METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

PROGRAMMING AND ALLOCATIONS COMMITTEE

WEDNESDAY, NOVEMBER 4, 2020, 1:35 PM

NICK JOSEFOWITZ, CHAIR: SHOULD WE ROLL THE -- DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBERS. AND IT IS REQUESTED THAT PUBLIC SPEAKERS RESTATE THEIR NAMES AND ORGANIZATIONS, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. MEMBERS OF THE PUBLIC WISHING TO ADDRESS THIS BODY WERE ASKED TO SUBMIT COMMENTS IN WRITING AT INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN

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

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.

NICK JOSEFOWITZ, CHAIR: I HADN'T SEEN THAT RECENTLY. GLAD WE GOT TO SEE THAT. SHOULD WE DO A ROLL CALL?

CLERK OF THE BOARD: SURE. BRUINS?

JEANNIE BRUINS: PRESENT.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI, VICE CHAIR: HERE.

CLERK OF THE BOARD: GLOVER? GLOVER IS HERE. HE'S MUTED. JOSEFOWITZ?

NICK JOSEFOWITZ, CHAIR: HERE.

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

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: HERE.

CLERK OF THE BOARD: RONEN?

DIR. HILLARY RONEN: HERE.

CLERK OF THE BOARD: SCHAFF IS ABSENT. TAVARES IS ABSENT. WORTH?

AMY R. WORTH: HERE.

CLERK OF THE BOARD: THANK YOU. QUORUM IS PRESENT.

NICK JOSEFOWITZ, CHAIR: GREAT. I'M GOING TO TAKE CUE FROM HAIR HAGGERTY AND SKIP THE PLEDGE OF ALLEGIANCE AND ASK EVERYBODY TO DO SOMETHING PATRIOTIC TODAY. AND SHOULD WE HAVE THE COMPENSATION ANNOUNCEMENT?

CLERK OF THE BOARD: SURE. AS AUTHORIZED BY STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY WILL BE ENTITLED TO RECEIVE $100 PER MEETING ATTENDED UP TO A MAXIMUM OF $500 PER MONTH PER AGENCY. THIS

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

AMOUNT IS A PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

NICK JOSEFOWITZ, CHAIR: GREAT. LET'S MOVE ON TO THE CONSENT CALENDAR. THERE ARE ANY QUESTIONS ABOUT THE CONSENT CALENDAR? OR CAN I HAVE A MOTION? COMMISSIONER BRUINS?

JEANNIE BRUINS: SO, I HAVE A COMMENT ON ITEM 4F, WHICH WAS THE AUDIT, THE TRANSPORTATION DEVELOPMENT ACT, THE TDA AUDIT. AND IN THE STAFF REPORT IT SAYS THE AUDIT ROAMS MAY NO LONGER BE RELEVANT DUE TO COVID-19 PANDEMIC. I'M HOPING THAT'S JUST A STATEMENT AND THAT'S NOT GOING TO PREVENT SOME OF THE AGENCIES FROM MOVING FORWARD ON SOME OF THE RECOMMENDATIONS FOR EXAMPLE, PREVENTABLE ACCIDENTS. I THINK THERE IS A COUPLE OF THINGS IN HERE THAT SEEM TO BE GENERIC ENOUGH THAT SHOULD STILL REQUIRE THE ATTENTION AND I HOPE THE AGENCIES WILL STILL BE DOING THAT. WITH THAT COMMENT, I WILL MOVE THE CONSENT CALENDAR.

CAROL DUTRA-VERNACI, VICE CHAIR: AND I'LL GO AHEAD AND SECOND T DUTRA-VERNACI.

NICK JOSEFOWITZ, CHAIR: THANK YOU. MOVED BY BRUINS, SECOND BY DUTRA-VERNACI. VERY GET COMMENTS COMMISSIONER BRUINS.

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

NICK JOSEFOWITZ, CHAIR: ANY PUBLIC COMMENT?

CLERK OF THE BOARD: I HAVE RECEIVED NO RAISED HANDS AND NO PUBLIC COMMENT FOR THIS ITEM.

NICK JOSEFOWITZ, CHAIR: THE BENEFIT OF DOING A MEETING WHILE JOE BIDEN IS GIVING HIS VICTORY SPEECH. LET'S HAVE A ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE] THANK YOU. THE MOTION PASSES UNANIMOUSLY.

NICK JOSEFOWITZ, CHAIR: GREAT. WE'RE GOING TO MOVE ON TO ITEM 5A WHICH IS A PUBLIC HEARING ABOUT THE PROPOSED AMENDMENTS TO THE RM2 PROGRAM, AND WE OBVIOUSLY HAVE TO HAVE A PUBLIC HEARING FOR THIS, BUT THE AMENDMENTS ARE NOT HUGELY SIGNIFICANT. SO I'LL HAND IT OVER TO STAFF AND HOPEFULLY WE CAN JOG THROUGH THIS. I THINK CRAIG IS PRESENTING.

CLERK OF THE BOARD: SORRY. THERE IS ACTUALLY SOME SPEAKING REMARK IN YOUR CHAIR'S REPORT.

NICK JOSEFOWITZ, CHAIR: OH, THERE ARE SPEAKING REMARKS IN MY CHAIR'S REPORT. MY EFFORTS AT TRYING TO MOVE THIS ALONG QUICKLY HAS FAILED.

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

CLERK OF THE BOARD: SKIP TO PAGE FOUR.

NICK JOSEFOWITZ, CHAIR: OKAY. I WAS JUST GOING OFF THE AGENDA ITEM.

CLERK OF THE BOARD: NO WORRIES. AND I JUST RE-EMAILED IT TO YOU A VERY SHORT TIME AGO IF THAT WILL HELP.

