METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION CLIPPER EXECUTIVE BOARD

MONDAY, NOVEMBER 16, 2020, 1:35 PM

RICK RAMACIER, CHAIR: THANK YOU. GOOD AFTERNOON. I WOULD LIKE TO CALL THIS MEETING OF THE CLIPPER EXECUTIVE BOARD TOGETHER FOR NOVEMBER 16TH, 2020. AND AT THIS POINT, I WOULD LIKE TO REQUEST THAT THE BROADCAST TEAM ROLL THE ANNOUNCEMENT, PLEASE. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR, PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING VIA ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL

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BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO, AND SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM ON THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

RICK RAMACIER, CHAIR: THANK YOU. AT THIS TIME, ED, I WOULD LIKE TO CONDUCT A ROLL CALL PLEASE?

EDWARD MENG: THANK YOU. CHAIR RAMACIER?

RICK RAMACIER, CHAIR: HERE.

EDWARD MENG: VICE CHAIR POWERS? LOOK LIKE YOU'RE HERE. BUT YOU'RE ON MUTE.

ROBERT POWERS, VICE CHAIR: SORRY. HERE.

EDWARD MENG: BOARD -- [INDISCERNIBLE]

SPEAKER: PRESENT. LOOKS LIKE BOARD MEMBER HARTNETT IS HERE.

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JIM HARTNETT: HERE.

EDWARD MENG: BOARD MEMBER HURSCH.

MICHAEL HURSCH: HERE.

EDWARD MENG: MCMILLAN?

THERESE MCMILLAN: HERE.

EDWARD MENG: THANKS. BOARD MEMBER MULLIGAN?

DENNIS MULLIGAN: HERE.

EDWARD MENG: BOARD MEMBER RANNELLS?

NINA RANNELLS: HERE.

EDWARD MENG: AND BOARD MEMBER TUMLIN?

JEFFREY TUMLIN: HERE.

EDWARD MENG: WE HAVE A QUORUM.

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RICK RAMACIER, CHAIR: THANK YOU ED. CAROL BEFORE WE MOVE ON I UNDERSTAND WE NEED TO REMOVE ITEM 3A TODAY DO WE NEED TO DO SOMETHING FORMALLY OR JUST DO THAT AS WE GET THERE?

CAROL KUESTER: I THINK WE JUST NEED TO AGREE TO DO THAT ISN'T THAT RIGHT LESLIE. DO WE NEED TO TAKE A VOTE ON THAT?

LESLIE MEISSNER, COUNSEL: I DON'T THINK THAT NEEDS TO BE VOTED ON, I THINK IT COULD JUST BE REMOVED AND HELD FOR A LATER MEETING.

CAROL KUESTER: OKAY. YEAH. WE HAVE JUST GOT ONE OUTSTANDING ITEM THAT WE NEED TO WORK. WE'RE HOPING TO BRING THAT BACK TO THE DECEMBER MEETING RIGHT AROUND THE CORNER, DECEMBER 7TH.

RICK RAMACIER, CHAIR: OKAY. THANK YOU. WITH THAT, I'LL SEEK A MOTION AND A SECOND TO APPROVE THE CONSENT CALENDAR.

JIM HARTNETT: MOVED.

JEFFREY TUMLIN: SECOND.

RICK RAMACIER, CHAIR: MOVED BY HARTNETT SECOND BY TUMLIN. ED DO WE HAVE COMMENT OR WRITTEN FORM RECEIVED ON THIS ITEM.

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EDWARD MENG: NO COMMENTS RECEIVED ON THIS ITEM.

RICK RAMACIER, CHAIR: OKAY. PLEASE CALL THE ROLL ON THIS.

EDWARD MENG: WHERE IS. [ROLL CALL VOTE]

EDWARD MENG: THE MOTION IS APPROVED.

RICK RAMACIER, CHAIR: THANK YOU ED THAT BRINGS US TO OUR ACTION ITEMS AS PREVIOUSLY NOTED ITEM 3A WILL BE REFERRED TO A LATER MEETING, AND THREE B CLIPPER EXECUTIVE BOARD CALENDAR 2021, ED IS GOING TO PRESENT THIS ITEM.

EDWARD MENG: I THINK I HAVE A SLIGHT DELAY BUT HOPEFULLY IT WON'T INTERFERE TOO MUCH. ITEM 3D IS THE CLIPPER EXECUTIVE BOARD CALENDAR. THE BOARD IS REQUIRED TO APPROVE ANNE NULL MEETING CALENDAR EVERY YEAR, THE 2021 FOR THE MOST PART ASSUMES STATUS QUO THAT MEETINGS WILL CONTINUE TO HAPPEN VIRTUALLY, AND WILL HAPPEN ON THE THIRD MONDAY OF THE MONTH AT 1:30 UNLESS THERE ARE CONFLICTS WE HAVE IDENTIFIED THE FIRST THREE MONTHS OF 2021 IN WHICH THERE ARE CONFLICTS WHETHER THEY'RE HOLIDAYS OR PREVIOUSLY SCHEDULED APTA OR PREVIOUSLY SCHEDULED MEETINGS, WE UNDERSTAND BOARD MEMBERS PARTICIPATE IN THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEETINGS AND THE FARE INTEGRATION TASK FORCE MEETINGS SO THE ALTERNATE DATES

