PROFESSIONALS, I THINK WE SHOULD HAVE A COMMON DISCUSSION AND UNDERSTANDING OF WHAT ARE THE INPUTS? WHAT WILL THEY BE GIVEN AS THEIR GOALS THAT THEY'LL BE EVALUATING TRANSIT REFORM ON? WHAT IS THE STRATEGIC ECONOMIC GOALS THEY HOPE TO ACHIEVE AS THEY EVALUATE AND LOOK AT TRANSPORTATION IN THE BAY AREA. I THINK ABSENT A BLANK SLATE IT'S PROBLEMATIC. AS A GROUP WE SHOULD TALK ABOUT INPUTS OF WHAT YOU'RE GIVEN. WHAT ARE THE IDEAS? THE

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OBJECTIVES THAT WE WANT THEM TO EVALUATE WHEN THEY LOOK AT DIFFERENT WAYS OF BEING EXPANSER HERE IN THE BAY AREA. AND I LOOK FORWARD TO HAVING THAT CONVERSATION WITH ALL OF YOU.

JAMES P. SPERING, CHAIR: THANK YOU DENNIS. JAMES LINDSAY. JAMES?

JAMES LINDSAY: THANK YOU MR. CHAIRMAN. I WANT TO SAY THAT SOMETIMES IT'S HARD TO AGREE WITH MANAGEMENT AS A UNION ADVOCATE. BUT I GOT TO AGREE WITH THE ONES WHO HAVE SPOKEN ABOUT THE HARDSHIPS THAT WILL COME FROM THE PENSIONS, FROM MEDICAL, FROM 13C ISSUES, AND CONTROL AS WELL. SO, THOSE ARE ISSUES THAT WILL HAVE TO BE CLOSELY LOOKED AT IN THIS PROCESS. THANK YOU.

JAMES P. SPERING, CHAIR: YEAH. JAMES, I WANT TO THANK YOU FOR BEING ON THIS COMMITTEE. YOU BRING A PERSPECTIVE THAT HAS TO BE ADDRESSED. SO THANK YOU. JIM HARTNETT?

JIM HARTNETT: THANK YOU JIM. AGAIN. I WANTED TO THANK YOU AND STEVE AND THE MTC STAFF FOR ALL THEIR WORK ON THIS. I AGREE WITH DENNIS AND RICK AND MIKE AND IN LARGE PART JEFF, AND ALSO JAMES LINDSAY'S COMMENTS AS WELL. I WOULD LIKE TO EMPHASIZE A COUPLE OF POINTS. ONE FROM MIKE HURSH THAT I THINK IN TERMS OF THE GOVERNANCE, IT'S REALLY IMPORTANT THAT WE IDENTIFY THE

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PROBLEM WE'RE TRYING TO SOLVE IN CONNECTION WITH GOVERNANCE. AND I THINK IF YOU HAVE TO IDENTIFY THE PROBLEM BEFORE YOU SAY YOU'RE GOING TO PROPOSE A SOLUTION. SO I DON'T WANT TO ASSUME WE'RE PROPOSING SOMETHING UNTIL WE REALLY IDENTIFY AND ANALYZE THE PROBLEM THAT WE'RE -- WE MAY BE TRYING TO SOLVE ON A GOVERNANCE ISSUE. SECONDLY, ON THE NEAR-TERM STEPS, I THINK IT'S IMPORTANT, AS WAS POINTED OUT ON ONE OF THE SLIDES TO CONCENTRATE ON THAT WHICH IS DOABLE, AND I THINK WHEN WE'RE TALKING ABOUT NEAR-TERM ACTION, AS COMPARED TO STEPS FOR LONGER TERM ACTION, WE REALLY HAVE TO FOCUS ON THAT WHICH IS ACHIEVABLE IN THE NEAR-TERM. AND I, YOU KNOW, I THINK WE HAVE TO LOOK AT, IDENTIFY WHAT IS THE LOW HANGING FRUIT, IF THERE IS SOMETHING. SO WE CAN SAY, HEY, WE GOT A WIN THERE. THAT WAS SOMETHING ACHIEVABLE THAT WE IDENTIFIED, AND WE FORM A CONSENSUS AROUND. I THINK, ALSO, THAT THE FOURTH GOAL IS MORE IMPORTANT THAN MAYBE SOME MIGHT THINK IN TERMS OF CLARIFYING THE WORK THAT'S CURRENTLY BEING DONE AND THAT'S BEEN DONE IN THE PAST, AND HOW THAT CAN BE FOUNDATIONAL AS WE LOOK TO THE LONGER TERM IN TERMS OF THE STEPS WE TAKE TOWARDS LONGER TERM TRANSFORMATION. THERE IS A LOT OF GOOD WORK THAT'S GONE ON IN THE PAST. THERE IS GOOD WORK THAT'S GOING ON NOW. I REALLY THINK WE HAVE TO UNDERSTAND THE STATE OF THAT, TO THE EXTENT THE WORK PRODUCT IS NOT YET DELIVERS WHEN IT'S GOING TO BE DELIVERED, AND HOW IT COULD BE A POSITIVE INPUT AS A FOUNDATIONAL MATTER FOR WHAT WE'RE WORKING ON AS IT RELATES TO

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GOAL NUMBER THREE. YOU KNOW, I THINK IT'S ALSO IMPORTANT FOR PEOPLE TO RECOGNIZE THAT WHICH WE HAVE TALKED ABOUT BEFORE, AND THAT IS, THERE IS A LOT GOING ON BETWEEN AND AMONG THE TRANSIT AGENCIES AS WE SPEAK. WE ARE NOT WAITING FOR THE WORK OF THE BLUE RIBBON TASK FORCE TO BE COMPLETED FOR US TO BE WORKING TOGETHER ON PLANNING ISSUES AND OTHER ISSUES THAT ARE IMPORTANT, SHORT-TERM AND LONG-TERM. SO, YOU KNOW, I THINK THAT ONGOING WORK WILL FEED INTO THIS, BUT I JUST THINK IT'S IMPORTANT TO RECOGNIZE THAT, YOU KNOW, FORMALITIES ASIDE OF WHAT'S GOING ON IN THE TASK FORCE, THERE IS WORK GOING ON WEEKLY BETWEEN AND AMONG THE TRANSIT AGENCIES TO ADVANCE OUR COMMON INTEREST. AND I AGREE THAT -- I FORGET WHO MADE THE COMMENT, IT MIGHT HAVE BEEN DENNIS, THAT THERE IS MORE WORK TO DO, I THINK, ON GOAL THREE, AND THE LANGUAGE OF THAT. AND I THINK WE OUGHT TO BE IDENTIFYING NEAR-TERM REFORM ACTIONS AND MAKING SURE THAT WE UNDERSTAND WHAT IT IS THE PROBLEM IS THAT WE'RE SOLVING. SO I THINK I WOULD LIKE TO REFLECT ON THE LANGUAGE OF THAT A LITTLE BIT MORE. AND I SUSPECT THAT BASED ON ALL THAT WE HEAR TODAY FROM EVERYONE IN THEIR INPUT, THERE MAY BE SOME FURTHER WORK THE GENERAL MANAGERS WILL DO TOGETHER THAT WILL ATTEMPT TO COMMUNICATE TO EVERYONE ABOUT, BETWEEN NOW AND THE NEXT FULL MEETING.

JAMES P. SPERING, CHAIR: THANK YOU JIM. NICK JOSEFOWITZ?