NICK JOSEFOWITZ, CHAIR: HOW DID YOU KNOW I WAS GOING TO NEED THAT. I APOLOGIZE TO THE REST OF THE COMMITTEE. HERE WE GO. MY NAME IS NICK JOSEFOWITZ CHAIR OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE OF MTC I WOULD LIKE TO TAKE UP ITEM 5A REGIONAL MEASURE TWO PROGRAM THE PUBLIC HEARING IS NOW OPEN A CERTIFIED SHORT HAND REPORTER IS HERE TO TRANSCRIBE THE PROCEEDINGS. IF YOU WISH TO SPEAK PLEASE RAISE YOUR HAND AND ASK TO BE CALLED UPON PLEASE KEEP COMMENTS TO TWO MINUTES. THE PROPOSED AMENDMENT IS FOR THE REGIONAL MEASURE TWO PROGRAM. NOTE, THE PUBLIC COMMENT PERIOD STARTED ON OCTOBER 25TH, 2020 AND CLOSES ON NOVEMBER 25TH, 2020 WRITTEN COMMENTS MUST BE RECEIVED BY MTC NO LATER BY 5:00 P.M. NOVEMBER 25TH IN ORDER TO BE RECEIVED. ORAL COMMENTS SHOULD BE RECEIVED BY CLOSING, COMMENTS MAY BE RECEIVED BY E-MAIL OR USP S. I ASK STAFF TO PROVIDE AN OVERVIEW OF THE PROPOSED AMENDMENTS TO THE REGIONAL

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

MEASURE TWO PROGRAM. AND I WAS GOING TO TRY TO MAKE A JOKE ABOUT USP S BUT I COULDN'T FIND A JOKE TO MAKE. CRAIG.

CRAIG BOSMAN: THANK YOU CHAIR JOSEFOWITZ I'M CRAIG BOSMAN MTC STAFF AS THE PROPOSED PROJECTS FUNDED BY RM2 ARE COMPLETE MTC HAS IDENTIFIED SAVINGS AND UNSPENT RESERVES AVAILABLE FOR REPROGRAMMING TO NEW NEAR TERM REGIONAL PRIORITIES WITHIN THE SAME CORRIDORS. OVERALL MTC PROPOSES TO MODIFY THE SCOPE OF TWO EXISTING PROJECTS AND REASSIGN APPROXIMATELY $663,000 IN RM2 FUNDS. THE EXACT CHANGES ARE DETAILED IN A NOTICE OF PUBLIC HEARING ATTACHED TO THIS ITEM. FOR CLARITY SAKE, I'LL GROUP THE CHANGES INTO THREE PROJECT CATEGORIES AS IN THE STAFF MEMO. FIRST THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, TO SUPPORT THE WORK OF THE TASK FORCE, STAFF PROPOSES MODIFYING THE SCOPE OF PROJECT 35, THE TRANSIT COMMUTER BENEFITS PROMOTION TO INCLUDE TRANSIT RECOVERY STRATEGIES. ADDITIONALLY STAFF HAS IDENTIFIED APPROXIMATELY $438,000 IN SAVINGS FROM PREVIOUS REGIONAL PLANNING PROJECTS AROUND RM2 PROJECT 33 REGIONAL RAIL MASTER PLAN UNDER THIS PROPOSAL THESE SAVINGS WOULD BE REDIRECTED INTO PROJECT 35 ALTOGETHER A TOTAL OF APPROXIMATELY $2 MILLION WOULD BE MADE AVAILABLE FOR THE NEW SCOPE. SECOND, BAY BRIDGE FORWARD. IN MAY 2020, THE BATA OVERSIGHT COMMITTEE HEARD A PRESENTATION ON A FUNDING PLAN FOR BAY BRIDGE FORWARD WHICH INCLUDES $4.8 MILLION FOR RM2 ALLOCATED TO THE I-880 EXPRESS LANES IN 2030 THE CHANGES IN

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

THE PLAN WOULD FORMALIZE THE PLAN FOR 38 THE REGIONAL EXPRESS LANE NETWORK FOR OPERATIONS ON THE BAY BRIDGE CORRIDOR WITH IMPROVEMENTS IDENTIFIED IN THE BAY BRIDGE FORWARD SUITE OF PROJECTS. THIRD AND FINALLY DUMBARTON FORWARD STAFF PROPOSES REDIRECTION OF APPROXIMATELY $225,000 IN REMAINING SAVINGS FROM THE DUMBARTON RAIL PROJECT TO RM229 EXPRESS BUS SOUTH FOR UPCOMING DUMBARTON PROJECTS TO IMPROVE BUS TRAVEL IN THE DUMBARTON CORRIDOR THIS CONCLUDES STAFF OVERVIEW I'LL NOW TURN IT BACK OVER TO THE CHAIR. THANK YOU.

NICK JOSEFOWITZ, CHAIR: THANK YOU VERY MUCH. DO I HAVE ANY -- LET'S GO TO -- ARE THERE ANY PUBLIC COMMENTS?

CLERK OF THE BOARD: YES. I DO SEE ONE RAISED HAND FROM ALETA DUPREE. PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU CHAIR JOSEFOWITZ AND MEMBERS. ALETA DUPREE FOR THE RECORD, AS I DIGEST THIS, BUT I APPRECIATE THE FACT THAT WE ARE BEING EFFICIENT HERE, AND THAT MONEY IS BEST PUT TO USE, AND BAY BRIDGE FORWARD IS, WHICH I HAVE BEEN FOLLOWING, IS A VERY HELPFUL PROGRAM, ESPECIALLY FOR ME THAT WHEN I AM STAYING OVER IN WEST OAKLAND, I AM A FREQUENT USER OF THE BAY BRIDGE GENERALLY BY USING AC TRANSIT, AND I HAVE NOT BEEN ON THE DUMBARTON, YET, BUT CERTAINLY I HOPE TO, AND THAT WOULD BE HELPFUL AS WELL. SO, I THINK THIS IS REASONABLE.

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

I LOOK FORWARD TO READING MORE ABOUT IT. AND WE CAN PASS THIS AT THE COMMISSION MEETING IN DECEMBER. THANK YOU.

NICK JOSEFOWITZ, CHAIR: THANK YOU.