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THAT WE HAVE PROPOSED AND SHOWN, HOPEFULLY DO NOT INTERFERE WITH THOSE OTHER MEETINGS WITH THE UNDERSTANDING THAT WE ALSO DON'T WANT TO MONOPOLIZE YOUR TIME ON THOSE DAYS. SO WE RECOMMEND APPROVAL FOR THE CALENDAR AND IF SO APPROVED WE WILL BE SURE TO SEND OUT CALENDAR INVITES SO THESE MEETINGS ARE ON ALL YOUR CALENDARS FOR THE APPROPRIATE HOLDS FOR DATES AND TIMES.

RICK RAMACIER, CHAIR: THANK YOU ED. ARE THERE ANY QUESTIONS OF ED FROM BOARD MEMBERS?

MICHAEL HURSH: I'LL MOVE APPROVAL. HURSH.

RICK RAMACIER, CHAIR: IS THERE A SECOND?

DENNIS MULLIGAN: SECOND. MULLIGAN.

RICK RAMACIER, CHAIR: MOTION FROM HURSH. SECOND FROM MULLIGAN. ED, ANY PUBLIC COMMENT PRESENT OR IN WRITTEN FORM FOR THIS ITEM.

EDWARD MENG: NO PUBLIC COMMENT FOR THIS ITEM.

RICK RAMACIER, CHAIR: PLEASE CALL THE ROLL.

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EDWARD MENG: [ROLL CALL VOTE]

RICK RAMACIER, CHAIR: 3C NEXT GENERATION CLIPPER SYSTEM INTEGRATOR CONTRACT CHANGE ORDER, BART SFMTA, CARD READER VALIDATOR INTEGRATION WITH THE EXERCISE OF OPEN PAYMENT OPTION WITH CUBIC TRANSPORTATION SYSTEMS. KELLY JACKSON WILL PRESENT THIS ITEM. IT'S VALUED AT $13.6 MILLION.

KELLY JACKSON: ARE YOU GOING TO BE PULLING UP THE SLIDES?

EDWARD MENG: I BELIEVE MTC WILL BE DOING THAT.

KELLY JACKSON: GREAT. KELLY JACKSON STAFF, IF WE COULD MOVE FORWARD. WHEN WE EXECUTED THE NEXT GENERATION INTEGRATOR CONTRACT WITH CUBIC OUR PLAN WAS TO RETREAT TO LEVERAGE THE LEGACY CARD VALIDATORS, AND INTEGRATION WHEN WE STARTED WORKING CAN MTC, BART AND CUBIC, TO DISCUSS THE ACCOUNT BASED DESIGN AND ARCHITECTURE WE TRIED TO MITIGATE THE CONCERNS FOR ALL STAKEHOLDERS AND WE ULTIMATELY IDENTIFIED A TWO PRONG SOLUTION THAT REQUIRES BART TO IMPLEMENT A SEPARATE NETWORK FOR FARE COLLECTION FUNCTIONS ON WHICH CUBIC CAN OPERATE ITS NEXT GENERATION CARD VALIDATOR WHICH WE REFER TO AS THE TRIBE LEADER OR TR FOUR. THIS SOLUTION REQUIRES A CHANGE ORDER TO PURCHASE TR FOURS TO INTEGRATION THE VALIDATORS WITH BART'S FARE PAYMENT EQUIPMENT. THE DECISION TO ACCOMPLISHMENT TR4'S