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COM. NICK JOSEFOWITZ: THANK YOU VERY MUCH. I ALSO THINK THIS IS A -- I WANT TO THANK EVERYBODY WHO HAS PUT THIS TOGETHER, ESPECIALLY STEVE. AND, I WANTED TO SORT OF MAYBE A MINOR POINT, BUT I THINK AN IMPORTANT ONE, THEY WOULD REALLY LIKE TO SEE REFLECTED IN THESE OBJECTIVES, HOW WE CAN GET MORE TRANSIT PRIORITY LANES AND COMMITMENTS ON OUR KIND OF HIGHEST -- ON OUR MOST IMPORTANT TRANSIT LINES. AND I THINK REGARDLESS OF HOW MUCH MONEY WE V WE NEED TO MAKE SURE THE BUSES WE ARE PUTTING OUT IN THE STREETS ARE RUNNING FASTER, AND ARE RUNNING MORE RELIABLY THAT'S GONING TO THE OPINION FOR ANY KIND OF SUCCESSFUL TRANSIT NETWORK AT WHATEVER STAGE OF RECOVERY WE HAVE. AND WE'RE NOT DOING A VERY GOOD JOB OF DOING THAT NOW AS A REGION. I WANT TO KIND OF ELEVATE THAT. I THINK IT MIGHT FIT INTO OBJECTIVE, GOAL THREE, THING IS AN OPPORTUNITY TO DELIVER ON THIS AS PART OF THE GOVERNANCE REFORM CONVERSATION. I ALSO WANTED TO SORT OF SPEAK TO THE FINANCE ISSUE. AND I THINK WE'RE ALL KIND OF ON THE SAME PAGE, THAT WE'RE NOT GETTING BACK TO NORMAL BY 2022 AND WE'RE PROBABLY NOT GOING TO BE GETTING BACK TO NORMAL BY 2024 FROM A FINANCE PERSPECTIVE. AND IN TERMS OF US BEING ABLE TO RAISE OUR OWN FUNDS HERE, REGIONALLY, THOSE ARE KIND OF THE TWO BIG MILESTONE OF THE 2022 AND 2024 ELECTION IN TERMS OF BEING ABLE TO REBUILD SERVICE LEVELS THAT WE HAD BEFORE, AND KIND OF FUND THE TRANSFORMATION THAT WE NEED TO BE SUCCESSFUL IN THE FUTURE, MAYBE THIS IS THE OPPORTUNITY TO REALLY START TAKING OUR OWN

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SORT OF TAKING THAT OPPORTUNITY SERIOUSLY TO USE ONE OF THOSE ELECTIONS TO RAISE THE FUNDING THAT WE NEED TO KIND OF HAVE THE TRANSIT NETWORK THAT WE KNOW THAT WE NEED AS WELL. SO.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU. NURIA.

NURIA FERNANDEZ: THANK YOU VERY MUCH MR. CHAIR. I JOIN MY COLLEAGUES IN PRESSING MY APPRECIATION TO STEVE KINSEY. STEVE, I THINK YOU HAVE DONE A GREAT JOB WITH A LARGE BODY OF WORK THAT WE SEND YOUR WAY. THIS IS NOT AN EASY TASK. I DON'T THINK ANY OF US BELIEVE IT WOULD BE. AND AS A RESULT OF HAVING TO -- WE'RE NOW INTO OUR ALMOST 8th MONTH OF COVID. I CAN SPEAK TO TRANSFORMATION. I WAS ONE OF THOSE WHO THOUGHT TRANSFORMATION WASN'T AN APPROPRIATE TITLE GIVEN WHERE WE'RE AND WHAT WE ARE FOCUSING ON. I BELIEVE IT LEADS TO A CONCLUSION THAT THIS IS THE TIME TO SEIZE THE OPPORTUNITY TO COME BACK DIFFERENTLY AND WE'RE JUST TRYING TO CONTINUE PROVIDING THAT ESSENTIAL SERVICE, CONTINUING TO KEEP OUR EMPLOYEES SAFE AND OUR RIDERS SAFER, AS WELL, AND AS LISTEN TO MY COLLEAGUES GO OVER THE VARIOUS CONSTRAINTS AND CHALLENGES, THAT WE CONTINUE TO FACE AS A TRANSIT INDUSTRY, I JUST WONDER ABOUT HOW MUCH WE'RE TRYING TO ACHIEVE BETWEEN NOW AND NEXT JUNE. SO I'LL START WITH THAT. LET ME JUST SAY THAT I HAVE NO PROBLEMS WITH THE PROPOSED GOALS. I THINK THAT THE GOALS ARE FAIR IN TERMS OF THE ORDER THAT THOSE GOALS HAVE BEEN LAID OUT, LIKE I DO

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BELIEVE THAT ATTENTION NEEDS TO BE PAID TO THE NETWORK MANAGEMENT AND GOVERNANCE. I DON'T KNOW IF THAT NEEDS TO BE GOAL THREE. BUT MY EXPERIENCE WITH GOVERNANCE IS THAT'S ALWAYS THINK THAT WE TAKE SOMETHING THAT WE ALL BELIEVE IS TOO LARGE AND WANT TO SHRINK IT AND IT ENDS UP BEING LARGER THAN WHERE WE STARTED BECAUSE THERE ARE EXTERNAL FACTORS, POLITICS AND THINGS THAT ARE REALLY GOING TO DRIVE WHAT THIS LOOKS LIKE AT THE END. BUT HAVING SAID THAT, AS A REGION, WE ARE FOCUSED ON ALL THE RIGHT THINGS. AGAIN, I THROW MY ARMS OVER THE GENERAL MANAGERS WHO ARE ALL WORKING VERY HARD TO DO WHAT IS BEST FOR COMMUNITIES, AND THEN AS WE DO SO FOR COMMUNITIES, THE WHOLE REJECT BENEFITS. I KNOW THAT THERE IS ALWAYS A DESIRE THAT WE CAN DO THING DIFFERENTLY AND BETTER, AND WE CLEARLY WELCOME SUGGESTIONS. BUT WHEN WE'RE STILL TRYING TO FIGURE OUT WHAT TOMORROW LOOKS LIKE, AND GIVEN THAT WE COULD GOT EVEN ANTICIPATE A COVID MUCH LESS THAT IT WAS GOING TO LAST THIS LONG, I AM A BIT NERVOUS WHEN WE TALK ABOUT NEXT STEPS AND FUTURE TRANSFORMATIONS AND ALL THE THINGS WE'RE DOING THAT ARE NOT IN ALIGN WITH WHAT WE'RE TRYING TO DO TODAY OR THAT COLLAPSE IN WHAT WE'RE TRYING TO DO TODAY IN THE EXPECTATION THAT IT'S GOING TO BE BETTER, THAT CLEARLY, I DON'T THINK MOST OF US AGREE -- DISAGREE -- THERE MAY BE OPPORTUNITY FOR CHANGES, BUT TO DO ANYTHING THAT'S RADICAL, THIS IS NOT JUST THE TIME. I'M WORRIED ABOUT FUNDING WHEN THERESE WENT OVER FUNDING SOURCES AND LIMITS AND WHETHER OR NOT WE COULD TAP

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INTO THOSE DOLLARS, THAT WAS IN ITSELF, AN AWAKENING THAT THE FUNDING SOURCES THAT WE HAVE BECOME SO EXTENT OF ARE VERY RESTRICTIVE TO THE KIND EVER THINGS THAT WE CAN USE THEM FOR. THIS MAY BE THE OPPORTUNITY TO TALK ABOUT HOW DO WE GET THE CREATION, AT THE STATE LEVEL OF A FUNDING SOURCE THAT ALLOWS US TO DO A MULTIPLE OF THINGS SO THAT WE'RE NOT IN THIS PICKLE OF THINGS SO DEPENDENT ON THE GOVERNMENT, THAT HAVE NOT GIVEN INDICATION THAT WE'RE GOING TO BE GETTING ADDITIONAL FUNDING. AND I WANT TO ALSO SINGLE OUT SOMETHING THAT WAS SAID EARLIER ABOUT TELECOMMUTING AND PLANNED BAY AREA 2050 AND 50 TO 60 PERCENT TELECOMMUTING AND THAT WAS OPPORTUNITY FOR TRANSIT. 50 TO 60 PERCENT OF TELECOMMUTING IS THAT YOU'RE WORKING FROM HOME AND 60 PERCENT WORKING FROM HOME THOSE WOULD BE TRANSIT RIDERS THAT ARE NOT GOING TO BE RIDING TRANSIT. THAT TOO IS ANOTHER ISSUE AS WE'RE LOOKING AT A MYRIAD OF THINGS THAT MTC IS FOCUSING ON, WE WANT TO MAKE SURE THEY'RE ALIGNED WITH WHAT WE'RE TRYING TO ACHIEVE AND THAT IS TO BUILD RIDERSHIP, REDUCE CONGESTION AND MAKE SURE WE CAN COME BACK BETTER TO THE POST COVID ENVIRONMENT. SO THAT'S MY RAMBLING THOUGHTS ABOUT WHERE WE ARE, AND I'M LOOKING FORWARD TO CONTINUING WORKING WITH ALL OF YOU, AND HOPE THAT WE CAN GET TO A PLACE WHERE THE PUBLIC, WHEN THEY WRITE THE BOOK AROUND HOW WELL WE DID OR DID NOT DURING THIS PANDEMIC, THAT WE WILL ALL BE SATISFIED WITH THE OUTCOME. THANK YOU.