CLERK OF THE BOARD: AND THE NEXT SPEAKER IS ROLAND LEBRUN.

SPEAKER: THANK YOU, MR. CHAIR, THIS IS ROLAND IN SAN JOSE, VERY BRIEFLY, AND APOLOGIZE, I DIDN'T HAVE TIME TO REVIEW THE PACKET. ON THE DUMBARTON CORRIDOR ALLOCATION OBVIOUSLY I'M NOT GOING TO ASK YOU TO STOP THIS RIGHT NOW BUT I THINK I DO WANT YOU TO BE AWARE OF IS THAT WE HAVE GOT A LONG OVERDUE REQUIREMENT FOR THIS LINE OF FULL-BLOWN HIGH SPEED RAIL STATION, REDWOOD JUNCTION STATION BETWEEN CALTRAIN AND THE DUMBARTON CORRIDOR. AND I CAN ASSURE YOU THIS IS GOING TO BE COMING VERY RAPIDLY AS WE ADDRESS THE CALTRAIN GOVERNANCE ISSUES THAT YOU'RE PROBABLY AWARE OF IF YOU BEAR THAT IN MIND FOR FUTURE REQUESTS. THANK YOU.

CLERK OF THE BOARD: THERE ARE NO RAISED HANDS AND I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT FOR THIS ITEM.

NICK JOSEFOWITZ, CHAIR: GREAT. THERE ARE ANY COMMENTS FROM OTHER COMMISSIONERS? SEEING NONE. WE DON'T NEED TO TAKE A VOTE ON THIS DO WE?

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

CLERK OF THE BOARD: NO. BUT YOU'LL NEED TO --

NICK JOSEFOWITZ, CHAIR: FINISH --

AMY R. WORTH: NICK, I CAN INTERRUPT FOR A SECOND?

NICK JOSEFOWITZ, CHAIR: YES.

AMY R. WORTH: IS IT APPROPRIATE TO MAKE COMMENTS NOW OR MAKE THEM IN NOVEMBER. DOES THIS COME BACK TO THE COMMITTEE OR JUST GO STRAIGHT TO THE COMMISSION? I CAN -- WHY DON'T I JUST JUMP IN NOW SO THAT THEY'RE ON THE RECORD. I WANT TO SAY, AS YOU KNOW, WE'RE WORKING WITH THE BAY BRIDGE AND DUMBARTON BRIDGE FORWARD CORRIDORS TO REALLY TRY TO, RIGHT AWAY, ADVANCE SOME VERY IMPORTANT MOBILITY ISSUES. ONE OF THE CHALLENGES WE'RE FACING RIGHT NOW IS THE DEMAND ON THE BRIDGES IN SINGLE OCCUPANCY VEHICLES IS GROWING, AND WE DON'T HAVE THE SAME USE OF TRANSIT. AND SO IT'S REALLY IMPORTANT, AND I THINK OUR -- AS YOU HAVE HEARD ABOUT THE WORKING GROUPS, ARE REALLY TO FIGURE OUT HOW, AT THIS URGENT TIME, WE CAN FACILITATE MORE ROBUST TRANSIT RESOURCE IN THESE CORRIDORS. SO, I THINK THAT'S REALLY THE THOUGHT PROCESS IN TERMS OF TRYING TO IDENTIFY SOME FUNDS RIGHT NOW, THAT WE CAN DO THIS. BECAUSE ABSENT THESE FUNDS, IT'S REALLY -- IT'S A REAL UPHILL BATTLE TO TRY TO GET

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

THE RESOURCES TO DO THESE INITIATIVES THAT WE'RE REALLY HOPING TO DO, YOU KNOW, IN THE VERY CLOSE FUTURE. WHICH, AGAIN, HAVE THE SAME GOALS OF ANY KIND OF TRANSIT INVESTMENT ON THE CORRIDORS LONGER TERM. SO, THANK YOU.

NICK JOSEFOWITZ, CHAIR: THANK YOU. THANKS FOR THOSE COMMENTS. DO WE HAVE ANY WRITTEN COMMENTS RECEIVED FOR THIS ITEM KIMBERLY?

CLERK OF THE BOARD: NO WRITTEN COMMENTS WERE RECEIVED FOR THIS ITEM.

NICK JOSEFOWITZ, CHAIR: OKAY. I DECLARE THIS HEARING TO BE CLOSED HOWEVER THE PUBLIC COMMENT PERIOD WILL BE OPEN UNTIL 5:00 P.M. ON NOVEMBER 5TH AND MTC WILL CONTINUE TO RECEIVE WRITTEN COMMENTS UNTIL THEN. IF THERE IS NO OTHER WRITTEN COMMENTS OTHER THAN THOSE FROM COMMISSIONER WORTH, WE CAN MOVE ON TO --

JEANNIE BRUINS: CAN WE GET AN ANSWER TO THE QUESTION WHETHER OR NOT THIS ITEM WILL COME BACK TO THIS COMMITTEE AND THEN GO TO THE FULL COMMISSION? OR WILL IT GO STRAIGHT TO THE FULL COMMISSION?

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

CRAIG BOSMAN: WE WOULD BRING THIS BACK FOR YOUR CONSIDERATION AND ACTION IN DECEMBER TO REFER TO THE COMMISSION FOR APPROVE. THE CHANGES THAT ARE IN THE DRAFT RESOLUTION ATTACHED TO THE HEARING ANNOUNCEMENT.

JEANNIE BRUINS: OKAY. THANK YOU.

NICK JOSEFOWITZ, CHAIR: GREAT. OKAY. SO LET'S MOVE TO ITEM 6A TRANSIT OPERATIONS FUNDING AND STAFF IS GOING TO PROVIDE AN OVERVIEW OF FUNDING AVAILABLE FOR TRANSIT OPERATIONS INCLUDING FUNDS FOR CAPITAL PURPOSES FOR TRANSIT OPERATIONS THOSE OF YOU WHO ARE ON THE BLUE RIBBON TASK FORCE, I THINK HAVE ALREADY SEEN THIS PRESENTATION. BUT IT'S A GOOD ONE, SO WE'LL SEE IT AGAIN. THERESA?