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ON BART DEVICES AFFECT OTHER ELEMENTS OF THE SYSTEM INTEGRATOR CONTRACT. FIRST GAIN COST REDUCTIONS AND EFFICIENCIES IF WE FURTHER THE SCOPE OF WORK BY UPGRADING THE CARD VALIDATORS AT SFMTA GATES AT THE SAME TIME THIS ELIMINATES THE NEED FOR CUBIC TO DEVOTE RESOURCES TO THE INTEGRATION NEXT GENERATION SYSTEM LEGACY CARD VALIDATORS INCREASE IN CONSISTENT ACROSS THE INSTITUTION. WHEN WE EXECUTED THE SI CONTRACT IN 2018, WE LOCKED DOWN EQUIPMENT INTEGRATION AND OPERATIONS AND MAINTENANCE COSTS F WE WERE TO ELECT TO HAVE CUBIC IMPLEMENT AN OPEN PAYMENTS SYSTEM AFTER SYSTEM COMPLETION IN 2024. BY IMPLEMENTING THE TR VALIDATOR ON THE BART AND SFMTA WE PAVE THE WAY FOR CLIPPER IMPLEMENT OPEN PAYMENTS FOR ALL PAY THING OPERATORS BY IMPLEMENTING THE WORK EARLY TO SUPPORT ACCOUNT BASED OPERATIONS THE COST OF IMPLEMENTING OPEN PAYMENTS IS A DISCRETE PIECE OF WORK INTRODUCED AND NEXT SLIDE ILLUSTRATES COST OF IMPLICATIONS. SO THE STATUS QUO COLUMN ON THE LEFT IDENTIFIES THE CURRENT SI CONTRACTOR REQUIREMENTS FOR IMPLEMENTING OPEN PAYMENTS. WE WOULD BE LOOKING AT $11.8 MILLION FOR EQUIPMENT, TAXES AND DEVELOPMENT WORK ON TOP OF $1.5 MILLION FOR OPERATIONS AND MAINTENANCE SO BY 2020 BEING EARLIEST WE COULD OPEN TO IMPLEMENT OPEN PAYMENT SYSTEMS. THE FAR RIGHT COLUMN, IT IDENTIFIES THE COST IF WE IMPLEMENT THE TR4 VALIDATORS ON BART SFMTA AND IMPLEMENT OPEN PAYMENTS AFTER SYSTEM COMPLETION IN 2024. AT THAT POINT THE TOTAL CAPITAL AND OPERATING COSTS WOULD BE $15.5 MILLION. SO THE OPTION STAFF IS

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RECOMMENDING TODAY IS TO EXERCISE THE OPEN PAYMENTS OPTION NOW AS COMPANION WORK TO THE TR FOUR VALIDATOR IMPLEMENTATION FOR A TOTAL COST OF $13.6 MILLION. THIS WOULD ALLOW US TO MEET BART'S INTEGRATION NEEDS AND IMPLEMENT OPEN PAYMENTS FOR ALL PARTICIPATING TRANSIT OPERATORS AS EARLY AS 2022 FOR ONLY 300,000 MORE DOLLARS THAN WE WOULD HAVE PAID TO EXERCISE THIS OPTION IN 2024. THE NEXT SLIDE SUMMARIZES HOW WE ACHIEVE THIS TIME AND COST SAVINGS BY EXERCISING THE OPEN PAYMENTS OPTION CONCURRENTLY WITH THE TR FOUR IMPLEMENTATION. THIS ACCELERATED APPROACH ALLOWS CUBIC ENGINEERING AND PROJECT MANAGEMENT TEAMS TO COMPLETE THE WORK NEEDED TO SUPPORT ACCOUNT BASED AND OPEN PAYMENTS FUNCTIONALITY AS PART OF ONE FOCUSED EFFORT. AT THE SAME TIME WE ARE ALSO REDUCING FUTURE LABOR COSTS AND PROJECT RISKS THAT CUBIC BUILT INTO THEIR ORIGINAL COST PROPOSAL FOR THE OPEN PAYMENTS OPTION. AS CUBIC MOVES FORWARD WITH THEIR WORK TO IMPLEMENT OPEN PAYMENTS, MTC AND OPERATOR STAFF WILL HAVE TIME TO DEVELOP OPERATING ROLES AND MESSAGING TO SUSPECT THE ROLL OUT OF OPEN PAYMENTS. OUR HOPE IS THAT AN OPEN PAYMENTS OPTION WILL BENEFIT THE REGION'S TRANSIT OPERATORS AT A TIME WHEN WE WANT TO PROMOTE CONTACTLESS PAYMENT OPTIONS AND AFTER TRANSIT RIDERS GREATER FLEXIBILITY. STAFF IS RECOMMENDING BOARD'S APPROVAL WITH CONTRACT CHANGE ORDER WITH CUBIC IN AN AMOUNT NOT TO EXCEED $13.6 MILLION FOR THE IMPLEMENTATION OF THE TR SOLUTION AND OPEN PAYMENTS OPTION. ANY QUESTIONS?

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RICK RAMACIER, CHAIR: ANY QUESTIONS FROM BOARD MEMBERS OF STAFF?

ROBERT POWERS, VICE CHAIR: I DON'T KNOW IF IT'S A QUESTION. I'M SORRY. YOU HAD YOUR HAND UP FIRST NURIA.

NURIA FERNANDEZ: WHERE IS THE FUNDING COMING FROM FOR THIS?

EDWARD MENG: I CAN TAKE A SHOT AT IT KELLY.

KELLY JACKSON: YES ED.

EDWARD MENG: WE WILL BE GOING TO ASK FOR FUNDING FOR THE WORK AS PART OF OUR FUTURE FEDERAL TRANSIT CAPITAL PRIORITY PROGRAM. SO IT'S VERY SIMILAR TO HOW WE HAD OUR INTEGRATOR CONTRACT APPROVED WHICH KIND OF ASKED FOR FUTURE TRANSIT CAPITAL PRIORITY FPA FUNDS SO WE'RE WORKING WITH OUR FUNDING ALLOCATION STAFF TO PRESENT THIS TO OUR COMMISSION AS WELL AS WITH COMMITMENT FOR FUTURE FUNDS.