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JAMES P. SPERING, CHAIR: THANK YOU NURIA, AND REPORTING IN FROM HAWAII, JIM WUNDERMAN.

JIM WUNDERMAN: NO TRANSIT PROBLEMS HERE, AND I THINK YOU HAVE ALL MANAGED TO PUT HER TO SLEEP. I HOPE IT STAYS LIKE THAT. SO I WANT TO SAY, FIRST OF ALL THANKS TO STEVE KINSEY FOR THE OUTLINE, YOU KNOW, THE MEMO, I THINK, IS SOLID. I WOULD REFLECT WHAT MR. IAN GRIFFITHS SAID. A NUMBER OF US SENT A JOIN LETTER THAT SPECIFIED A NUMBER OF I WOULD CALL THEM STRENGTHENING CLARIFYING IMPROVEMENTS THAT COULD BE MADE, AND I THINK THOSE ARE IMPORTANT. I THINK THIS IS A TIME WHEN THE PUBLIC IS GOING TO BE LOOKING TO US TO DO SOMETHING MORE TRANSFORMATIVE IN TERMS OF A PROBLEM STATEMENT I'LL REFLECT BACK TO WHAT I SAID IN EARLIER MEETINGS, THAT WHEN WE RAN THE FASTER INITIATIVES, WE STARTED OUT WITH A LOT OF PUBLIC POLLING AND FOCUS GROUPS AND, YOU KNOW, THEY LAID OUT THE PROBLEM STATEMENT FOR US REALLY CLEARLY, THAT THEY FELT THAT TRANSIT WAS CRITICAL, BUT THAT THE SYSTEM ITSELF WAS NOT IN A POSITION TO NECESSARILY GET THE SUPPORT FOR ADDITIONAL FUNDING. I THINK, YOU KNOW, A WEAR TWO HATS IN, THIS I HAVE THE BAY AREA COUNCIL HAT, BUT AS AN ORGANIZATION THAT'S COMMITTED TO INCREDIBLE IMPROVEMENT IN OUR REGIONAL MOBILITY, BUT I ALSO AM THE CHAIRMAN OF WETA AND ONE OF THE AGENCIES SO I SEE IT FROM BOTH PERSPECTIVE, AND I THINK THE WORK DO YOU AT THE AGENCIES IS TERRIBLY IMPORTANT, AND I THINK OVERALL IT'S

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PHENOMENAL WORK. BUT AS MR. JOSEFOWITZ SAID, YOU KNOW, ULTIMATELY IT IS GOING TO TAKE A REGIONAL SUPPORT FOR A FUNDING AT A SCALE WE DON'T CURRENTLY HAVE OR CONTROL IN THE BAY AREA AND I FEEL THAT STRONGLY IN ORDER TO GET THAT WE'RE GOING TO HAVE TO DEMONSTRATE TO THE PUBLIC TO DO THINGS MORE CONNECTIVELY, ADDRESS ISSUES MORE FORCEFULLY, AS GINA PAPAN SPOKE OF WHEN SHE OPENED UP THE COMMENTS. I DON'T THINK WE SHOULD TURN OUR BACK ON THE MOMENT. WE ARE IN A PANDEMIC, WE ARE IN A CRISIS. FIRST ORDER OF BUSINESS IS TO GET THROUGH THAT, AND WE HAVE GOT TO GET THE PUBLIC'S CONFIDENCE BACK TO GET BACK TO WORK AS THE POLLING FROM EMC SHOWED, THE NUMBER ONE REASON PEOPLE AREN'T USING TRANSIT IS BECAUSE THEY'RE NOT DEMANDED TO BE IN A PLACE THAT REQUIRES IT, THEY ARE AT HOME. I THINK PART OF THE SYSTEM IS FIGURING OUT A PLACE TO GETTING PEOPLE BACK TO WORKING TOGETHER. THIS WORK-FROM-HOME HAS BEEN A GREAT WAY TO GET THROUGH A PANDEMIC BUT IT'S NOT A LONG-TERM SOLUTION. SOME COMPANIES MAY TURN TO IT, CERTAINLY, AS PART OF THEIR STRATEGY, BUT ULTIMATELY I THINK WE'RE GOING TO SEE A RETURN WHEN THAT'S GOING TO HAPPEN IS GOING TO DEPEND ON THE INDIVIDUAL'S CONFIDENCE LEVEL, NOT THE COMPANY'S CONFIDENCE LEVEL, BUT THE INDIVIDUAL CONFIDENCE, AND OUR COMPANIES ARE GOING RESPOND TO WHAT THEIR EMPLOYEES SAY IT'S SAFE. THEY'RE GOING TO WAIT FOR EMPLOYEES TO BE READY TO COME BACK. AND I THINK WE'RE A BIG PART OF THAT IN PROVIDING TRANSPORTATION SYSTEMS THAT PEOPLE FEEL ARE SAFE AND DESIRABLE. AND SO FORTH.

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YOU KNOW, OBVIOUSLY THE BUILDINGS, AND YOU KNOW, JUST THE GENERAL NATURE OF THE VIRUS, AND HOW IT'S -- IT'S OPERATING IS GOING TO BE CRITICAL. BUT I JUST WANT TO SAY, YOU KNOW, THIS IS OUR TIME. WE'RE PUTTING A LOT OF EFFORT INTO THIS. AND I THINK, YOU KNOW, THERE IS SURGE A NUMBER EVER US HERE WHO FEEL -- WOULD FEEL VERY REMORSEFUL IF WE CAME TO THE END OF THIS PROCESS AND DIDN'T ADDRESS SOME OF THESE BIGGER ISSUES IN A MATERIAL WAY. SO I'LL LEAVE IT THERE. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. JUST SO WE DON'T RUN OUT OF TIME, WE HAVE A NUMBER OF SPEAKERS, SO IF YOU COULD BE SUCCINCT AND TO THE POINT AND GIVE EVERYONE AN OPPORTUNITY TO SPEAK. HAIL YOU'RE NEXT.

HAYLEY CURRIER: THANK YOU CHAIR. FIRST I WANT TO NOTE, THERE IS SO MUCH HERE SO THANK YOU FOR THE EFFORT IN BRINGING THISITOUS. I WANT TO NOTICE THAT THERE ARE MANY PEOPLE NOT WORKING FROM HOME BECAUSE THEY'RE ESSENTIAL WORKERS, OR UNEMPLOYED DUE TO THE ECONOMIC CRISIS. I WANT TO HIGHLIGHT THAT DUE TO COMMENTS JUST MADE, AND TRANSIT NEEDS TO BE ADDRESSED RIGHT NOW FOR PEOPLE WHO ARE GOING TO WORK AND GET TO OTHER PLACES THEY NEED TO GO BECAUSE THEY DON'T HAVE CARS. WE AGREE TO ADDITIONAL CLARITY IN WHAT WE WANT TO ACCOMPLISH WHO IS GOING TO DO WHAT AND IDENTIFY THE PROBLEM BECAUSE THE PROBLEM RIGHT NOW IS MAKING SURE TRANSIT IS IS EXTENDING