THERESA ROMMELL: THANK YOU CHAIR JOSEFOWITZ, THERESA ROMMEL MTC STAFF, THERE IS A PRESENTATION. IF WE COULD UPLOAD THAT. THANK YOU. SO, AS WE ALL KNOW, PUBLIC TRANSIT AGENCIES ARE FACING AN UNPRECEDENTED FINANCIAL CRISIS WITH RIDERSHIP DECLINES AND TREMENDOUS UNCERTAINTY ABOUT WHAT WILL HAPPEN AND WHEN. BACK IN THE SPRING, WE HAD THOUGHT THAT WE WOULD BE IN RECOVERY IN JUST A FEW SHORT MONTHS WITH RIDERSHIP RETURNING TO NORMAL BY THE END OF THE YEAR. THAT OBVIOUSLY HASN'T HAPPENED AND WE DON'T KNOW WHEN OR TO WHAT DEGREE IT WILL. TODAY'S PRESENTATION, ALSO AS MENTIONED PRESENTED AT THE BLUE

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

RIBBON RECOVERY TASK FORCE AT ITS OCTOBER MEETING WILL LIKE AT THE FINANCIAL CHALLENGES TRANSIT IS FACING AND WHAT OPTIONS MAY BE AVAILABLE TO ADDRESS THEM PENDING FUTURE DISCUSSION ON POLICY AND POTENTIAL TRADEOFFS. NEXT SLIDE PLEASE. BEFORE COVID-19 STRUCK, THE BAY AREA'S TRANSIT OPERATORS GENERATED AND COLLECTED ABOUT 3.7 BILLION IN ANNUAL OPERATING REVENUES PASSENGER FARES AND SALES TAXES ACCOUNTED FOR TWO THIRD OF THOSE REVENUES AND EACH OF THE BAY AREA TRANSIT OPERATORS RELY ON A DIFFERENT MIX OF OPERATING REVENUE SOURCES MEANING SOME ARE MORE EXPOSED TO THE PANDEMIC'S IMPACTS OF REVENUES THAN OTHERS AGENCIES THAT RELY ON PARKING TOLLS BRIDGE TOLLS FACING MORE ACUTE CRISIS AND OPERATORS DEPENDING ON SALES TAXES ARE NOT DOING AS BADLY AS INITIALLY EXPECTED WITH NOTABLE EXCEPTION OF THE CITY AND COUNTY OF SAN FRANCISCO. NEXT SLIDE PLEASE. IN FISCAL YEAR 2019/'20 PASSAGE OF THE CARES ACT PROVIDED $25 BILLION LIFELINE FOR PUBLIC TRANSPORTATION OPERATORS NATION WOOD. 1.3 BILLION OF WHICH WE WERE FORTUNATE TO RECEIVE IN THE BAY AREA THANKS TO THE LEADERSHIP OF NANCY PELOSI AND OUR CONGRESSIONAL DELEGATION ESTIMATING THE 1.3 BILLION WOULD ADDRESS MOST TRANSIT OPERATOR LOSSES IN THE BAY AREA THROUGH THE END OF THE YEAR GIVEN OF THE PANDEMIC IMPACTS WE EXPECT BAY AREA TRANSIT OPERATORS WILL COLLECTIVELY FACE AN OPERATING SHORT FALL BETWEEN 40,600 MILLION BY THE END OF THE CURRENT FISCAL YEAR. LOOKING FORWARD TO FISCAL YEAR '21/'22 WITHOUT A SUBSTANTIAL FACILITATING RETURN OF RIDERSHIP AND

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

GENERAL MOBILITY THE SCALE OF OPERATING REVENUE LOSSES COULD APPROACH 1.7 BILLION IN THAT YEAR. SO TO PUT A POINT ON THE SCALE OF THE CRISIS, THE BAY AREA'S TRANSIT OPERATORS FACE A POTENTIAL REVENUE LOSS OVER THE NEXT YEAR AND A HALF OF OVER $2 BILLION. THIS LEVEL OF OPERATING REVENUE LOSS CANNOT BE CLOSED THROUGH LOCAL AND REGIONAL ACTION ALONE. IT WILL TAKE INVESTMENT FROM THE FEDERAL GOVERNMENT TO UNIQUELY CLOSE THE SHORT FALL. NEXT SLIDE PLEASE. AS MENTIONED THE BAY AREA RECEIVED 1.3 BILLION THROUGH THE CARES ACT WHICH THE COMMISSION ALLOCATED IN APRIL AND JULY OF THIS YEAR. THE CARES ACT DISTRIBUTIONS OF THE BASED ON THE ASSUMPTION THAT TRAVEL PATTERNS AND OUR ECONOMY WOULD BEGIN TO RETURN TO NORMAL BY THIS FALL. NOW WE FIND OURSELVES IN NOVEMBER WITH LITTLE IMPROVEMENT IN RIDERSHIP AND UNCERTAIN OPERATING OUTLOOK FOR TRANSIT OPERATORS. NEXT SLIDE PLEASE. WE HAVE HEARD CALLS TO EXPLORE ALTERNATIVES WAYS FOR OPERATIONS WE ARE DEVELOPING CONSIDERATIONS AND OPTIONS FOR FUNDING WE ARE ASKING IMPORTANT QUESTIONS INCLUDING WHAT LEVEL OF TRANSIT SERVICE ARE WE ABLE TO OPERATE, AGENCIES ARE USING OPERATING EXPENSES THROUGH A VARIETY OF MEASURES, ARE WE DIRECTING SERVICES TO BE OPERATED AND IF SO WHERE, WHEN WOULD REDIRECTED FUNDS BE AVAILABLE FISCAL YEAR 2021, 2022 OR LATER. WHAT STEPS AND APPROVALS ARE NEEDED TO REDIRECT FUNDS SOURCE? CAN MTC APPROVE REDIRECTING OF A FUND SOURCE OR ARE OTHER PARTIES NEEDED TO DO SO? WHAT PROGRAMS, PROJECTS, OR JOB LOSSES WOULD BE IMPACTED BY