CAROL KUESTER: IF WE'RE NOT SUCCESSFUL THIS ADVOCATING FOR ADDITIONAL FUNDING NURIA WE DO HAVE A SUFFICIENT AMOUNT IN THE PROJECT CONTINGENCY TO COVER THIS WORK.

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NURIA FERNANDEZ: OKAY. AND DO WE NEED TO TAKE ANY ACTION FOR A CONTINGENCY NOW?

CAROL KUESTER: WE SECURED --

NURIA FERNANDEZ: THIS IS FOR CONTRACT RELATED TO THE PROJECT, DO WE NEED TO PROTECT IT OR IT'S A GIVEN AND WILL ONLY BE USED IF WE DON'T GET THE FEDERAL FUNDS.

EDWARD MENG: IF WE DON'T GET THE FEDERAL FUNDS FROM OUR COMMISSION THEN WE NEED TO USE OUR CONTINGENCY WHICH DOES LIMIT OUR ABILITY TO DO THINGS IN THE FUTURE.

CAROL KUESTER: THAT BEING SAID HOWEVER WE HAVE MADE SOME PRETTY MAJOR INVESTMENTS OUT OF OUR CONTINGENCY TO DATE AND ARE NOW IN THE DESIGN PHASE OF THE WORK. I SHARE AN INTEREST IN PROTECTING THE CONTINGENCY AS MUCH AS POSSIBLE. BUT YOU'RE RIGHT, NURIA, I MEAN, WE WOULD BE LEFT WITH A VERY SMALL REMAINDER IF WE NEED TO, YOU KNOW, TAKE THIS ENTIRE AMOUNT OUT OF OUR CONTINGENCY THAT'S WHY WE'RE SEEKING ALTERNATIVE FUNDING SOURCES.

RICK RAMACIER, CHAIR: JEFF?

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JEFFREY TUMLIN: I JUST WANT TO PRAISE STAFF FOR SPOTTING THIS OPPORTUNITY, WHICH I THINK IS A WIN-WIN SOLUTION. AND ALLOWS US TO ADVANCE IMPORTANT WORK THAT WILL HELP ALL OF OUR CUSTOMERS. SO THANK YOU FOR FINDING THIS AND ADVANCING IT.

CAROL KUESTER: YEAH, THERE WERE CERTAINLY A COUPLE OF KEY PIECES OF INFORMATION THAT CHANGED BUT I THINK YOU CAN SEE FROM THE PRESENTATION IT'S A VERY SENSIBLE SOLUTION.

RICK RAMACIER, CHAIR: DENIS?

DENIS MULLIGAN: I MOVE THE ITEM.

JEFFREY TUMLIN: SECOND TUMLIN.

RICK RAMACIER, CHAIR: OKAY. I HAVE A MOTION AND SECOND.

EDWARD MENG: CHAIR, WE HAVE PUBLIC COMMENT.

RICK RAMACIER, CHAIR: I KNOW. FIRST I'M GOING TO GO TO BOARD MEMBER RANNELLS WHO HAS HER HAND UP.

NINA RANNELLS: I WANT TO CLARIFY WHEN YOU SAY THIS WILL BE FUNDED THROUGH TRANSIT CAPITAL PRIORITY FUNDS, THIS'S FEDERAL FORMULA FUNDS, RIGHT?

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SPEAKER: YEAH.

NINA RANNELLS: I JUST WANT TO MAKE SURE EVERYBODY UNDERSTOOD THAT.

RICK RAMACIER, CHAIR: OKAY I'M NOW -- OH, GO AHEAD BOB.

ROBERT POWERS, VICE CHAIR: JUST A COUPLE OF COMMENTS. ONE, I WANTED TO THANK STAFF FOR THIS AND ASSOCIATE MYSELF WITH THE COMMENTS FROM MR. TUMLIN. IT IS TIMELY LOOKED AT AN OPPORTUNITY AND GRABBED T I THINK THAT'S A GOOD THING. I DON'T KNOW, THERESE, AND CAROL, THE FUNCTIONAL REQUIREMENTS, YOU KNOW, THAT ARE GOING TO GO INTO THESE TR FOURS, IT WOULD BE GOOD IF THE OPERATORS GOT THOSE FUNCTIONAL REQUIREMENTS AHEAD OF GOING TO THIS OPEN PAYMENT SYSTEM, RIGHT? SO, YOU KNOW, WHETHER IT'S ME OR JEFF, OR WHOEVER, YOU KNOW, MAKING SURE THAT IT FITS WITH OUR -- THE REGULATIONS THAT WE HAVE, BUSINESS RULES, AND I THINK WE HAVE ASKED FOR SOME OF THOSE DESIGN CRITERIA, THE FUNCTIONAL REQUIREMENTS, CAROLE, AND I DON'T KNOW IF THEY'RE FORTH COMING, OR WHERE MTC AND CUBIC ARE WITH THAT, BUT AS SOON AS THOSE ARE AVAILABLE -- THE SOONER THEY GET OUT TO THE OPERATORS, THE BETTER OFF, YOU KNOW, WE'LL BE ON THIS. SO I JUST WANTED TO MAKE SURE THEY PUT THAT COMMENT OUT THERE, PUBLICLY.