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SERVICE, AND TO DISADVANTAGED COMMUNITIES. I WANT TO MAKE SURE THAT IS CLEAR IN THE OUTCOMING THAT WE'RE TRYING TO ACHIEVE AND SO ALL OF OUR WORK IS WORKING TOWARDS THAT GOAL AND ALSO ESPECIALLY IN GOAL ONE I BELIEVE THERE'S AN ASSUMPTION OF SERVICE ASK AND JOB CUTS WHICH WE KNOW IS COMING BUT I WILL LIKE TO SEE PRIORITIZATION, SO THE CUTS AREN'T SO DIRE. THAT SHOULD BE OUR NUMBER ONE PRIORITY. AND THIS HAS BEEN MENTIONED THESE TWO THINGS ARE CONNECTED FIGURING OUT WHAT WE NEED TO DO TO SURVIVE AND FIGURING OUT HOW WE CAN HAVE A SUSTAINABLE TRANSIT SYSTEM. I THINK THAT NEEDS TO BE CLEAR WHEN WE'RE COMING UP WITH A PLAN. AND THEN ONE THOUGHT ABOUT THE EQUITY APPROACH. WE DO NEED MORE THAN JUST PRINCIPLES. WE NEED METRICS AND GOALS, AND CLARITY AND WHAT EQUITY ACTION LOOKS LIKE IN THE OTHER SPECKS OF THE PLANNING AND I WOULD LIKE TO HAVE CLARITY AS TO THE POSSESS FOR THAT PART OF THE PLAN. AND WHO GETS TO BE PART OF THAT AND HOW THEY MIGHT WEIGH IN, OBVIOUSLY, TRANSFORM HAS THOUGHTS ABOUT THAT. AND THEN THE LAST COMMENT I HAD WAS ABOUT THE EXISTING AND ONGOING WORK THAT WAS ACTUALLY VERY USEFUL TO SEE ALL THESE THINGS LAID OUT THERE IS SO MUCH WORK GOING ON TO EVALUATE AND IMPROVE THE SYSTEM AND I DON'T WANT TO ACTUALLY JUST REPORT TO US ABOUT WHAT'S GOING WITH THOSE IT WOULD BE HELPFUL TO SEE HOW ARE ALL THOSE DIFFERENT PIECES WORKING TOGETHER AND MOVING FORWARD TO HAVE A BETTER OUTCOME. SO I DON'T JUST NEED TO KNOW HOW EACH INDIVIDUAL PROCESS IS DOING I WOULD LIKE TO SEE THEM CONNECTED

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TOGETHER. AND THE QUANTIFICATIONS MADE BY SEAMLESS LETTER AND STRENGTHENING OUTCOMES AND HOPEFULLY HAVE SOMETHING ACHIEVABLE AT THE END.

JAMES P. SPERING, CHAIR: THANK YOU. THERESE.

THERESE MCMILLAN: THANK YOU, MR. CHAIR. I'LL BE BRIEF. I JUST WANTED TO PUT ANOTHER CONSIDERATION ON GOAL NUMBER THREE. A LOT OF FOLKS HAVE BEEN WEIGHING IN ON THAT. AND, YOU KNOW, WE HAVE LOOKED FOR DECADES, I THINK AT THIS COJOINED ISSUE OF SYSTEM COORDINATION AND MANAGEMENT AND GOVERNANCE AND HOW THEY RELATE. AND I GUESS ON THE SLIDE THAT WAS ELUCIDATING THIS A BIT, THERE WAS CERTAINLY SUGGESTIONS ABOUT USING EXPERIENCED PROFESSIONALS TO HELP WITH THE EVALUATION. MAY -- I WOULD JUST SUGGEST THAT IN TERMS OF SORT OF THE BIG SWEEPING VIEW OF, YOU KNOW, WHERE SHOULD WE BE HEADED -- WE HAVE DONE A LOT OF THAT THINKING IF A LOT OF PAST STUDIES, AND THIS GROUP BRINGS SIGNIFICANT INSIGHTS TO THE TABLE AND THE FOOD FOR THOUGHT IN WHAT CONSULTING SERVICES WOULD BE, I THINK IT WOULD BE HELPFUL TO HAVE DEEP DIVE SUBJECT MATTER SPECIFIC TO ISSUES SUCH AS, WHAT WOULD IT REALLY TAKE IF YOU'RE TALKING ABOUT MULTIPLE COLLECTIVE BARGAINING AGREEMENTS AND HOW YOU WOULD MOVE FROM SOMETHING LIKE THAT TO SOMETHING THAT WAS A DIFFERENT STRUCTURE? OR, YOU KNOW, WHAT'S REALLY SPECIFICALLY WOULD BE THE TECHNOLOGICAL UNDERPINNINGS OF COORDINATED MULTIPLE LAYERS

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OF ROUTES THAT CITIZENS WOULD LIKE, RATHER THAN TALKING ABOUT SOME BIG CONTRACT, I THINK WE HAVE GOT THAT GUIDANCE TO A LARGE DEGREE AND WE WOULD BEST SERVE HAVING CONSULTANT ASSISTANCE HELPING US IN THESE REALLY DISCRETE HURDLES THAT ARE CONSISTENTLY IDENTIFIED AS SOMETHING WE NEED TO CLEAR. I WANT TO OFFER THAT PERSPECTIVE.

JAMES P. SPERING, CHAIR: THANK YOU. ALFREDO?

ALFREDO PEDROZA: THANK YOU MR. CHAIR. I'LL BE BRIEF. I SUPPORT THE GOALS. WHAT I WOULD LIKE TO SEE NEXT IS SOME REAL SIZABLE AND APPROPRIATE ACTION STEPS SO WE KNOW EXACTLY HOW DO WE STAY THE COURSE AND WHAT THE EXPECTATIONS ARE OF MAKING PROGRESS ON THESE GOALS AND LASTLY, I SEE THESE GOALS INTERRELATED WHEN YOU TALK ABOUT THE FINANCIAL CLIFF, AND EQUITY. I WOULD SAY SUPPORT THE GOALS AND HAVE SOME ACTION STEPS FOR EACH GOAL. THANKS.

JAMES P. SPERING, CHAIR: YOU IT. DAVID. ASSEMBLYMEMBER CHIU.

DAVID CHIU: THANK YOU MR. CHAIR. SORRY I MISSED THE DISCUSSION AROUND FUNDING. SINCE IT'S BEEN MENTIONED, I WANT TO SAY AS WE PRAY FINISH AN OUTCOME THAT WILL LEAD US TO A BETTER PLACE, AS WE LEAN IN AND WORK WITH ALL OF YOU TO BEG AND BORROW FROM THE FEDERAL GOVERNMENT IN THE NEXT COUPLE OF WEEKS DON'T HESITATE

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TO REACH BACK TO US EVEN THOUGH WE'RE OUT OF SESSION. I WANT TO MENTION THAT. STEVE, I APPRECIATE YOUR YEOMAN'S WORK AND PULLING THIS TOGETHER IS TRYING TO HIT IT DOWN THE MIDDLE. COUPLE COMMENTS. FIRST I WANT TO ECHO THE SUGGESTIONS IN THE LETTER THAT SEAMLESS, SPUR, AND BAY AREA COUNCIL GAVE AS FAR AS HOPING THAT WE CAN BE MORE SPECIFIC AROUND THE TYPES OF INTEGRATIONS TO HELP STRENGTHEN, TO REALLY THINK ABOUT LONG-TERM GOALS AND REALLY DIVE IN. I THINK IT'S IMPORTANT FOR ACCOUNTABILITY AND FOR US TO MOVE THIS FORWARD IN A WAY THAT'S GOING TO ALSO GET SUPPORT FROM THE PUBLIC. I APPRECIATE THAT THE ROADMAP DEDICATED A LOT OF FOCUS ON GOAL THREE. I THINK THIS'S REALLY CRITICAL TO THIS PLAN. I ALSO APPRECIATE THE IDEA OF PROPOSALS COMING TO THE LEGISLATURE. WITH REGARDS TO GOAL FOUR, YOU KNOW, GIVEN ITS SPECIFICITY TO MTC INITIATIVES I'M CONCERNED THAT IT'S NOT CLEAR ENOUGH IN THE WAY THAT WE MIGHT WANT THESE INITIATIVES TO BE REALLY FORMALIZED AND IMPLEMENT IN THE CONTEXT OF THE NETWORK. I THINK WE'RE ALL CONCERNED THAT THERE ARE GREAT STUDIES AND PLANS THAT ARE UNDERWAY, BUT ONCE THEY'RE DONE THEY'RE GOING TO BE SHELVED. I WANT TO MAKE SURE THEY'RE FRONT AND THE CENTER THAT WE HAVE ACCOUNTABILITY AND THEY'RE PART OF AN INTEGRATIVE PLAN. I THINK DAVID KIM IS ON THE LINE, BUT I THINK THE LETTER THAT WENT OUT TALKED ABOUT HOW IMPORTANT IT WOULD BE FOR CALSTA TO PROVIDE SOME PERSPECTIVE HERE. AND I WOULD ECHO THE HOPE THAT MAYBE WE CAN TAP INTO THEIR EXPERTISE. YOU KNOW, IT WOULD BE