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

REDIRECTING FUNDS? AND, DOES THE AMOUNT OF FUNDING AVAILABLE FROM A FUND SOURCE HELP ADDRESS THE OPERATING NEED IN A MEANINGFUL WAY? MANY FUND SOURCES MAY NOT HAVE ENOUGH FUNDING AVAILABLE THAT CAN BE REDIRECTED TO TRANSIT OPERATIONS TO MAKE A MEANINGFUL IMPACT ON THE OPERATING SHORT FALL ESPECIALLY CONSIDERING THE BARRIERS TO DIRECTING FUNDS. I DO WANT TO NOTE, HERE, THAT TODAY'S PRESENTATION IS PRIMARILY TO PROVIDE INFORMATION, ESPECIALLY OF A TECHNICAL NATURE ON WHAT MIGHT BE POSSIBLE, WHAT POSSIBLE ALTERNATIVES FOR DIRECTING FUNDS TO TRANSIT OPERATIONS ARE, TO ANSWER SOME OF THE QUESTIONS ON THIS SLIDE. HOWEVER, SOME OF THESE QUESTIONS WILL REQUIRE A MORE COMPREHENSIVE EVALUATION AND POLICY ACTION. STAFF ARE WORKING TO GATHER DETAILED INFORMATION ON FUND SOURCES AND OPERATOR NEEDS AND TO DEVELOP AN EVALUATION FRAMEWORK TO BE USED TO TAKE ACTION ON ANY INTERIM OPERATING ASSISTANCE PROPOSALS. THIS WILL LIKELY BE BROUGHT FORWARD TO THIS COMMITTEE IN DECEMBER. NEXT SLIDE PLEASE. ON THIS SLIDE ARE THE MAIN REVENUE SOURCES WHICH THE MTC COMMISSION IN CONCERT WITH OUR FEDERAL AND STATE FUNDING PARTNERS AS WELL AS TRANSIT OPERATORS HAVE A REALISTIC OPPORTUNITY TO REDIRECT, PRIMARILY FROM STATE OF GOOD REPAIR PROJECTS, TO SUPPORT TRANSIT OPERATIONS. AS IT STANDS, ONLY ABOUT 100 MILLION IS AVAILABLE IN THE CURRENT YEAR, AND OF THAT AMOUNT 35 MILLION IS FROM A STATE SOURCE THE OPERATORS HAVE FLEXIBILITY TO REDIRECT ON THEIR OWN. THIS 100 MILLION IS VERSUS THE 4 TO 600 MILLION

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

REVENUE DEFICIT EXPECTED THIS FISCAL YEAR. THE FIRST BOX ON YOUR SLIDE IS OUR TRANSIT CAPITAL PRIORITIES PROGRAM. OUR FTK FORMULA FUNDS FOR TRANSIT CAPITAL STATE OF REPAIR ABOUT $406 MILLION A YEAR A SIGNIFICANT PORTION OF THIS COULD GO TO TRANSIT OPERATIONS FOR MAINTENANCE AVAILABILITY OR POTENTIAL TOW OPERATIONS EXPENSE DIRECTLY RELATED TO THE PANDEMIC THROUGH FTA'S EMERGENCY RELIEF PROVISIONS NEXT MONTH PROPOSING NEAR TERM TCP PROGRAM GUIDELINES THAT ARE LIKELY TO INCORPORATE INCREASED FLEXIBILITY OF THE FUNDING SOURCE. NEXT BOX IS FEDERAL HIGHWAY INFRASTRUCTURE PROGRAM OR SURFACE TRANSPORTATION PROGRAM FUNDS A FUND SOURCE INCLUDED IN OUR ONE BAY AREA GRANT PROGRAM. ONLY A SMALL AMOUNT OF THESE FUNDS ARE AVAILABLE IN THIS FISCAL WITH THE BULK AMOUNT AVAILABLE IN 2023. THE CALTRANS FISCAL YEAR PROGRAM SHOWN IN GREEN IS 35 MILLION A YEAR AND STATE HAS PROVIDED FLEXIBILITY FOR OPERATORS TO USE THIS FUND SOURCE FOR TRANSIT OPERATIONS EVEN IF THEY HAD APPLIED FOR THESE FUNDS TO USE FOR A DIFFERENT PURPOSE THEY CAN BE USED FOR OPERATIONS. AND LASTLY, THERE IS THE 12 MILLION IN CARES ACT FUNDING THAT WAS DIRECTED TO MTC. TO MAKE THESE FUNDS AVAILABLE THE COMMISSION WOULD NEED TO TAKE ACTION TO DEPROGRAM THEM FROM THE CLIPPER START MEANS-BASED PROGRAM AND TRANSIT RECOVERY STRATEGIES THAT THEY HAVE BEEN COMMITTED TO SUPPORT. THE REDIRECTION OF ALL OF THESE FUN SOURCES HAVE SIGNIFICANT TRADEOFFS THAT ARE LISTED HERE. CAPITAL PROJECT DELAY, STATE OF GOOD REPAIR, CAPITAL PROJECT