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CAROL KUESTER: YEAH. WE AGREE. THIS IS, AS YOU CAN TELL, I HOPE, FROM THE SIZE OF THE CHANGE ORDER HERE, THIS IS A PRETTY SIGNIFICANT PIECE OF WORK THAT REQUIRES US TO WORK QUICKLY WITH BART AND MUNI WHO WILL NOW BE GETTING THE MOST VERSION OF EQUIPMENT RATHER THAN RELYING ON LEGACY EQUIPMENT AND I KNOW WE HAVE MORE DESIGN WORK TO DO THERE. AND I'LL NOTE THAT WITH THIS ACTION, WHAT WE'RE ESSENTIALLY TELLING CUBIC WITH RESPECT TO OPEN PAYMENTS IS GO AHEAD AND GET STARTED ON THE SOFTWARE WORK. I WILL JUST CAUTION THAT WE ALL ARE GOING TO HAVE A LOT OF WORK TO DO TO THINK ABOUT THE BUSINESS RULES ASSOCIATED WITH HOW WE WANT TO USE OPEN PAYMENTS. SO THAT'S GOING TO TAKE SOME TIME. WE NEED TO FIGURE OUT HOW THAT WORK STREAM WILL BE MANAGED. IT WILL BE THE SAME PEOPLE THAT WILL BE -- SAME FOLKS ON YOUR SIDE ON OUR SIDE AND ON THE CUBIC SYSTEM WHO ARE ALSO TRYING TO GET THE CAFE SYSTEM OUT THE DOOR. SO WE HAVE A WORK PLAN TO DEVELOP, BUT WE DO THINK IT'S RIGHT TO TAKE THIS ACTION TO GET THE TECHNOLOGY PIECE MOVING. AND I ABSOLUTELY AGREE ON THE FUNCTIONAL REQUIREMENTS. JASON, DID YOU HAVE SOMETHING TO ADD?

JASON WEINSTEIN: NO. I THINK THAT WAS PERFECT.

ROBERT POWERS, VICE CHAIR: OKAY GOOD. I'M IN SUPPORT.

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RICK RAMACIER, CHAIR: ALL RIGHT. BEFORE WE TAKE THE VOTE, LET'S HEAR FROM OUR PUBLIC. WE HAVE AT LEAST ONE PERSON WITH A RAISED HAND. ED, LET'S ROLL THROUGH THAT.

EDWARD MENG: ALETA DUPREE, IT LOOKS LIKE YOU HAVE A COMMENT.

SPEAKER: THANK YOU CHAIR RICK RAMACIER. CAN YOU HEAR ME?

EDWARD MENG: YEAH. YOU'RE GOOD.

SPEAKER: THANK YOU CHAIR RAMACIER AND MEMBERS. ALETA DUPREE FOR THE RECORD. THIS IS VERY IMPORTANT. OPEN SOURCE PAYMENT NEEDS TO BE SOONER RATHER THAN LATER. THIS IS AN INVESTMENT AND COVID OR NOT OPEN SOURCE PAYMENT IS PART OF A SEED CHANGE THAT HAS BEEN COMING. I NOTICED WITH MY OWN CREDIT UNION, THEY HAVE RECENTLY MADE THE CHANGE TO ISSUING CONTACTLESS PAYMENT CARDS. TRANSIT HAS REALLY BEEN A DRIVER OF THIS, IN NEW YORK CITY, APPROXIMATELY 400 OF THE 424 STATION COMPLEXES, OF THE NEW YORK CITY SUBWAY HAVE NOW BEEN OUTFITTED WITH THE OMNI FARE PAYMENT SYSTEM AND OTHER SYSTEMS ARE FOLLOWING SUIT, AND I KOBE PUBLIC IS ALSO DOING THE WORK IN NEW YORK CITY. THIS IS MONEY THAT'S GOING TO PAY OFF AS AN INVESTMENT. PEOPLE ARE LOOK FORWARD TO THIS. WHETHER WE GET FEDERAL MONEY OR NOT WE STILL NEED TO DO THIS BECAUSE IT WILL PAY FOR ITSELF OVER TIME IN CONVENIENCE TO THE CUSTOMERS AND EFFICIENCIES, WE JUST NEED

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MORE CREDIT UNION AND LESS COFFEE CAN. SO I BELIEVE THAT THIS NEEDS TO BE APPROVED. I ASKED FOR THAT, AND THEN WE CAN CONTINUE THIS WORK OF OFFERING MORE SAFER REGISTERED AND USER FRIENDLY OPTIONS TO OUR RIDING PUBLIC. THANK YOU.