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GOOD TO HEAR ABOUT HOW THE TRANSFORMATION ACTION PLAN COULD RELATE TO SOME OF THE STATE PLANS THAT CALSTA IS IN CHARGE OF MAINTAINING, THE STATE RAIL PLAN, THE STATE TRANSPORTATION PLAN, ET CETERA AND HOW WE CAN BETTER ALIGN BAY AREA TRANSIT SYSTEMS WITH THESE STATE OBJECTIVES? I'M CERTAINLY GOING TO BE TRYING TO THINK ABOUT THAT AS WELL. MAYBE IT MAKES SENSE TO HAVE A FUTURE PRESENTATION ON THIS. I CERTAINLY WILL WANT TO GET UP TO SPEED ON THIS AS WELL BUT WANT TO THROW THAT OUT AS A WORKING SUGGESTION FOR THIS GROUP.

JAMES P. SPERING, CHAIR: THAT'S A GOOD SUGGESTION. A FUTURE AGENDA ITEM. SO WE'LL CERTAINLY PURSUE THAT. JASON BAKER?

SPEAKER: THANK YOU FOR YOUR WORK. AND GOAL THREE MAYBE COULD BE READ WE'RE ONLY GOING TO WORK ON THINGS THAT BEING GET DONE IN THE NEAR-TERM AND I THINK IT COULD BE REWORDED TO TALK ABOUT WE'RE GOING TO TALK ABOUT NEAR-TERM ACTIONS BUT LIKE YOU SAID NOT FOR CLOSE MEDIUM AND LONG-TERM THINKING. I THINK IT WOULD BE A SHAME TO ASSEMBLE THIS GROUP AND NOT TALK ABOUT THOSE MEDIUM AND LONG-TERM GOALS, EVEN IF IT'S, YOU KNOW, EVEN IF ONLY HAVE A COUPLE OF SHORT-TERM ACTIONS THAT WILL GET IT DONE AND ON THE WAY TO ORDER THOSE GOALS. I THINK IT'S IMPORTANT THAT WE GET A COUPLE OF WINS UNDER OUR BELT. AND THE SUGGESTION OF FINDING WAYS TO HAVE LESS LOCAL CONTROL UNDER TRANSIT, IS PRIORITIZATION, MAYBE WOULD BE A WIN WE COULD

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FOCUS ON. I'M CONCERNED, THAT IF WE'RE GOING TO HAVE THIS DISCUSSION ON GOAL NUMBER THREE, A SERIOUS DISCUSSION ABOUT THE MEDIUM AND LONG-TERM STUFF WE'RE GOING TO RUN OUT OF TIME IF WE DON'T DO IT REALLY SOON SOONER THAN JANUARY. AND IF WE DON'T TALK ABOUT -- AND WE SHOULD, ABOUT LANE LABOR, MISUNDERSTANDING, THAT'S AN IMPORTANT LONG DISCUSSION AND WE'RE NOT GOING TO GET A GROUP LIKE THIS TOGETHER SOON. SO I THINK WE SHOULD MAKE SURE WE HAVE ENOUGH TIME AND START AS EARLY AS WE CAN, TO DO THAT.

JAMES P. SPERING, CHAIR: THANK YOU. SUSAN ROTCHY?

SUSAN ROTCHY: THANK YOU FOR THE PRESENTATION. AND TALKING ABOUT LONG-TERM AND THE GOALS THAT WE HAVE. I WANT TO MAKE SURE THAT TRANSIT SURVIVES ALL THIS. BUT I ALSO WANT TO LET YOU KNOW THAT, I THINK THAT A LOT OF PEOPLE ARE GOING TO BE WORKING FROM HOME, AND CONTINUE TO WORK-FROM-HOME, AND WE HAVE TO PLAN FOR THAT, EVEN AFTER COVID IS DONE. I THINK THAT THE NEW AGE IS, WE HAVE TO REALLY CONSIDER THAT ZOOM IS HERE, AND THAT DOCTORS ARE SEEING MORE PATIENTS ON ZOOM THAN EVER BEFORE, WHEN THEY NEVER WOULD BEFORE. I THINK WE REALLY NEED TO TAKE THAT INTO EFFECT. HONESTLY. I MEAN, EITHER MYSELF, ONE OF MY OFFICES, I'M CONSIDERING REALLY DOING AS MUCH SMALLER OFFICE, A SMALLER SATELLITE, NOT HAVING THAT MANY STAFF IN, BECAUSE IT IS WORKING FOR US. ESPECIALLY PEOPLE WITH

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DISABILITIES. NOT COMING INTO THE OFFICE EVERY DAY. WE HAVE TO REALLY BE REALISTIC AND LOOK AT THAT.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU SUSAN. MICHAEL, YOU KNOW, JUST, WE'RE RUNNING WAY OVER. SO, IF YOU CAN, BE SUCCINCT, MICHAEL TREE AND THEN JOHN FORD.

MICHAEL TREE: I WANT TO GIVE MY SUPPORT FOR THE INTEGRATION TAKING PLACE, THE COLLECTIVE WORK WITH THE TRANSIT AGENCIES AND BRINGING TOGETHER IMPORTANT PIECES OF HOW TRANSIT FUNCTIONSES IN THE BAY AREA. I DO THINK THAT THERE IS LOTS OF OPPORTUNITIES STILL AHEAD, SOME LOW HANGING FRUIT, FARE INTEGRATION, FOR EXAMPLE, IS A BIG ONE, AND I ALSO THINK THAT MOVING AHEAD, THERE IS OPPORTUNITIES FOR CONSOLIDATION, LOW HANGING FRUIT THERE. I THINK IS COST ASSOCIATED WITH THAT LABOR AND LOCAL GOVERNANCE. SO THE QUICKER YOU TALK ABOUT LOCAL GOVERNMENT, THE BETTER. BUT I WANTED TO THROW OUT THEY THINK THERE ARE TUBES OUT THERE.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU. JOHN FORD?

JOHN FORD: THANK YOU. JUST WANT TO CONCUR WITH THE LETTER THAT IAN AND THE GROUP SUBMITTED, PARTICULARLY F THERE IS ANY WAY TO MERGE GOAL FOUR WITH A SUBSET OF GOAL THREE, IT MIGHT MAKE THINGS SIMPLER, THERE WAS RECOMMENDATION IN 4 AND 5 IN THE

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LETTER THAT MIGHT MAKE IT SIMPLER AND OUR TASK LESS DAUNTING. I HATE TO SAY IT BUT WORK-FROM-HOME IS ACTUALLY A GOOD THING FROM A TRAFFIC PRINCIPAL AND FROM A VMT REDUCTION PERSPECTIVE. THAT BEING SAID, I'LL SECOND WHAT HAIL EDITION, WHICH I SAW SOME REALLY BAY AREA COUNCIL RESEARCH WHICH SHOWS THAT PERHAPS 55 PERCENT OF THE WORKING POPULATION IN THE BAY AREA DOES NOT QUALIFY FOR WORK-FROM-HOME. SO THERE IS A TREMENDOUS NUMBER OF PEOPLE THAT STILL NEED OUR SERVICES BESIDES THOSE WHO WILL EVENTUALLY COME BACK FROM WORK-FROM-HOME AS WELL.

JAMES P. SPERING, CHAIR: THANK YOU JOHN. DAVID RABBITT?