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

LOSSES BIKE PED PROJECTS AND REGIONAL PROGRAMS. AGAIN IN THE COMING MONTHS STAFF PLANS TO BRING THESE CONSIDERATIONS FORWARD IN MORE DETAIL. NEXT SLIDE PLEASE. SO LOOKING AT THE FUND SOURCES THAT ARE BEYOND MTC AND OUR TRANSIT OPERATOR'S CONTROL AND DISCRETION, THE FUND SOURCES ON THIS SLIDE WOULD REQUIRE A MUCH HEAVIER POLICY AND POLITICAL LIFT INCLUDING VOTER OR STATE LEGISLATURE APPROVAL AND EVEN THE CONSTITUTIONAL AMENDMENT IN SOME CASES. FOR COUNTY SALES TAXES, THE SALES TAX AUTHORITIES CAN EXPLORE WHAT FLEXIBILITY EXISTS WITHOUT VOTER APPROVAL AND COUNTY TRANSPORTATION TAX EXPENDITURE PLANS TO DIRECT FUNDS TO TRANSIT OPERATIONS, HOWEVER FUNDS WOULD LIKELY NOT BE AVAILABLE IN FISCAL YEAR 2022 -- UNTIL FISCAL YEAR 2022 OR LATER. REGIONAL MEASURE THREE ASSUMING IT IS LEGALLY UPHELD WOULD REQUIRE STATE LEGISLATURE APPROVAL TO REDIRECT FUNDS AND GIVEN THE CURRENT LEGAL STATUS THESE FUNDS WOULD NOT LIKELY BE AVAILABLE UNTIL 2023. SIMILAR TO SALES TAXES IT WOULD BE A POLITICAL DIFFICULT PROCESS TO REDIRECT AS DOING SO WOULD BE SEEN AS BREAKING A COMMITMENT TO VOTERS WHEN THE MEASURE WAS APPROVED. CAP-AND-TRADE AUCTION REVENUES SB1 NON-TRANSIT OPERATING REVENUE AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDS WOULD ALSO REQUIRE STATE LEGISLATURE APPROVAL AND EVEN CONSTITUTIONAL AMENDMENTS TO REDIRECT A PORTION OF THESE FUND SOURCES. NEXT SLIDE PLEASE. OVERALL, THE SCALE OF OUR TRANSIT OPERATING REVENUE LOSS COULD QUITE POSSIBLY EXCEED 2 BILLION UNLESS THE

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

PANDEMIC GETS BETTER RELATIVELY SOON. AT MOST THE REGION COULD REDIRECT ABOUT 600 MILLION STARTING IN FISCAL YEAR 2022, THE TRANSIT OPERATION, WHICH WOULD DEFINITELY COME WITH TRADEOFFS FURTHER IT WOULD TAKE A HEAVY POLITICAL LIFT WITH SUPPORT NEEDED ACROSS THE STATE NOT JUST THE BAY AREA TO ENACT THE STATE POLICY PROCEDURES NEEDED TO AUTHORIZE A NUMBER OF KEY FUNDING SOURCES TO SUPPORT TRANSIT OPERATIONS. TO CONCLUDE WE DON'T KNOW HOW LONG THIS CRISIS WILL LAST AND WHAT RIDERSHIP OR THE ECONOMY THE LOOK LIKE AFTERWARDS ADDITIONAL FEDERAL SUPPORT FOR TRANSIT OPERATIONS IS CRITICAL PROPOSED HERO'S TWO ACT IS A POSITIVE SIGN BUT THINGS ARE STALE IN A STATE OF FLUX IN WASHINGTON. TRANSIT OPERATORS MTC AND THE STATE MUST BE PREPARED TO CONTINUE TO ADJUST TO THE CHANGING LANDSCAPE. MTC IS HERE TO WORK WITH OPERATORS AND WILL WORK TO PROVIDE FLEXIBILITY WHERE APPROPRIATE, AND POSSIBLE WITH THE FUNDS THAT WE MANAGE. THAT CONCLUDES MY PRESENTATION, AND I AM HAPPY TO TRY AND ANSWER ANY QUESTIONS.

NICK JOSEFOWITZ, CHAIR: THANK YOU. FOR THOSE OF YOU WHO HAVE BEEN MANICALLY REFRESHING, WE HAVE SEEN A BUNCH IN OUT LETS CALLED MICHIGAN FOR BIDEN AND IT'S IRONIC THAT THE GOOD VOTERS OF MICHIGAN MAY BE THE ONES TO GET US A TRANSIT BAIL OUT. SO, ANYWAY, LET'S -- I'M GOING TO GO TO MY COMMISSIONERS. ANYBODY HAVE ANY COMMENTS? COMMISSIONER PAPAN?

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

GINA PAPAN: THANK YOU MR. CHAIR. YEAH. SORRY. BECAUSE I'M READING MY NOTES HERE. THE REDIRECTION OF THE -- SOME OF THE 97 MILLION OF OBAG FUNDING, WE WOULD STRONGLY OPPOSE IN OUR AREA, AND I KNOW WE'RE STRUGGLING FOR FUNDS EVERYWHERE AND THE CONVERSATION WILL CONTINUE HERE. IT'S JUST, WE NEED TO EMPHASIZE THE IMPORTANCE OF THAT TO OUR REGION, AND I HOPE WE CAN -- MAYBE WITH THE ELECTION RESULTS COME UP WITH SOME MORE FUNDING SOMEWHERE. BUT I DO NEED TO EXPRESS MY CONCERN AS TO THAT. THANK YOU SIR.

NICK JOSEFOWITZ, CHAIR: THANK YOU COMMISSIONER PAPAN. ANY OTHER COMMISSIONERS? SO -- AM I MISSING A --

AMY R. WORTH: SORRY. YOU HAVE GOT A RAISED HAND.

NICK JOSEFOWITZ, CHAIR: OKAY. COMMISSIONER WORTH.

AMY R. WORTH: THANK YOU MR. CHAIR. I'LL BE BRIEF. I WANT TO PICK UP ON COMMISSIONER PAPAN'S COMMENTS. OBVIOUSLY THE FUNDS THAT ARE THERE, ONE, THEY DWARF, THE NEED DWARFS THESE AVAILABLE FUNDS, NUMBER ONE, AND NUMBER TWO, IT IS KIND OF A ZERO SUM GAME IN TERMS OF TAKING FROM ONE TO DO ANOTHER. A LOT OF THESE ARE CAPITAL INVESTMENTS AND I WANT TO POINT OUT, I DO BELIEVE THAT OUR FEDERAL ADVOCACY EFFORTS ARE GOING TO BE KEY IN THE LONG RUN AND I HAVE BEEN IN CONVERSATIONS WITH

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

CONGRESSMAN DESAULNIER HE SITS ON THE HOUSE TRANSPORTATION COMMITTEE AND IS CONCERNED ABOUT GETTING A BILL THAT CAN GET PASSED AND SIGNED AND SENT SO THAT THESE FUNDS CAN COME TO THE BAY AREA WHICH ARE DESPERATELY NEEDED BY OUR TRANSIT AGENCIES. SO I THINK THAT -- AND I KNOW OUR STAFF HAS BEEN WORKING VERY HARD IN TERMS OF OPPORTUNITIES IN WASHINGTON TO GET THESE MUCH NEEDED FEDERAL FUNDS. BECAUSE IT'S REALLY WHERE THE RELIEF IS GOING TO HAVE TO COME. GREAT. THANKS.