RICK RAMACIER, CHAIR: THANK YOU ALETA. ED S THERE ANYONE ELSE FROM THE PUBLIC THAT I AM NOT SEEING WANTS THAT TO WEIGH IN? OR DID WE RECEIVE ANY WRITTEN COMMUNICATION ON THIS ITEM?

EDWARD MENG: WE DID NOT RECEIVE ANY WRITTEN COMMUNICATION ON THIS ITEM AND THERE ARE NO OTHER MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RICK RAMACIER, CHAIR: MOTION FROM MULLIGAN SECOND FROM TUMLIN. THERE ARE ANY OTHER MEMBERS FROM THE BOARD THAT WISH TO WEIGH IN BEFORE WE CALL THE VOTE. OKAY. I'M NOT SEEING ANY. ED, COULD YOU PLEASE CALL THE ROLL?

EDWARD MENG: YES. [ROLL CALL VOTE] THE ITEM PASSES.

RICK RAMACIER, CHAIR: THANK YOU. THAT BRINGS US TO OUR INFORMATION ITEMS. WE HAVE TWO UNDER ITEM 4, 4A UPDATE FROM JASON WEINSTEIN ON THE CURRENT CLIPPER SYSTEM. JASON.

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JASON WEINSTEIN: IN TERMS OF THE CURRENT SYSTEM CLIPPER PROCESSED A LITTLE OVER 3 MILLION TRAUMATICS AND SETTLED A LITTLE OVER 7 MILLION IN OCTOBER. THESE NUMBERS ARE GOOD. INCREASES FROM SEPTEMBER BUT DOWN TO PRE COVID AS OF NOVEMBER 6TH OFFERING FREE TRAVEL DUE TO COVID-19. AND IMPLEMENTATION PROJECTS, CLIPPER HOME AFTER WORK SCHEDULE IS ATTACHED. AND TO HIGHLIGHT CLIPPER START PROGRAM NEXT SET OF OPERATORS SHOULD BE LAUNCHING NEXT MONDAY NOVEMBER 23RD AND WE'RE STILL PLANNING ON THE NEXT GROUP OF OPERATORS IN THE MOST RECENT LAUNCH TO ROLL OUT IN JANUARY 2021. SO WE'RE EXCITED ABOUT THAT. THAT IS MY UPDATE. AND I'M AVAILABLE FOR ANY QUESTIONS YOU MAY HAVE.

RICK RAMACIER, CHAIR: THANK YOU JASON. ANY QUESTIONS FROM BOARD MEMBERS? BOB?

ROBERT POWERS, VICE CHAIR: YEAH. DO WE KNOW, MAYBE IT'S IN THE PACKET AND I MISSED IT JASON -- THE LIST OF OTHER OPERATORS THAT ARE JOINING THE MEANS-BASED FARE PROGRAM? YOU KNOW, THE TWO GROUPINGS, IS THAT IN THE PACKET AND I MISSED IT?

JASON WEINSTEIN: I DON'T KNOW THAT I HAVE THEM LISTED OUT.

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ROBERT POWERS, VICE CHAIR: AND IT'S NOT PUBLIC OR IT'S NOT -- I KNOW -- WELL IT'S AN INFORMATIONAL ITEM SO WE CAN DISCUSS IT.

LYSA HALE: YES, THE OPERATORS THAT ARE ROLLING OUT ON NOVEMBER 23RD OF MARIN TRANSIT, SMART, PETALUMA TRANSIT, SANTA ROSA CITY BUS, SONOMA COUNTY TRANSIT, AND WETA SO THOSE WILL ALL BE ROLLING OUT ON NOVEMBER 23RD AND THE REMAINING OPERATORS WILL ROLL OUT SOMETIME IN JANUARY PROBABLY CLOSER TO THE END OF THE MONTH, THAT'S OUR CURRENT SCHEDULE, AND WE'RE ON TRACK FOR NOVEMBER 23RD.

ROBERT POWERS, VICE CHAIR: THANK YOU.

RICK RAMACIER, CHAIR: NINA?

NINA RANNELLS: THANKS. I JUST WANTED TO THANK THE CLIPPER STAFF FOR WORKING ON THIS AND FOR OPENING THIS UP FOR ALL OF US. IT'S -- WE'RE REALLY EXCITED TO IMPLEMENT IN NOVEMBER. THANK YOU.

JASON WEINSTEIN: EXCELLENT.

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RICK RAMACIER, CHAIR: ANY OTHER BOARD QUESTIONS? OKAY. ED, I'M NOT SEEING ANYBODY FROM THE PUBLIC WITH A RAISED HAND. DID WE HAVE ANY WRITTEN COMMUNICATION ON THIS ITEM?