DAVID RABBIT: THANK YOU MR. CHAIR. STEVE, APPRECIATE ALL THE GOOD WORK. THE THREE AGENCIES I SERVE ON NOW THE FISCAL ISSUES ARE OVERWHELMING. WE UNDERSTAND AND SAW THAT TODAY THROUGH THE PRESENTATION. I WANT TO REINFORCE THE IMPORTANCE OF NOT LEAVING LOCAL OFFICIALS BEHIND IN OUR AGENCIES OR LOCAL AGENCIES OR BOARD OF DIRECTORS, EVERYONE NEEDS TO BE BROUGHT FORWARD PARALLEL TRACKS I'LL LEAVE IT TO YOU IN THE TIMING OF THAT. AND TIMING ISSUES OUT THERE VARY WIDELY. YOU ALL KNOW THAT. I'LL ECHO SUPERVISOR PEDROZA'S ITEMS OF ACTION ITEMS GETTING FROM US A TO B TO C, AND FURTHER DOWN THE PATH. I APPRECIATE THAT AS WELL. THANK YOU FOR THE OPPORTUNITY.

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JAMES P. SPERING, CHAIR: THANK YOU DAVID. CHAIRMAN HAGGERTY? SCOTT, GOOD TO HEAR FROM YOU.

SCOTT HAGGERTY: THANK YOU MR. CHAIR. GREAT DAY. GREAT REPORTS. THANK YOU STEVE. THANK YOU JIM. OKAY. I THANKED EVERYBODY. WHAT I WOULD SAY IS, LOOK, I THINK AS WE APPROACH SOME OF THESE THINGS. IF ANYONE THINKS 28 TRANSIT AGENCY IN THE BAY AREA IS A GREAT IDEA, YOU CAN TRY TO EXPLAIN TO ME WHY YOU THINK IT IS AND I THINK ONE OF THE THINGS THIS COMMITTEE COULD DO, IF WE CAN'T GET THE LEGISLATURE TO MAYBE DO A MASS OR FORCED CONSOLIDATION, WHICH I THINK THE LEGISLATION SHOULD TAKE THAT ON, BUT I THINK THAT IF WE COULDN'T GET THAT DONE, WHAT YOU THINK WE SHOULD DO IS ISSUE AN RFP AND TRY TO FIND A COUPLE OF WILLING AGENCY WHO ARE WILLING TO HAVE THE DISCUSSION ABOUT MERGING AND CREATING -- MAYBE FOR EXAMPLE, I'M JUST THINKING, THERE IS THREE BUS AGENCIES IN THE TRI-VALLEY, AND WHAT I MEAN BY THE TRIVALLEY, I'M ALSO TALKING ABOUT GOING FROM LIVERMORE, PLEASANTON, ALSO UP INTO ANTIOCH, AND BRENTWOOD, AND, YOU KNOW, UP INTO CONTRA COSTA COUNTY, SO MAYBE THOSE THREE AGENCIES SHOULD LOOK AT MERGING AND MAYBE THEY WANT TO HAVE THAT DISCUSSION SO I THINK WE SHOULD OPEN THAT UP TO SEE IF THERE ARE AGENCIES THAT ARE LOOKING AT MAYBE WANTING TO DO THAT. AND THEN MTC FUND THE STUDY TO GET THE, YOU KNOW, EVERYTHING DONE. I HAVE SAT IN ON A MERGER STUDY SOMEBODY MENTIONED 13C, AND THAT MAY BE DIFFICULT BUT MAYBE WE

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CAN COULD FEDERAL GOVERNMENT TO WORK WITH THE RULES AND MAKE THEM SO THEY'RE EVEN AMONGST THE AGENCIES THAT MERGE AND I MEAN NOT A TAKE AWAY FROM THE UNION. I WANT TO BE CLEAR ON THAT. I THINK WE SHOULD TRY THE RFP AND SEE IF THERE IS ANYBODY OUT THERE WILLING TO MERGE.

JAMES P. SPERING, CHAIR: THANK YOU SCOTT. DON'T SEE ANY OTHER HANDS. I WANT TO WEIGH IN ON MY COMMENTS RIGHT NOW. FIRST, ADVOCATING FOR ADDITIONAL FUNDS HAS TO BE OUR NUMBER ONE PRIORITY. MTC IS FOCUSING ON T RANDY AND HIS GROUP, AND SO THE MORE COORDINATION WE HAVE THERE, THE BETTER. BUT I THINK EVERYBODY'S SEVERAL WORKING TOWARDS THAT EFFORT, AND WE HAVE TO STEP UP OUR GAME. I WANT TO, I THINK JEFFREY TUMLIN HIT THE NAIL ON THE HEAD FOR ME, WHEN HE SAID COORDINATING BODY AND FUNDING. NOW, COORDINATING BODY, YOU KNOW, THAT TAKES A LOT OF DIFFERENT VIEWS OF THAT, OR WHAT THAT REALLY MEANS, AND FOR ME, IT'S THE NETWORK MANAGER. AND I JUST WANT TO CAUTION THE COMMITTEE THAT IT REALLY IS GOING TO BE VERY DISAPPOINTING IF WE COME TO JOIN AND ALL WE HAVE DONE IS TALK ABOUT A LOT OF THESE ISSUES. MANY OF THESE ISSUES, THIS COMMITTEE IS NOT GOING TO FIND GOING TO FIND A SOLUTION IT'S SOMETHING THAT COULD ADVANCE SHOULD HAVE THE DISCUSSION BUT I THINK IT'S EXTREMELY IMPORTANT IF WE START FOCUSING ON THIS NETWORK MANAGER, IF WE LOOK AT FARE INTEGRATIONS, MANY OF THE OTHER THINGS WE'RE TALKING ABOUT, IF WE CAN GET THAT NETWORK MANAGER

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IN PLACE, I THINK A LOT OF THESE ISSUES WILL CONTINUE TO BE FOCUSED ON AFTER THIS COMMITTEE SUNSETS, AND WHERE THAT NETWORK MANAGER IS HOUSED, I'M AGNOSTIC ABOUT IT. I THINK THIS COMMITTEE HAS A RESPONSIBILITY TO IDENTIFY WHAT THE RESPONSIBILITY OF THAT NETWORK MANAGER WOULD BE, AND IF THAT'S THE ONLY SUCCESS WE HAVE, I THINK IT'S A GIANT STEP FORWARD, INTO DEALING WITH MANY OF THESE ISSUES THAT WE'RE TALKING ABOUT. THE NETWORK MANAGEMENT AND GOVERNANCE, I DON'T THINK THIS COMMITTEE SHOULD BE TALKING ABOUT ANY MERGER OF THE LARGE TRANSIT AGENCIES, I THINK IT WOULD BE A WASTE OF OUR TIME. THE MERGER NEEDS TO BE WHERE FEASIBLE AND ACHIEVABLE. AND I'LL TAKE MY COUNTY FOR INSTANCE, SOLANO COUNTY, WE HAVE FIVE OR SIX OPERATORS, ABSOLUTELY INEFFICIENTS NOT SERVING THE PUBLIC, NOT SERVING THE TRANSIT DEPENDENT AND THAT BE ADDRESSED AND WHEN YOU HAVE PUBLIC WORKS RUNNING THESE TRANSIT SYSTEMS IT'S JUST NOT MEETING THE NEEDS OF THE RIDERS. SO THOSE ARE THE TYPES OF MERGERS THEY THINK WE INDICT TO SERIOUSLY CONSIDER. THE TRANSIT OPERATORS WORKING TOGETHER, THE FACT THAT THEY ARE, PROBE MORE THAN EVER, THAT GIVES ME HOPE. MAYBE THIS CONSOLIDATION ON THE LARGER OPERATORS SHOULDN'T BE CONSIDERED BECAUSE THAT WORKING TOGETHER, I THINK IS GOING TO CREATE THAT CONNECTIVITY THAT WE'RE LOOKING FOR IN MANY OF THE ISSUES WE WANT TO SEE ADDRESSED. BUT I REALLY WANT TO ENCOURAGE THIS COMMITTEE TO REALLY FOCUS ON THAT NETWORK MANAGER, AND REALLY IDENTIFY WHAT IT IS AND MAKE A RECOMMENDATION TO BOTH MTC AND

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THE LEGISLATURE. THESE ISSUES ARE IMPORTANT. THE EQUITY IS MOVING INTO EVERYTHING WE DO, AND I CERTAINLY DON'T WANT TO DIMINISH THAT. I APPRECIATE THE FOUR GOALS. STEVE, THIS IS GREAT WORK. BUT LET'S DON'T GET OVERWHELMED AND JUST END UP JUST TALKING ABOUT A LOT OF THESE THINGS. WE HAVE TO HAVE SOME ACTUAL CONCRETE ACTION ITEMS. AND THAT'S WHY I WANTED TO MOVE THAT TRANSIT NETWORK MANAGER, ADVANCE THAT ISSUE, SO THAT WE CAN HAVE THAT CONVERSATION REALLY HEAR FROM THE RIDERS, HEAR FROM TRANSIT AGENCIES. THAT'S MY TWO CENTS ON WHAT I HEARD TODAY. AND I THINK JIM WUNDERMAN PUT IT IN THE BEST PERSPECTIVE, NO MATTER WHAT WE COME FORWARD, WE HAVE GOT TO SHOW AS WE GO FORWARD THAT THERE IS SOMETHING WE CAN PUT ON THE BALLOT AND MOVE FORWARD, SOMETHING THAT'S TRANSFORMATIVE AND MAKES A DIFFERENCE. THAT'S MY TWO CENTS. AND WALLY, I WOULD LIKE TO SEE IF THERE IS ANY PUBLIC COMMENTS?