NICK JOSEFOWITZ, CHAIR: THANK YOU COMMISSIONER WORTH. COMMISSIONER BRUINS?

JEANNIE BRUINS: YEAH. I THINK, JUST FOR THE RECORD -- I DEFINITELY CONCUR WITH WHAT MY COLLEAGUES HAVE SAID. YOU KNOW, THIS WHOLE THING, TRYING TO MAKE THESE TRADEOFFS, IT'S A REAL SLIPPERY SLOPE, AND THERE IS NO GOOD CHOICES, AND AGAIN, THE NEED IS OUTPACING WHAT EVEN OUR OPTIONS ARE THAT WE HAVE. SO WE REALLY NEED THE TEAM TO GO AFTER THE FEDERAL GOVERNMENT AS SOON AS WE CAN GET THIS ELECTION CLOSED UP.

NICK JOSEFOWITZ, CHAIR: THANK YOU COMMISSIONER BRUINS. ABSOLUTELY. LET'S HOPE WE CAN BE SUCCESSFUL THERE. OKAY. LET'S GO TO PUBLIC COMMENT. KIMBERLY?

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

CLERK OF THE BOARD: AND I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT FOR THIS ITEM, AND I SEE SEVERAL RAISED HANDS. THE FIRST OF WHICH IS RICHARD PUENTES, PLEASE UNMUTE YOURSELF, TWO MINUTES MR. CHAIR?

SPEAKER: GOOD AFTERNOON THIS IS RICHARD PUENTES FROM BART WE APPRECIATE THE FLEXIBILITY WHEN IT COMES TO IDENTIFYING FUNDS TO FILL THE TRANSIT AGENCY'S FUNDING GAPS HOWEVER MANY OF THESE CAPITAL FUNDS SUPPORT CRITICAL CUSTOMER FACING BART REINVESTMENT PROJECTS IN A SUBSTANTIAL NUMBER OF JOBS. CAPITAL FUNDING DOESN'T ENABLE BART TO ENABLE OUR WORKFORCE WHILE DELIVERING NEEDED CAPITAL FOR THE REGION. WE WOULD LIKE TO THANK MTC STAFF FOR THE INFORMATIVE PRESENTATION. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS ALETA DUPREE. PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU CHAIR NICK JOSEFOWITZ, ALETA DUPREE FOR THE RECORD. THE NEED IS GREAT, AND I AM HOPING THAT WASHINGTON WILL STEP IN TO HELP, BECAUSE THAT'S REALLY OUR -- THE ONLY PLACE LEFT TO GO. AND THIS PROBLEM IS NOT UNIQUE TO THE BAY AREA, AND I DON'T WANT TO SEE CAPITAL EXPENSES PERMIT -- CURTAILED OR DECIMATED BECAUSE ADA ACCESSIBILITY IS KEY. THERE ARE LIGHT RAIL STOPS IN SAN FRANCISCO, AND SOME STATIONS ON CALTRAIN THAT ARE NOT ADA ACCESSIBLE, THEREFORE PRECLUDING

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

FULL PARTICIPATION IN THE USE OF THESE SYSTEMS. AND BARC, FORTUNATELY IS FULLY ACCESSIBLE, BUT THEY ALSO HAVE TO KEEP ALL THOSE PIECES RUNNING. SO WE COULDN'T FORGET ABOUT THIS PIECE OF IT WITH CAPITAL, ALONG WITH STATE OF GOOD REPAIR. I DON'T WANT US TO SEE US GO OVER A FISCAL CLIFF. AND GOING TO LESS FREQUENT SERVICE WILL ONLY DRIVE MORE PEOPLE TO THEIR CARS. SO TRANSIT HAS TO BE PRESERVED GOING FORWARD, THERE WILL ALWAYS BE A NEED FOR T AND IT SHOULD BE FAST, FREQUENT, AND SAFE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS RICH HEDGES, PLEASE UNMUTE YOURSELF.

RICHARD HEDGES: THANK YOU. I JUST WANTED TO SPEAK FOR A MINUTE ABOUT THE LOCAL SALES TAX MEASURES. I SATA MEASURE A, AND I DON'T THINK MY MEASURE IS FAULTY THIS SOMETIMES IT IS SOMETIMES IT ISN'T. THESE ARE MEASURE A WITH PROJECT TRANCHES FROM THE SALES TAX MONEY SOME GOES TO CALTRANS SOME GOES TO BART SOME GOES TO READY WHEELS AND WE HAVE A FAIRLY LARGE LOAN OUT TO THE 101 EXPRESS LANES. SO I'M REALLY TRYING TO SEARCH MY MIND AS TO HOW WE COULD SHIFT ANY OF THESE FUNDS OTHER THAN WHAT WE ALREADY ARE FOR HELPING TRANSIT, AND I SERIOUSLY DOUBT, AT LEAST FOR SAN MATEO COUNTY, THAT THERE WOULD BE MUCH MONEY TO MOVE AROUND, I HOPE YOU CAN INFORM ME THAT THAT'S