EDWARD MENG: WE DIDN'T RECEIVE ANY COMMUNICATION ON THIS ITEM FROM THE PUBLIC.

RICK RAMACIER, CHAIR: OKAY. THANK YOU. THAT BRINGS US TO ITEM 4B A REPORT FROM JASON ON THE NEXT GENERATION CLIPPER.

JASON WEINSTEIN: AGAIN I'LL BE BRIEF. ATTACHMENT A HAS ALWAYS, ATTACHED TO YOUR MEMO UPDATE PROVIDED MONTHLY HIGHLIGHTING A FEW ITEMS HERE CLIPPER MOBILE APP MOVING ALONG IN EARNEST TRANSIT OPERATORS TESTERS IN STATION THIS IS MONTH AND RIDERSHIP TESTING SHOULD GUN IN DECEMBER. AS IT RELATES TO ACCOUNT BASED DESIGN, AS WE HAVE MENTIONED BEFORE WE HAVE A SERIES OF DESIGN WORKSHOP IN VARIOUS AREAS THAT ARE LISTED IN YOUR MEMO AND ALSO FOR THE CONTRACT, THE CONTRACT SUBMITTALS REQUIRE THAT THE SYSTEM REQUIREMENTS ARE SUBMITTED THREE TIMES. THEY HAVE CONCEPTUAL DESIGN, PRELIMINARY DESIGN AND FINAL DESIGN ALSO KNOWN AS CBD, FDR AND PDR, CUBIC SUBMITTED THEIR CONCEPTUAL DESIGN AND WE MET WITH TRANSIT OPERATOR STAFF TWICE LAST WEEK TO WALK THROUGH THAT SUBMISSION IT'S A LARGE ONE AND WE'RE GOING TO MEET AGAIN WITH YOUR STAFF THIS WEEK TO TALK MORE ABOUT THAT AND FINALLY, LAST MONTH, I INDICATED THAT

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CUBIC SCHEDULE HAD A LITTLE BIT OF A DELAY IN IT AND THAT WE WERE GOING TO MEET WITH CUBIC WE DID DO THAT TO TALK ABOUT OUR CONCERNS AND WHILE STILL REVIEWING OUR CUBIC SCHEDULE WE RECEIVED LAST WEEK CHANGES HAVE BEEN MADE IN LOGIC TO CORRECT THE ACHIEVEMENT FOR REVIEW READY SYSTEM COMPLETION WE SAW POSITIVE RESULTS AND FEEL LIKE WE'RE IN A GOOD PACE THERE. THAT IS MY REPORT. I AM HAPPY TO ANSWER ANY QUESTIONS YOU HAVE.

RICK RAMACIER, CHAIR: THANK YOU JASON. THERE ARE ANY QUESTIONS FROM BOARD MEMBERS REGARDING JASON'S REPORT? OKAY I'M NOT SEEING ANY. ED, I'M NOT SEEING ANYBODY FROM THE PUBLIC RAISE THEIR HAND. IS THERE ANY WRITTEN COMMUNICATION THAT WE HAVE RECEIVED ON THIS ITEM?

EDWARD MENG: WE DID NOT RECEIVE ANY PUBLIC COMMENT ON THIS ITEM.

RICK RAMACIER, CHAIR: THANK YOU. THAT BRINGS US TO ITEM FIVE, THE EXECUTIVE DIRECTOR'S REPORT. CAROL?

CAROL KUESTER: QUICKLY. WE'RE EXCITED WE WERE ABLE TO WORK OUT THIS STRATEGY FOR LAUNCHING WITH OPEN PAYMENTS THAT'S NEW IN THE DIRECTION THAT CAL ITP IS TAKING WITH THE OPERATORS AND IS GOING TO BE AN IMPROVEMENT IN THE CARD INDUSTRY. AS A

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REMINDER, I UNDERSTAND SOME BOARD MEMBERS ARE BEING CONTACT BY A VARIETY OF INTERESTED PARTIES WHO MAY WANT TO WORK WITH CLIPPER IN VARIOUS WAYS FROM PAYMENTS INDUSTRY TO WEARABLE INDUSTRIES, AND THEN WE HAVE VENDORS WHO WANT TO COME AND PRESENT HERE AT CBA MY REQUEST IS YOU FORWARD THOSE REQUESTS TO JASON WEINSTEIN AND WE WILL KEEP YOU ADVISED AS WE HANDLE ACCORDINGLY AND OUR ADDRESSES ARE HANDLED WITH A LOT OF CONSISTENCY AND IF MEMBERS OF THE PUBLIC WANT TO SUBMIT COMMENT IN WRITING WANT TO COMMENT ON THE WORK OF THIS BOARD THEY CAN ALWAYS SUBMIT COMMENT IN WRITING AND THEY'RE ADVISED TO CONTACT THE CLERK OF THE BOARD 72 HOURS PRIOR TO THE START OF THE MEETING. THAT'S A DIFFERENT CATEGORY. SO I DO THINK WE'RE GOING TO HAVE A LITTLE BIT OF EXCITEMENT AROUND THIS OPEN PAYMENTS PIECE, AND WE SHARE THAT EXCITEMENT AND WE WANT TO GET IT RIGHT. AND WE'RE COMMITTED TO KEEPING THE CLIPPER PROGRAM AT THE FOREFRONT OF NEGOTIATIONS IN THAT REGARD, AND WE WILL DEFINITELY KEEP YOU APPRISED. THAT'S ALL I HAD FOR TODAY. THANK YOU FOR YOUR -- THANK YOU FOR YOUR COMMITMENT TO THE WORK ON THE BLUE RIBBON TASK FORCE, I KNOW THAT'S ANOTHER BIG COMMITMENT.