WALLY CHARLES, CLERK: YES THERE S MEMBERS OF THE PUBLIC PARTICIPATING BY TELECONFERENCE WITH COMMENTS, PLEASE USE THE RAISED HAND FEATURE, OR DIAL STAR NINE NOW. AND I WILL CALL UPON YOU. EACH SPEAKER WILL HAVE ONE MINUTE AND 30 SECONDS TO SPEAK. PLEASE RAISE YOUR VIRTUAL HAND IN THE NEXT 60 SECONDS. PETER, YOU FIRST.

SPEAKER: THANK YOU. GOOD AFTERNOON. PETER STRAUSS FROM SAN FRANCISCO TRANSIT RIDERS. I WANT TO THANK STAFF FOR EVERYTHING

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THEY SAID TODAY, BUT I'LL ONLY COMMENT ON A FEW THINGS I DID NOT HEAR. FIRST I WANT TO -- I THINK EVERYONE NEEDS TO BE VERY AWARE THAT WITH SOCIAL DISTANCING, OPERATING FUND NEEDS WILL RISE TO PRE COVID LEVELS LONG BEFORE REVENUES AND PASSENGER LEVELS RISE AS WELL. SO THAT OPERATING NEED IS EXTREMELY ACUTE. I THINK STAFF DID A GOOD JOB OF PRESENTING OPPORTUNITIES AS WELL AS THE LIMITS OF REALLOCATING FUNDS. WHAT I DID NOT HEAR IS A DISCUSSION OF THE OPPORTUNITIES FOR NEW FUNDING. AND I THINK THERE WILL BE INITIATIVES THAT WILL BE DISCUSSED AT THE LEGISLATURE FOR EMERGENCY AND OTHER NEW FUNDING, BUT AS NEAR AS I CAN DETERMINE FROM THE LITTLE DISCUSSIONS I HAVE HAD IN SACRAMENTO, MTC HAS NOT BEEN PARTICULARLY INVOLVED IN THAT. I MAY BE WRONG. BUT I WOULD LIKE TO HEAR A PRESENTATION ON WHAT'S BEING DONE ON SEEKING NEW FUNDING. THIS IS A STATEWIDE NEED, NOT JUST A BAY AREA NEED. THE LA BASIN IS IN DIRE STRAITS AS WE ARE. LASTLY, NICK JOSEFOWITZ COMMENTED ON WHAT WE MIGHT DO REGIONALLY, AND THAT'S SOMETHING THAT WE DO NEED TO CONSIDER. I HOPE WE WOULD DEVELOP A PUBLIC PROCESS FOR LOOKING AT WHAT WE MIGHT DO REGIONALLY, CONVENE A PUBLIC PROCESS, CASA MIGHT BE A GOOD EXAMPLE OF HOW WE APPROACH THIS. YOU KNOW, SO THAT WE'RE LOOKING -- NOTHING -- NOT TO THE EXCLUSION, BUT WE'RE LOOKING AT THE FEDERAL LEVEL, THE REGIONAL, AND LOCAL LEVEL. THANK YOU.

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WALLY CHARLES, CLERK: PHONE NUMBER ENDING IN 6262 IS NEXT. PLEASE SPEAK.

SPEAKER: HI. THIS IS ROLAND, SAN JOSE. I APPRECIATE THERESE'S PRESENTATION, I COULD GO ON ABOUT HOW AGENCIES ARE BENDING THE RULES FOR BOTH FEDERAL FUND AND BOTH LOCAL TAXES, BUT I WON'T. BUT WHAT I WILL DO IS N CLOSING IS SUGGEST WE COME UP WITH SMARTER WAYS TO DELIVER CAPITAL PROJECTS BECAUSE WE WENT HAVE TO SHIFT FUNDS FROM CAPITAL TO OPERATIONS. THE DAY WE FIGURE OUT HOW TO DELIVER ONE MILE OF BART LINE FOR LESS THAN $200 MILLION IN SO-CALLED PROFESSIONAL SERVICES. THANK YOU.

WALLY CHARLES, CLERK: NEXT IS RICH HEDGES.

SPEAKER: THANK YOU. FIRST I WANT TO THANK THERESE W. MCMILLAN FOR THE PRESENTATION. IT REALLY HELPED GET MY HEAD AROUND THE PROBLEMS. I WANT TO THANK GINA PAPAN FOR ISSUES ON SAFETY AND SCOTT HAGGERTY FOR ISSUES ON MERGING, AND RANDI KINMAN FOR [INDISCERNIBLE] ISSUES AND JIM HARD NET AS WELL AS JIM WUNDERMAN. BUT I WANT TO ADD THAT TODAY IS A TIME THAT WE MAY BE ABLE TO DO SOME OF THESE MERGERS. MY OWN ORGANIZATION WHICH IS VERY STRONG HAS MERGED WITH A LOT OF OTHER ORGANIZATIONS, ONLY WHEN THAT ORGANIZATION HAD A NEED. AND I THINK WE NEED TO REACH OUT TO SOME OF THE ORGANIZATIONS WHO SEEM TO BE IN MORE TROUBLE THAN THE OTHERS AND TRY TO BRING THEM IN. FOR PEOPLE

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LIKE ME WHO ENCOURAGE PEOPLE TO TRY TO GET ON TRANSIT, WHEN SOME CHANCE DURING THE DAY OF ALL MOVING FROM ONE TRANSIT AGENCY TO ANOTHER, REGIONALLY THERE IS ALMOST AN HOUR WAIT. WE NEED TO GET THIS UNDER CONTROL. AND I THINK WE NEED TO TALK ABOUT MERGING WITH WILLING PARTNERS OUT THERE. THANK YOU.

WALLY CHARLES, CLERK: THANK YOU. STEPHEN DUNBAR?

SPEAKER: HI. GOOD AFTERNOON, THIS IS STEVEN DUNBAR IN LIVERMORE. I WANT TO ADD TWO NOTES. THERE WERE PEOPLE TALKING ABOUT SPECIFIC THINGS THAT THE COORDINATOR COULD HELP WITH. AND I HAD TWO THOUGHTS. ONE IS DATA AND PAYMENT STANDARDS. WE KIND OF TALKED ABOUT PAYMENT INTEGRATION BEFORE, BUT THE DATA IS IMPORTANT TOO. INCLUDING BIKESHARE. SO WE DON'T HAVE TO DEVELOP AN APP FOR EVERY AGENCY, THAT'S SOMETHING WE HAVE BEEN KIND OF DOING, AND THAT'S SORT OF THE REASON, IS WE DON'T HAVE THESE SORT OF DATA STANDARDS. THE OTHER THING IS TECHNICAL ASSISTANCE ON IMPLEMENTATION. THERE IS ONE AGENCY I KNOW OF THAT STILL DOESN'T HAVE PUBLIC REALTIME TRACKING FOR WHERE THEIR BUSES ARE. THAT'S SOMETHING THEY COULD HELP WITH, ACTIONABLE THINGS. THANK YOU FOR YOUR TIME.

WALLY CHARLES, CLERK: THANK YOU.