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

INCORRECT, AND ALSO ABOUT THE OTHER COUNTIES THAT HAVE PASSED SALES TAX MEASURES. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ROLAND LE BRUN PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU MR. CHAIR, AND BY THE WAY, I DON'T KNOW WHAT YOU CAN SEE, BUT MEMBERS OF THE PUBLIC ARE SEEING A GREAT BIG BLACK SCREEN, SO VIDEO WHEN WE ADDRESS YOU WOULD BE APPRECIATED. I WANT TO BRING SOME KIND OF A, YOU KNOW, SUNSHINE TO THIS GLOOMY SITUATION HERE. LET ME START WITH VTA, THEY REPORTED, I THINK IT WAS ADMINISTRATION AND FINANCE, THE DEFICIT PRE K AT FUNDING THIS WAS ZERO FUNDING FROM THE CARES ACT AS OF JUNE WAS $5 MILLION. SO I THINK THINGS ARE LOOKING PRETTY GOOD THERE, AND POTENTIALLY WE CAN MAKE THEM LOOKING BETTER WITH THE BOARD. NOW, WITH CALTRAIN OVER THE MEASURE R PASSED LAST NIGHT, WHICH IS GREAT NEWS, BUT THE THING I WANT TO BRING TO YOUR ATTENTION, CAL TRAINS, HAVE NO IDEA HOW TO TREAT SOCIAL DISTANCING ON BABY BULLETS THAT WE'RE RUNNING AT 100 PERCENT OF CAPACITY PRE COVID. SO WHAT WAS THE SOLUTION? VERY SIMPLE, THEY JUST ELIMINATED THE SERVICE ALTOGETHER, THEY ESSENTIALLY ELIMINATED SERVICE FOR 95 PERCENT OF THE PRE COVID RIDERSHIP THAT'S WHY THEY'RE DOWN TO FIVE PERCENT. AND THESE PEOPLE RIGHT NOW GOT BASICALLY NO OPTION OTHER THAN WORKING FROM HOME, THE GOOD NEWS IS TOMORROW MORNING AT 9:00 THIS IS

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

GOING TO BE ADDRESSED AT THE CALTRAIN BOARD MEETING AND HOPEFUL WE'LL GET A BETTER OUTCOME MOVING FORWARD. THANK YOU.

CLERK OF THE BOARD: THANK YOU MR. LE BRUN. I HAVE NO ADDITIONAL RAISED HANDS MR. CHAIR.

NICK JOSEFOWITZ, CHAIR: OKAY. THANK YOU VERY MUCH. I THINK IF THERE ARE NO OTHER COMMENTS FROM COMMISSIONERS, THAT WAS AN INFORMATION ITEM. SO WE'LL MOVE ON TO ITEM 6B, THE CTC UPDATE. WE CAN ACTUALLY GET TO IT THIS TIME. KENNETH.

KENNETH KAO: GOOD AFTERNOON COMMISSIONERS I WANT TO REPORT THAT CTC MET OCTOBER 21st, 22nd ONLINE AND DISCUSSED ITEMS FIRST CTC RECEIVED A JOINT EQUITY UPDATE ON EQUITY EFFORTS FROM THE CTC CALTRANS AND CALIFORNIA STATE TRANSPORTATION AUTHORITY, NAMELY CTC'S EQUITY ROUND TABLE SHOULD BE FORMED NEXT MONTH END OF DECEMBER. CALTRANS ESTABLISHED A NEW OFFICE OF EQUITY AND WILL DEVELOP AN EQUITY ACTION PLAN WE WILL CONTINUE TO MONITOR EFFORTS AND REPORT BACK TO THIS COMMITTEE WITH DEVELOPMENTS. I WANT TO HIGHLIGHT CTC ADOPTED A ACTIVE TRANSPORTATION PROGRAM QUICK BUILD PILOTS $4.4 MILLION AWARDED FOR THE PROJECTS HALF WENT TO BAY AREA SO CONGRATULATIONS TO THOSE FOUR PROJECTS IN THE BAY AREA TO GET STARTED ON SOME OF THOSE NEW QUICK BUILD TYPE PROJECTS WITH MONEY FROM THE STATE. NEXT I WANT TO REMIND YOU THAT CTC STAFF WILL BE RELEASING SB1

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

COMPETITIVE PROGRAM STAFF RECOMMENDATIONS NEXT THURSDAY SO WE'RE ALL WAITING VERY ANXIOUSLY. CTC WILL BE CONSIDERING STAFF RECOMMENDATIONS FOR THE THREE COMPETITIVE PROGRAMS AT THE DECEMBER MEETING. AND THEN FINALLY I WANT TO MENTION CTC IS HOLDING -- ACTUALLY RIGHT NOW, A JOINT MEETING TODAY, WITH CARB AND HCD. TOPICS OF DISCUSSION INCLUDE HOW TO BETTER ALIGN STATE POLICIES FOR THE PROGRAMS TO INCLUDE TRANSPORTATION, HOUSING, AIR QUALITY AND CLIMATE GOALS AND ALSO THE STATE'S RESPONSE TO THE GOVERNOR EXECUTIVE ORDER NUMBER N-19-19. CTC'S NEXT MEETING WILL BE DECEMBER 2ND AND THIRD HELD ONLINE AND I WOULD BE HAPPY TO ANSWER ANY QUESTIONS.

NICK JOSEFOWITZ, CHAIR: THANK YOU VERY MUCH. GOOD REPORT. ANY QUESTIONS? NO QUESTIONS. SO ANY OTHER BUSINESS OR PUBLIC COMMENT? KIMBERLY?

CLERK OF THE BOARD: I SEE NO RAISED HANDS. AND I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT.

NICK JOSEFOWITZ, CHAIR: TERRIFIC. SO WE'RE ADJOURNING THE NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE IS SCHEDULED TO BE HELD DECEMBER NINTH 9:45 A.M. AT THE BAY AREA METRO CENTER OR ONLINE REMOTELY DEPENDING ON SHELTER-IN-PLACE ORDERS. OKAY. THANK YOU VERY MUCH. SORRY FOR NOT BEING PARTICULARLY EFFICIENT WITH THE SCRIPT.

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

CLERK OF THE BOARD: NO WORRIES. THANK YOU MR. CHAIR.

[ADJOURNED

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

NTT
Broadcasting Government