RICK RAMACIER, CHAIR: THANK YOU CAROL. ANY QUESTIONS FOR BOARD MEMBERS, OF CAROL? I'M NOT SEEING ANY RAISED HANDS FROM THE PUBLIC. ED, WERE THERE ANY WRITTEN COMMUNICATION THAT CAME IN ON THIS ITEM?

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EDWARD MENG: THERE WAS NO PUBLIC COMMENT RECEIVED ON THIS ITEM.

RICK RAMACIER, CHAIR: GREAT. THAT BRINGS US TO ITEM SIX WHICH IS PUBLIC COMMENT AND/OR OTHER BUSINESS. AND BEFORE WE GO TO THE PUBLIC IS THERE ANYBODY ON THE BOARD THAT WISHES TO SHARE ANYTHING WITH THIS BOARD TODAY? OKAY. I'M NOT SEEING ANYTHING. ED, IT LOOKS LIKE WE HAVE AT LEAST ONE RAISED HAND FROM THE PUBLIC.

EDWARD MENG: YEAH. WE HAVE A RAISED HAND FROM ALETA DUPREE. FEEL FREE TO START.

SPEAKER: THANK YOU CHAIR, RICK RAMACIER AND OTHERS. ALETA DUPREE FOR THE RECORD. GOOD MEETING. GETTING OUR WORK DONE. LOTS OF IMPORTANT THINGS GOING ON. AND SO WE JUST HAVE TO STATE COURSE. I HAVE LOOKED AT THE BART WEB SITE, AND THEY TOO ARE ALMOST FINISHED WITH THEIR CONVERSION OF THEIR STATIONS TO OPERATE ON 100 PERCENT CLIPPER BASED SYSTEM. SO WHOLE BE FIRST? NEW YORK CITY OR BART? WE SHALL SEE. BUT BOTH ARE WORTHY EQUALS IN THIS SPACE. IN NEW YORK, THE STATE THROUGH WAY JUST TURNED ON THEIR CASHLESS TOLL SYSTEMS ON SATURDAY MORNING SO THE SEED CHANGES CONTINUE TO COME. I AM LOOKING FORWARD TO THE APP, WHICH WILL ALLOW REALTIME ADDITION OF FARE

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VALUE AND PASSES, BUT WE ALSO SHOULD ENSURE WE WORK ON DECREASING THE AMOUNT OF TIME AND INTERVALS IN ORDER FOR PEOPLE TO LOAD THEIR FARE VALUE REMOTELY, BECAUSE NOT EVERYBODY HAS SMART PHONES, AND EVEN IF THEY DO, MANY AGENCIES REDUCED FARE CARDS ARE NOT ABLE TO BE USED ON THE PHONE DUE TO THE VARIOUS NEED FOR IDENTIFICATION, PICTURE, ET CETERA. SO WE WANT TO CONTINUE TO WORK ON THAT SO PEOPLE DON'T HAVE TO WAIT FOR LONG TO GET THEIR FARE PRODUCT LOADED, AT LEAST AT THE RAIL GATES. SO LET'S SEE WHAT WE DO NEXT MONTH. BUT I'M LOOKING FORWARD TO GETTING THIS APP TURNED ON. THANK YOU.

RICK RAMACIER, CHAIR: THANK YOU ALETA. ED, DO WE HAVE ANY MORE PUBLIC COMMENT?

EDWARD MENG: WE DO NOT HAVE ANY MORE PUBLIC COMMENT.

RICK RAMACIER, CHAIR: AND DID WE RECEIVE ANY WRITTEN COMMENT?

EDWARD MENG: WE DID NOT RECEIVE WRITTEN COMMENTS.

RICK RAMACIER, CHAIR: GREAT. THANK YOU VERY MUCH. THAT BRINGS US TO ADJOURNMENT. THIS BOARD WILL ADJOURN, THE CLIPPER EXECUTIVE BOARD UNTIL ET CETERA NEXT SCHEDULED MEETING TO BE HELD DECEMBER 7TH, 2020 AT 1:45 REMOTELY AND BY WEBCAST AS APPROPRIATE. THANK YOU ALL VERY MUCH. [ADJOURNED]

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