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SPEAKER: HI MY NAME IS MONICA MALLEN, WITH SILICON YOUTH ACTION. AND I WANT TO STRESS THE NEED FOR LOOKING AT OPERATIONS FUNDING. LOOKING AT ALL THE OPTIONS OF LOCAL AND STATE REGIONAL LEVEL AND ALSO CONTINUE WITH FEDERAL ADVOCACY. NOTHING IS GOING TO MATTER IF WE'RE TRYING TO REBUILD A SYSTEM IF A FEW YEARS WHEN SERVICE HAS BEEN CUT BY A THIRD. YOU KNOW. WE'RE JUST NOT GOING TO HAVE THE RIDERSHIP THAT WE NEED. SO I REALLY WANT TO URGE YOU TO MAKE GETTING MORE OPERATIONS FUNDING MORE A PRIORITY. THANK YOU.

WALLY CHARLES, CLERK: NO MORE PUBLIC COMMENTS.

JAMES P. SPERING, CHAIR: OKAY. IS THERE ANY CLOSING COMMENTS FROM COMMITTEE MEMBERS? DO YOU WANT TO DO A QUICK WRAP UP ON WHAT YOU HAVE HEARD?

STEVE KINSEY: SURE. ONE THING I WOULD LIKE TO SAY IS THANK YOU ALL. I DID GET VERY GOOD COMMENTS. I GOT LINKAGES BETWEEN YOUR COMMENTS AND COMMENTS OTHERS HAVE MADE. THAT'S VERY HELPFUL. I ALSO WANT TO SAY THE POINT THAT WAS MADE ABOUT THE COLLABORATION GOING ON WITH THE GENERAL MANAGERS WITH THE VARIOUS AGENCIES THAT'S ANOTHER SUCCESS THAT YOU AS A TASK FORCE I THINK CAN ASSIGN YOURSELVES FOR HAVING MOTIVATED THEM TO RECOGNIZE THE IMPORTANCE OF THIS AND GET MOVING ON THEIR OWN, AND I FEEL THEY WILL BE BETTER SERVING US FOR HAVING DONE

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THAT. WE DIDN'T HEAR FROM SECRETARY KIM ABOUT THE SUGGESTION ABOUT BRINGING CALSTA INTO THE CONVERSATION BUT WE'LL FOLLOW UP WITH HIM. WE HAD A GOOD CONVERSATION WITH EDISON LAST WEEK, AND THIS FITS INTO HIS COMMITMENT WITH COLLABORATING WITH US. I THINK THAT IN TERMS OF IDENTIFYING A NETWORK MANAGEMENT PROBLEM, WE CAN DO THAT WITHOUT THE NEED FOR CONSULTANTS AND THAT WILL SORT OF BE EARLY IN THE CONVERSATION AROUND THAT PARTICULAR GOAL. I HAVE HEARD THAT MANY OF YOU, MAYBE NOT ALL, BUT MANY OF YOU RECOGNIZE THAT IT'S A CORE PART OF YOUR WORK, AND SO WE WILL SHOW A CALENDAR AND PLAN FOR A CALENDAR THAT ALLOWS FOR THAT. I HAVE HEARD THAT WE NEED TO MAKE A BETTER EXPRESSION OF HOW THE RECOVERY WORK LINKS WITH THE LAYING THE FOUNDATION FOR THE TRANSFORMATION WORK. AND YOU KNOW, ACROSS THE BOARD, EVERYONE RECOGNIZES WE NEED MORE FUNDING FOR THE SYSTEM. SO, WE CAN CERTAINLY WORK ON THAT TOGETHER. AND I THINK THAT THE IDEAS ABOUT TAKING SOMETHING TO THE VOTERS, IT'S ONLY GOING TO WORK IF WE REALLY COME UP WITH THOSE ACTIONABLE ITEMS THAT SEVERAL OF YOU MENTIONED. I WILL SAY TO THE COMMENTS THAT VICE CHAIR PEDROZA MADE, YOU KNOW, THOSE ACTION STEPS ARE REALLY -- THEY SHOULD BE THE RESULT OF WHAT YOU DO. IN OTHER WORDS, YOU SHOULDN'T EXPECT YOUR STAFFS OR MYSELF TO BRING YOU THOSE ACTION STEPS AND HAVE YOU GO, YEAH, THAT'S WHEN WE WANT. NO. WE'RE GOING TO HAVE THAT CONVERSATION OVER THE NEXT FEW MONTHS AND THE PLAN ITSELF WILL BE VERY SPECIFIC. AND THAT'S WHY I USE THE TERM NEAR-TERM, I THINK

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THEY NEED TO BE NEXT STEPS OR TAKEN VERY SOON AFTER YOU HAND THE PLAN N THAT'S WHAT ARE THE OF WHAT'S HUNG UP PREVIOUS EFFORTS IS THEY HAVE MOVED TO A SHELF IS THEN A MORE PRESSING ISSUE THAT COMES INTO FOCUS WISKS THEM AWAY. THE OTHER THING I NUMBER OF YOU SAID HAD TO DO WITH BRINGING IN THE TRANSIT BOARDS, THE GOVERNING BOARDS OF MANY OF THESE AGENCIES I WILL BE TALKING TO THE CHAIR, AND MTC AND GENERAL MANAGERS AND I WELCOME YOU AS TASK FORCE MEMBERS FOR SUGGESTIONS ABOUT WAYS TO DO THAT. I WOULD CLOSE BY SAYING THAT SOME OF THE THINGS WE WANT TO ACHIEVE BECAUSE THERE'S A LIMITED AMOUNT OF TIME WARRANT HAVING SOME ACTIVITIES, WORKSHOPS, OR FOCUSED GROUPS EFFORTS OUTSIDE OF THE TASK FORCE THAT WE CAN BRING BACK RESULTS. SO WHEN I COME TO YOU NEXT MONTH, I HOPE TO BE ABLE TO HAVE SOME IDEAS FOR YOU IN THAT REGARD AS WELL. I THINK THIS HAS BEEN A VERY HELVE SESSION. AND I LOOK FORWARD TO BEING WITH YOU. WE'RE GOING TO BE TOGETHER MUCH SOONER THAN WE HAD BEEN SINCE THE LAST MEETING. IT'S ON THE 16th OF NOVEMBER, I BELIEVE, AND IT'S IN THE MORNING, SO I GET TO SEE ALL THOSE COFFEE AHEAD HAPPINESS ON THE GALLERY VIEW. THANK YOU AGAIN.

JAMES P. SPERING, CHAIR: OKAY. BEFORE WE WRAP UP, I WANT TO ENCOURAGE ALL OF COMMITTEE MEMBERS, IF YOU HAVE COMMENTS ABOUT THIS NETWORK MANAGER, COULD YOU PLEASE CONTACT STEVE AND GIVE HIM SOME FEEDBACK ON THAT? YOU KNOW, IT'S VERY DIFFICULT, AS YOU KNOW, FOR THE BROWN ACT AND STUFF FOR US TO SURVEY. I

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ENCOURAGE YOU TO SEND STEVE YOUR COMMENTS. I THINK THAT'S A VERY IMPORTANT ISSUE THAT CAN BRING THIS COMMITTEE FORWARD IN ADDRESSING A LOT ISSUES THAT WE'RE TALKING ABOUT. PLEASE SEND YOUR COMMENTS ON NETWORK MANAGER TO STEVE BETWEEN NOW AND OUR NEXT MEETING. WITH THAT, DO YOU HAVE ANY OTHER PUBLIC COMMENTS WALLY? OKAY. ALL RIGHTY. I WANT TO THANK EVERYONE. IS THIS HAS BEEN A REALLY GOOD MEETING. GOOD FEEDBACK, AND I THINK WE'RE STARTING TO MAKE SOME PROGRESS HOPEFULLY GET INTO SOME ACTION ITEMS. THANK YOU STEVE FOR ALL YOUR GREAT WORK. THERESE, ALL THE MTC ALL YOUR GOOD WORK. AND THE TWO LETTERS WE GOT FROM THE ADVOCATES. VERY GOOD INFORMATION. THANK YOU EVERYONE. ALL RIGHT. WITH THAT THIS MEETING IS ADJOURNED. [ADJOURNED]

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